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**PLANNING COMMISSION AGENDA
CITY HALL AUDITORIUM, 250 NORTH 5TH STREET**

TUESDAY, JUNE 8, 2010, 6:00 P.M.

Call to Order

Welcome. Items listed on this agenda will be given consideration by the City of Grand Junction Planning Commission. Please turn off all cell phones during the meeting.

In an effort to give everyone who would like to speak an opportunity to provide their testimony, we ask that you try to limit your comments to 3-5 minutes. If someone else has already stated your comments, you may simply state that you agree with the previous statements made. Please do not repeat testimony that has already been provided. Inappropriate behavior, such as booing, cheering, personal attacks, applause, verbal outbursts or other inappropriate behavior, will not be permitted.

Copies of the agenda and staff reports are available on the table located at the back of the Auditorium.

Announcements, Presentations and/or Prescheduled Visitors

Consent Agenda

Items on the consent agenda are items perceived to be non-controversial in nature and meet all requirements of the Codes and regulations and/or the applicant has acknowledged complete agreement with the recommended conditions.

The consent agenda will be acted upon in one motion, unless the applicant, a member of the public, a Planning Commissioner or staff requests that the item be removed from the consent agenda. Items removed from the consent agenda will be reviewed as a part of the regular agenda. Consent agenda items must be removed from the consent agenda for a full hearing to be eligible for appeal or rehearing.

1. Minutes of Previous Meetings

Approve minutes of the April 13, 2010 Regular Meeting.

[Attach 1](#)

2. Goose Downs Subdivision – Preliminary Subdivision Plan [Attach 2](#)

Request approval of the Preliminary Subdivision Plan to develop 53 lots on 13.38 acres in an R-4 (Residential 4 du/ac) zone district; approve a phasing schedule; and request a recommendation of approval to City Council to vacate a portion of 29 5/8 Road.

FILE #: PP-2008-245
PETITIONER: Terry Deherrera
LOCATION: 359 29 5/8 Road
STAFF: Lori Bowers

3. Gentleman’s Club CUP – Conditional Use Permit [Attach 3](#)

Request approval of a Conditional Use Permit that would allow the hours of operation, from a previous approval, to be changed from 5:00 PM thru 2:00 AM to 10:00 AM thru 2:00 AM.

FILE #: CUP-2010-050
PETITIONER: Kevin Eardley – 2257, LLC
LOCATION: 2258 Colex Drive
STAFF: Senta Costello

4. Baker Hughes Explosive – Conditional Use Permit [Attach 4](#)

Request approval of a Conditional Use Permit to store hazardous materials/explosives on 2.87 acres in an I-1 (Light Industrial) zone district.

FILE #: CUP-2010-034
PETITIONER: John Durmas – Knight Durmas Properties, LLC
LOCATION: 842 21 1/2 Road
STAFF: Brian Rusche

***** END OF CONSENT CALENDAR *****

***** ITEMS NEEDING INDIVIDUAL CONSIDERATION *****

Public Hearing Items

On the following items the Grand Junction Planning Commission will make the final decision or a recommendation to City Council. If you have an interest in one of these items or wish to appeal an action taken by the Planning Commission, please call the Public Works and Planning Department (244-1430) after this hearing to inquire about City Council scheduling.

5. Schooley-Weaver Partnership – Conditional Use Permit – Continued from May 11, 2010 Planning Commission Hearing [Attach 5](#)

Request approval of a Conditional Use Permit to establish a Gravel Pit on 16 acres in an R-R (Residential Rural) zone district.

FILE #: CUP-2010-008
PETITIONER: Schooley-Weaver Partnership
LOCATION: 104 29 3/4 Road
STAFF: Brian Rusche

General Discussion/Other Business

Nonscheduled Citizens and/or Visitors

Adjournment

**Attach 1
Minutes of Previous Meetings**

**GRAND JUNCTION PLANNING COMMISSION
APRIL 13, 2010 MINUTES
6:00 p.m. to 6:37 p.m.**

The regularly scheduled Planning Commission hearing was called to order at 6:00 p.m. by Chairman Wall. The public hearing was held in the City Hall Auditorium.

In attendance, representing the City Planning Commission, were Reggie Wall (Chairman), Lynn Pavelka-Zarkesh (Vice Chair), Pat Carlow, Mark Abbott, Ebe Eslami, Richard Schoenradt and Lyn Benoit. Commissioner Rob Burnett was absent.

In attendance, representing the City's Public Works and Planning Department – Planning Division, were Lisa Cox (Planning Division Manager), Greg Moberg (Planning Services Supervisor), Scott Peterson (Senior Planner), Senta Costello (Senior Planner), Lori Bowers (Senior Planner), Jody Kliska (Transportation Engineer) and Rick Dorris (Development Engineer).

Also present was Jamie Beard (Assistant City Attorney).

Pat Dunlap (Planning Technician) was present to record the minutes.

There were 6 interested citizens present during the course of the hearing.

Announcements, Presentations, and/or Prescheduled Visitors

Consent Agenda

1. **Minutes of Previous Meetings**
Approve minutes of the March 9, 2010 Regular Meeting.
2. **Marriott Alley Vacation – Vacation of Right-of-Way – Pulled for Full Hearing**
Request a recommendation of approval to City Council to vacate the western 150 feet of alley between Main Street and Rood Avenue west of North 3rd Street.

FILE #: VR-2009-254
PETITIONER: Steve Reimer & Kevin Reimer – Western Hospitality, LLC
LOCATION: 236 Main Street
STAFF: Senta Costello
3. **R&A Subdivision – Vacation of Right-of-Way – Continued to May 11, 2010**
Request a recommendation of approval to City Council to vacate 260 square feet of a section of Right-of-Way on the south side of Grand Mesa Avenue, 4 feet

deep, a distance of 65.08 feet, in front of Lots 3, 4 and 5, Block 3, Orchard Mesa Heights Subdivision.

FILE #: VR-2009-231
PETITIONER: Ronald Ashely
LOCATION: 545 Grand Mesa Avenue
STAFF: Lori Bowers

4. American Furniture Warehouse – Vacation of Right-of-Way

Request a recommendation of approval to City Council to vacate 29,400 sq ft of the north end of Maldonado Street and 18,356 sq ft of an unnamed ROW extending east of Highway 6 and 50, along with eight other adjoining and nearby easements.

FILE #: VR-2010-019
PETITIONER: Michael Michalek – American Furniture Warehouse; Steve Broadbent – Gigg Holdings, LLC
LOCATION: East of Base Rock Street
STAFF: Lori Bowers

5. City Market – 24 Road – Vacation of Easement

Request a recommendation of approval to City Council to vacate a utility easement, which was dedicated on Lot 2A, Replat of Mesa Village Subdivision plat.

FILE #: CUP-2007-331
PETITIONER: John T. Atwood – Dillon Real Estate Co., LLC
LOCATION: 630 24 Road
STAFF: Lori Bowers

6. Dominguez Estates South Extension – Preliminary Subdivision Plan

Request approval of the extension of the Preliminary Subdivision Plan to develop 15 single family lots on 4.4 acres in an R-4 (Residential 4 du/ac) zone district.

FILE #: PP-2006-185
PETITIONER: South Dominguez Estates, LLC
LOCATION: 2921 E 7/8 Road
STAFF: Scott Peterson

Chairman Wall briefly explained the Consent Agenda and asked the public, Staff, and Planning Commissioners if they wanted any item pulled for a full hearing. Chairman Wall announced that it was requested that Item 3, R&A Subdivision Vacation of Right-of-Way, be continued to the May 11, 2010 meeting. A member of the public also requested that Item 2 be pulled for a full hearing. After discussion, there were no objections or additional revisions received from the audience or Planning Commissioners on any of the remaining Consent Agenda items.

MOTION: (Commissioner Schoenrad) “Mr. Chairman, I make a motion that we approve the Consent Agenda as read with the exceptions of Items 2, which was pulled for a full hearing, and Item 3, which is being continued to May 11, 2010.”

Commissioner Pavelka-Zarkesh seconded the motion. A vote was called and the motion passed unanimously by a vote of 7 - 0.

Public Hearing Items

- 2. Marriott Alley Vacation – Vacation of Right-of-Way – Pulled for Full Hearing**
Request a recommendation of approval to City Council to vacate the western 150 feet of alley between Main Street and Rood Avenue west of North 3rd Street.

FILE #: VR-2009-254
PETITIONER: Steve Reimer & Kevin Reimer – Western Hospitality, LLC
LOCATION: 236 Main Street
STAFF: Senta Costello

STAFF’S PRESENTATION

Senta Costello, Senior Planner, made a presentation regarding the request to vacate the western 150 feet of an alley right-of-way as a part of the development of a new hotel on the northwest corner of 3rd and Main Streets. She indicated that, if approved, staff had requested that a utility easement be retained over that portion of the alley to be vacated. Ms. Costello also indicated that the vacated right-of-way is to be used for landscaping and drainage as well as maintenance of the existing utilities. Ms. Costello finished her presentation by stating that she was recommending approval of the request.

APPLICANT’S PRESENTATION

Kevin Reimer, Western Hospitality, said that they were intending to build a five-story, 100 suite hotel, of approximately 167,000 square feet in size. He noted that the vacation of the alley would allow better utilization of a fairly tight urban site for a hotel and would help maximize the amount of on-site parking, landscaping, and facilitate stormwater management.

QUESTIONS

Chairman Wall asked for clarification as to why this item was pulled for a full hearing. Mr. Reimer stated that there was a gentleman from the Credit Union who had a couple of questions.

Commissioner Schoenrad asked if the applicant would tear up the asphalt and landscape the area for use as retention? Mr. Reimer said that the east 100 feet of the alley would remain and be used as access on to the site. The portion of the vacated alley would still being used as ingress and egress for the proposed parking lot. Mr. Reimer also stated that he was in agreement to retention of the alley as a utility easement.

PUBLIC COMMENT

Bob Kanandra, representing the Credit Union of Colorado, stated that the Credit Union was concerned because they had lost their access from Main Street as a result of the revitalization project and were currently using the alley. He said that the Credit Union was concerned that if the alley were vacated and in the future something were to again happen to the Main Street access, Credit Union members would be unable to use the drive-up facility.

STAFF'S REBUTTAL

Senta Costello responded that the City makes every effort to accommodate business owners who are affected by any right-of-way construction project. She further stated that should any future construction project occur, which limits access to the Credit Union, the City would do everything it could to reduce the impact.

QUESTIONS

Chairman Wall asked if the Credit Union was only concerned about access related to any future construction project. Mr. Kanandra indicated that this was their main concern.

APPLICANT'S REBUTTAL

Mr. Reimer stated that the alley vacation would not be recorded until the Main Street uplift program was completed and the Credit Union's Main Street access was restored. He also stated that any construction impeding the alley access would be delayed until the Main Street access was restored.

PUBLIC COMMENT

Mr. Kanandra noted that this would take care of the current project; however without alley access they were also concerned of any future closures to their Main Street access. Chairman Wall assured Mr. Kanandra that he believed that accommodations would be made to allow access onto their property.

QUESTIONS

Commissioner Carlow asked if there was anything on paper that would ensure that accommodations would be made. Rick Dorris, Development Engineer, said that he could not guarantee that access to the drive-through facility would not be affected for a day or two but stated that accommodations would be made. He also stated that currently, if a critical business function is impacted by a construction project, work has been performed on weekends or in the evenings.

Commissioner Schoenradt asked if the vacated portion of the alley would become part of the parking lot or part of the building. Mr. Dorris confirmed that the vacated area would become part of the parking lot and landscaping.

Commissioner Schoenradt asked if there would be any access from the alley to the Credit Union. Rick Dorris pointed out that a portion of the vacated area would be used

as landscaping and a bio-infiltration basin for stormwater maintenance and further stated that there would not be access from the alley to the Credit Union.

Commissioner Schoenradt asked if there was another access off of Rood Avenue to the Credit Union. Mr. Kanandra said there was but that it was difficult to get to the drive-up windows. Mr. Dorris confirmed this.

Commissioner Benoit asked what the projected timeframe was for the Main Street project. Rick Dorris stated that June 9th was the contracted date for completion although this section of Main Street could be opened sooner.

PUBLIC COMMENT

Jim Cihlar, representative for Plaza Reprographics, stated that he wanted to make sure that Plaza Reprographics would not lose their alley access as it was a critical for their business. Lisa Cox, Planning Manager, stated that the requested vacation did not affect that portion of the alley and therefore did not affect their access. However, if that portion of the alley were to have a request to be vacated, that request would go through the same public process as what is being requested tonight. The process would require public notification, a public hearing before the Planning Commission and a public hearing before the City Council for final determination.

MOTION: (Vice-Chair Pavelka-Zarkesh) “On item VR-2009-254, I move we forward a recommendation of approval to the City Council on the request to vacate alley right-of-way with the findings of facts, conditions and conclusions included in the Staff Report.”

Commissioner Benoit seconded the motion. A vote was called and the motion passed unanimously by a vote of 7 - 0.

7. Grand Valley Circulation Plan – Revised Plan

Adoption of the Grand Valley Circulation Plan with proposed revisions.

FILE #: PLN-2010-030
PETITIONER: City of Grand Junction
LOCATION: Comprehensive Plan Planning Area
STAFF: Jody Kliska

STAFF'S PRESENTATION

Jody Kliska, City Transportation Engineer, Public Works and Planning Department, made a presentation regarding the Grand Valley Circulation Plan with proposed revisions. Ms. Kliska identified the purpose of the Plan stating that changes to the Plan were based on future growth projections. She further stated that the Plan would help facilitate development of land by providing a fair amount of certainty relating to circulation, connectivity and access. Ms. Kliska stated that the Plan had been in existence since 1997 and was originally presented as the Major Street Plan. It was adopted by the Planning Commission in 1998 and amended in 1999 and 2000. She

stated that the Plan was renamed the Grand Valley Circulation Plan in 2001 and that multiple revisions had been made since that time with the most prominent being the addition of the Pear Park Plan in 2004. With the recent adoption of the Comprehensive Plan, Ms. Kliska felt that it was appropriate to bring forth the proposed revisions.

Ms. Kliska stated that the City of Grand Junction was a home-rule city having the authority to make and adopt a plan for the physical development of streets within the boundaries and within three miles of the City's boundaries. She said that the Comprehensive Plan added about six square miles to the Urban Development Boundary adding new areas to the northwest and southeast. She identified some of the major changes which included reclassifying H Road as a principle arterial; I Road as a major collector from 20 Road to 27 Road; and the addition of the Whitewater and Kannah Creek Plan. She also identified a correction regarding a section of F ½ Road between 25½ Road to 26 Road. She further advised that Mesa County intended to take this plan forward after the adoption by the City Council.

QUESTIONS

Chairman Wall asked if Patterson/F Road would always be "red" at peak traffic times. Ms. Kliska confirmed that the situation would remain during peak hours.

MOTION: (Commissioner Eslami) "Mr. Chairman, on item PLN-2010-030, I move we forward a recommendation of approval to the City Council a request to approve the Grand Valley Circulation Plan with the findings of facts and conclusions in the Staff Report."

Vice-Chair Pavelka-Zarkesh seconded the motion. A vote was called and the motion passed unanimously by a vote of 7 - 0.

General Discussion/Other Business

None

Nonscheduled Citizens and/or Visitors

None

Adjournment

With no objection and no further business, the Planning Commission meeting was adjourned at 6:37 p.m.

**Attach 2
Goose Downs Subdivision**

CITY OF GRAND JUNCTION
PLANNING COMMISSION

MEETING DATE: June 8, 2010
PRESENTER: Lori V. Bowers

AGENDA TOPIC: Goose Downs Subdivision – PP-2008-245

ACTIONS REQUESTED: Approval of a Preliminary Subdivision Plan with an alternative phasing schedule and a recommendation to City Council on the requested Right-of-Way Vacation.

BACKGROUND INFORMATION			
Location:		359 29-5/8 Road	
Applicants:		Terry DeHerrera, owner; Ciavonne Roberts and Assoc. c/o Keith Ehlers, representative.	
Existing Land Use:		Single family residential	
Proposed Land Use:		53 lot single-family residential subdivision	
Surrounding Land Use:	North	Vacant land	
	South	Agricultural	
	East	Single-family residential on large lots over 1 acre	
	West	Beswick Drain and gravel excavation	
Existing Zoning:		R-4 (Residential, 4 units per acre)	
Proposed Zoning:		N/A	
Surrounding Zoning:	North	R-8 (Residential 8 du/ac) and County RSF-R (Residential Single Family Rural)	
	South	County RSF-R (Residential Single Family Rural)	
	East	County RSF-R (Residential Single Family Rural)	
	West	R-R (Residential Rural 1 du/ac)	
Growth Plan Designation:		Residential Medium Low (2 – 4 du/ac)	
Zoning within density range?		X	Yes
			No

PROJECT DESCRIPTION: A request for Preliminary Subdivision Plan approval for Goose Downs Subdivision, 53 lots on 13.38 acres in an R-4 (Residential, 4 du/ac) zone district with an alternative phasing schedule and a request to vacate a portion of 29 5/8 Road.

RECOMMENDATION: Approve the proposed Preliminary Subdivision Plan, with an alternative phasing schedule; and forward a recommendation of approval to City Council to vacate a portion of 29 5/8 Road.

ANALYSIS

1. Background

The property was annexed into the City in February, 2008 as the DeHerrera Annexation. Upon annexation into the City the property was zoned R-4 (Residential – 4 units per acre). This application was reviewed under the 2000 Zoning and Development Code, which was in place at the time the application was submitted. The applicant proposes a phasing schedule for the project.

The subject parcel is 13.26 acres in size and contains an existing home with a pond. The pond also extends to the southeast onto the Young property. The existing house will be removed prior to platting of Phase 1; and the pond will be filled in prior to platting of Phase 4. The Youngs [no apostrophe] have agreed in writing to allow the entire pond to be filled for development. This agreement has been recorded with the Mesa County Clerk and Recorder and is attached.

The proposed subdivision is bounded on the north by C 3/4 Road; on the west by the Beswick Drain, which is the future alignment of 29 1/2 Road; on the south by what is the alignment for C 1/2 Road; and on the east by 29 5/8 Road. It is this portion of 29 5/8 Road that is requested to be vacated.

Density

The overall density of the project is 3.96 units per acre, just under the maximum density of four dwelling units per acre allowed by the R-4 zoning district.

Access

Primary access is obtained from C 3/4 Road which will be constructed by the developer at the end of the existing improvements to 29 1/2 Road. Via Sydney Way and Maria Street. Karel Drive extends eastward for future access to 29 5/8 Road. The existing curved road right-of-way for 29 5/8 Road is to be vacated and the applicant's portion of the vacated right-of-way will be incorporated into Lots 1 through 12 and Tract E. A waiver and Quit Claim has been prepared and signed by the owners of the smaller parcel owned by the Downs'. It is developer's intent to utilize the entire 29 5/8 right-of-way area for the development of these future lots.

The curved portion of 29 5/8 Road was dedicated to the County when Mr. DeHerrera split a small parcel off to sell to the Downs (374 29 5/8 Road). The County required the dedication to maintain access to properties to the south and east and to create a natural separation for the land split. This section of roadway does not follow the Grand Valley Circulation Plan nor the Pear Park Plan. The dedication surrounded the triangularly shaped Downs parcel on all three sides with not as yet constructed right-of-way.

If approved, the vacation of this portion of right-of-way will not become effective until the Final Plat for Phase 1 of the subdivision is recorded and alternative access to adjacent / nearby properties is provided by the developer. The timing of the road construction, the

vacation of the 29 5/8 Road, and the recording of Phase 1 of the subdivision, is critical because several properties to the east currently utilize and rely upon this portion of 29 5/8 Road to access their property.

Road Design

All streets interior to the subdivision will be dedicated to the public and will be constructed to City standards. C 3/4 Road, the remainder of 29 5/8 Road and C 1/2 Road were not annexed as part of this development and will remain undeveloped and in the County at this time. Subdivision streets will have curb, gutter and sidewalk placed on both sides. Only curb, gutter and sidewalk will be placed on the west side of 29 5/8 Road, adjacent to the subdivision, and along the south side of C 3/4 Road.

The Transportation Map and the Pear Park Plan call for Minor Collector classification of 29 1/2 Road, this is the west boundary of the site; C 3/4 Road, which is the north boundary, is shown as a proposed Major Collector; and C 1/2 Road, which is the south boundary is shown as a Minor Collector. C 1/2 Road and 29 1/2 Road will not be improved by the developer of this Subdivision; rather, improvement of these roads will be addressed by the City utilizing the TCP program, as deemed necessary by the City.

Open Space / Park

The Beswick Drain runs parallel to the 29 1/2 Road alignment. The Pear Park Plan and the Urban Trails Master Plan show an off-street trail in this area. The Subdivision includes a tract 20 feet wide (Tract B) along the west boundary. This tract will also be landscaped so as to serve as the required landscape strip along the future 29 1/2 Road over the Beswick Drain. Tract A will, in addition to other uses described below, will provide access to the proposed off-street trail, which the developer will be required to construct in this area.

Lot Layout

There are 53 single family lots and several tracts in the proposed subdivision. Tract A will serve as a water quality detention basin and as access to the urban trail along the Beswick Drain and/or future 29 1/2 Road. Tract B will serve as the required landscaping buffer against the future 29 1/2 Road. Tracts C and D serve the same purpose as Tract B, along C 1/2 Road. Tract E provides a 20-foot access easement for the benefit of the Downs property. A ten-foot irrigation easement benefitting ___[?_]___ crosses proposed Lot 6, Block 4. A concrete ditch extends along the southern most part of the property and forms part of Tracts C and D.

Landscaping

All tracts must be landscaped and maintained by an HOA. The applicants state that there is no irrigation water available at this site. The Zoning and Development Code states that non-potable irrigation water shall be used unless the Director allows the use of potable water. City staff has suggested that the applicant purchase shares of irrigation water for landscaping purposes. There is irrigation water in the area, but it has not been determined if shares are available. *If it is a suggestion that irrigation water be purchased, if it cannot, will the Director allow use of potable water?

Phasing

The applicants have proposed an alternative phasing schedule for this project. A copy of their request and plan is attached for your review. Phase 1 is proposed to be platted within 5 years of approval of the preliminary subdivision plan, with a one-time opportunity for a one-year extension. Phase 2 is to be platted within one year of Phase 1; Phase 3, to be platted within one year of Phase 2; and Phase 4, to be platted within one year of Phase 3. Section 2.3 B.13.b. allows the Planning Commission to approve a development phasing schedule for greater than one (1) year but not more than ten (10) years. The proposed phasing schedule allows for completion of the project within ten (10) years and so complies with the Code's phasing provisions.

Certain improvements will be required with certain phases of the development. Phase 1 cannot be platted until the construction of Sydney Way to Karel Drive, and all of Karel Drive are completed, and the existing house has been removed. The Ordinance vacating 29 5/8 Road will be recorded just prior to the Final Plat being recorded for Phase 1. The pond will need to be filled and compacted prior to the Final Plat being recorded for Phase 4.

2. Section 2.8.B.2 of the Zoning and Development Code

A preliminary subdivision plan must comply with the purposes of Section 2.8 and with all of the following criteria:

- a. The Comprehensive Plan, Grand Valley Circulation Plan, Urban Trails Plan and other adopted plans.

The goals of the Comprehensive Plan have been met with Goal 3: The Comprehensive Plan will create ordered and balanced growth and spread future growth throughout the community.

The Grand Valley Circulation Plan and the Pear Park Local Street Plan show future street connections in this area which are accomplished with this plan. The Urban Trails Plan shows a drainage way path along the Beswick Drain, which is also accommodated by this plan.

Since the property is over five acres in size, reference to the Mineral Resources Map for this area was reviewed. The property is identified on the resources map, in the Pear Park Neighborhood Plan, as a potential gravel resource. There is an existing gravel operation to the west of this site, across the Beswick Drain. [So is it fair to say, then, that residential use may not be the optimal use of the property? What conclusions do you draw from this reference to the Mineral Resources Map?]

- b. The Zoning standards contained in Chapter Three.

Goose Downs Subdivision meets the standards contained in Chapter Three. All lots meet the minimum lot size area of 8,000 square feet by utilizing Section 3.2.B.3, which allows for the minimum lot size to be reduced by the Director on all lots that abut a landscaped "tract" required by the Code. [delete space here.] Nine of the lots along the western most boundary are taking advantage of this section of the Code. The lots range in size from 17,016 square feet to 6,750 square feet.

The Planning Commission may vary the minimum lot width of 75 feet, for irregularly shaped lots, pursuant to Section 3.2.C.2. These lots are generally on a curve where it is difficult to meet the minimum density requirement when 75 feet of lot frontage is required. *These lots need to be identified.

All setbacks of the R-4 Zone District will apply to this subdivision. These setbacks can be met on all proposed lots.

- c. Other standards and requirements of this Code and all other City policies and regulations.

Proof of the formation of a Homeowners Association will be required prior to the final plat being recorded. All common areas and Tracts will be granted by the applicant to that HOA to ensure maintenance and continuous use for the purposes for which they are designated.

- d. Adequate public facilities and services will be available concurrent with the subdivision.

Utilities exist in close proximity to the site within adjacent right-of-way. A 12-inch Ute Water line and an 18-inch sanitary sewer line exists in the C 3/4 Road right-of-way. A 1 1/2-inch Ute water line exists in the portion of 29 5/8 Road along the west boundary of the site. An 8-inch sanitary sewer line exists in the portion of 29 5/8 Road along the east boundary of the site and within the C 1/2 Road right-of-way at the south end the site.

- e. The project will have little or no adverse or negative impacts upon the natural or social environment.

The proposed subdivision will improve the street access to and through properties in the area of the subdivision. There are roads adjacent to the proposed subdivision that are still in the County and are not improved; however, staff does not anticipate that this creates any adverse or negative impact to the natural and social environment of the area.

- f. Compatibility with existing and proposed development on adjacent properties.

The parcel to the north is in agricultural production, as is the parcel directly south. To the east are single family residences on large lots. To the west is the Beswick Drain and just over the Drain is a gravel mining operation. Compatibility exists by providing residential housing in an area zoned for residential purposes.

- g. Adjacent agricultural property and land uses will not be harmed.

There are agricultural properties and uses near the subject parcel. There is no direct access provided to or through the proposed subdivision that will negatively affect the existing agricultural uses. No other adverse affects on adjacent agriculture land are anticipated.

- h. Is neither piecemeal development nor premature development of agricultural land or other unique areas.

The subject parcel has not been in agricultural production for some time. The property was annexed in 2008 due to the requirements of the Persigo Agreement. Since utilities exist in the area, and there is residential property to the east, staff has determined that residential development of this site is not premature.

- i. There is adequate land to dedicate for provision of public services.

Adequate land has been dedicated for public services. The City's standard fourteen foot multi-purpose easements have been shown on the preliminary plan and these will be adequate for the extension of required services throughout the subdivision.

- j. This project will not cause an undue burden on the City for maintenance or improvement of land and/or facilities.

All Tracts will be dedicated to the Home Owners Association for maintenance. All streets will be built to City standards, thereby mitigating the future cost of maintenance by the City.

3. Section 2.11.C of the Zoning and Development Code

The vacation of the 29 5/8 Road right-of-way shall conform to the following:

- a. The Comprehensive Plan, Grand Valley Circulation Plan, and other adopted plans and policies of the City.

The Comprehensive Plan's Goal 9, which is to "Develop a well-balanced transportation system that supports automobile, local transit, pedestrian, bicycle, air, and freight movement while protecting air, water and natural

resources.” is met, as it helps to implement the Grand Valley Circulation Plan and the Pear Park neighborhood Plan. By vacating the curved portion of 29 5/8 Road, and dedicating new right-of-way in a more sensible location, it will help bring the site into better conformance with these Plans and policies of the City.

- b. No parcel shall be landlocked as a result of the vacation.

With the dedication and construction of additional right-of-way as required by the City and as proposed by the developer, no parcel will be landlocked as a result of the right-of-way vacation.

- c. Access to any parcel shall not be restricted to the point where access is unreasonable, economically prohibitive or reduces or devalues any property affected by the proposed vacation.

Access will not be restricted to any of the affected property owners as the developer will be required to construct sufficient new access prior to vacating 29 5/8 Road. It is conditioned within the Ordinance approving the vacation that the new right-of-way construction will be completed prior to the recording of the Ordinance vacating that portion of 29 5/8 Road, which will be prior to the Final Plat for Phase 1 being recorded.

- d. There shall be no adverse impacts on the health, safety, and/or welfare of the general community and the quality of public facilities and services provided to any parcel of land shall not be reduced (e.g. police/fire protection and utility services).

The partial vacation of 29 5/8 Road will not affect the health, safety and/or welfare of the community. All public facilities and services will continue to be provided to all properties.

- e. The provision of adequate public facilities and services shall not be inhibited to any property as required in Chapter Six of the Zoning and Development Code.

Adequate public facilities and services will not be inhibited to any property by the vacation of the right-of-way. All services should be accessible during construction of the new access to 29 5/8 Road

- f. The proposal shall provide benefits to the City such as reduced maintenance requirements, improved traffic circulation, etc.

The newly constructed right-of-way will be built to City standards, and inspected prior to the City's acceptance; therefore reducing future maintenance costs. Pedestrian circulation will be improved as sidewalks

will be installed, and the new right-of-way and alignment of 29 5/8 Road will comply with the Transportation Plan and the Pear Park Plan.

FINDINGS OF FACT / CONCLUSIONS / CONDITIONS

After reviewing the Goose Downs application, PP-2008-245, for Preliminary Subdivision Plan approval, approval of an alternative phasing schedule and recommendation to City council on the vacation of a portion of 29 5/8 Road, I make the following findings of fact, conclusions and conditions:

1. The proposed Preliminary Subdivision Plan is consistent with the goals and policies of the Comprehensive Plan.
2. The Preliminary Subdivision Plan is consistent with the purpose of Section 2.8 and meets the review criteria in Section 2.8.B.2 of the Zoning and Development Code.
3. The Preliminary Subdivision Plan is consistent with the goals and policies of the Pear Park Plan.
4. The requested right-of-way vacation is consistent with the goals and policies of the Comprehensive Plan.
5. The review criteria in Section 2.11.C of the Zoning and Development Code have all been met.
6. The proposed phasing schedule is adequate, with the following conditions:

Phase 1 shall be platted within 5 years of approval of the preliminary subdivision plan, with a one-time opportunity for a one year extension. Phase 2 shall be platted within one year of Phase 1; Phase 3, within one year of Phase 2; and Phase 4, within one year of Phase 3.

Developer shall dedicate and construct sufficient new access prior to the recording of the ordinance vacating 29 5/8 Road.

Construction of Sydney Way to Karel Drive, and all of Karel Drive, must be constructed to completion prior to recording of the plat for Phase 1.

The existing house must be demolished and/or removed prior to recording of the plat for Phase 1.

The Ordinance vacating 29 5/8 Road will be recorded just prior to the Final Plat being recorded for Phase 1.

The pond will need to be filled and compacted prior to the Final Plat being recorded for Phase 4.

STAFF RECOMMENDATION:

I recommend that the Planning Commission approve the proposed Goose Downs Preliminary Subdivision Plan, and alternative phasing schedule, file number PP-2008-245, with the findings of fact, conclusions and conditions listed above.

I recommend that the Planning Commission forward a recommendation of approval of the requested right-of-way vacation, file number PP-2008-245, to the City Council with the findings of fact, conclusions and conditions listed above.

RECOMMENDED PLANNING COMMISSION MOTION:

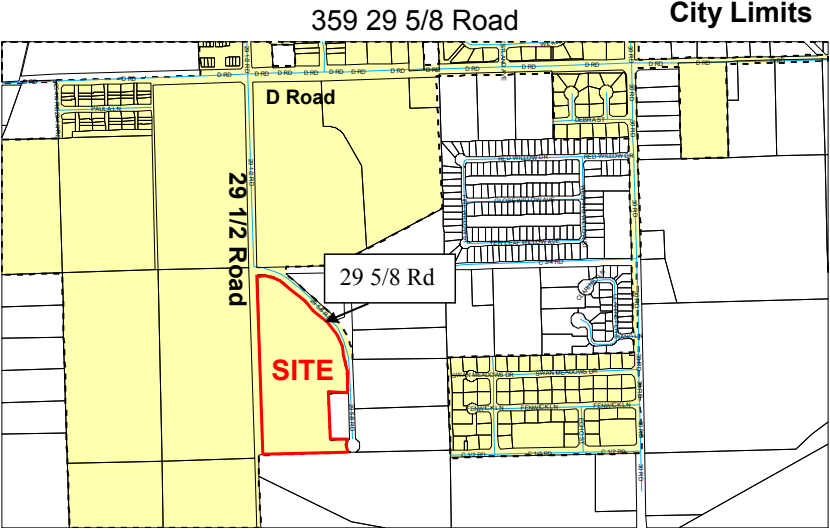
Mr. Chairman, I move that we approve the Preliminary Subdivision Plan for Goose Downs, file number PP-2008-245, with the findings of fact, conclusions and conditions listed in the staff report.

Mr. Chairman, on item PP-2008-245, I move we forward a recommendation of approval to the City Council on the request to vacate a portion of 29 5/8 Road with the findings of fact, conclusions and conditions listed in the staff report.

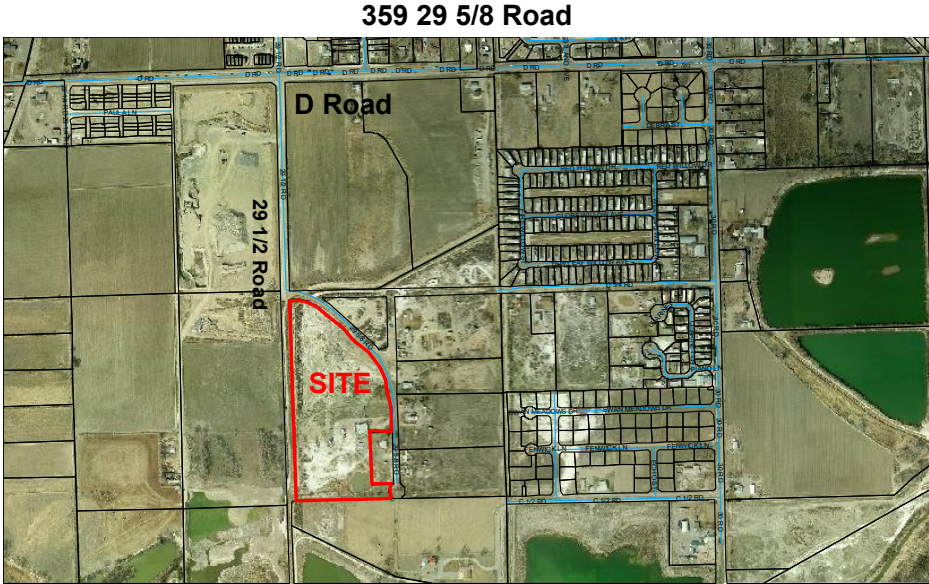
Attachments:

Site Location Map / Aerial Photo Map
Comprehensive Plan Map / Existing City and County Zoning Map
Blended Residential Map / 29 5/8 Road ROW to be vacated
Preliminary Subdivision Plan
Phasing request
Phasing Plan
Vacation Exhibit

Site Location Map

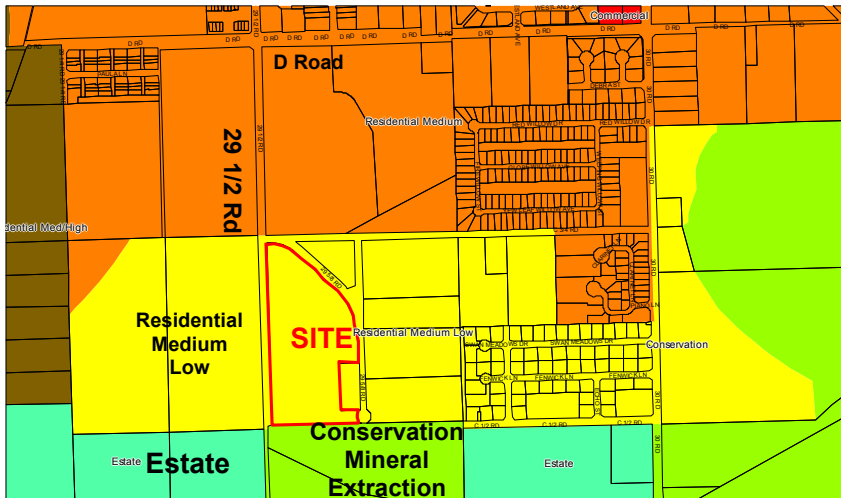


Aerial Photo Map



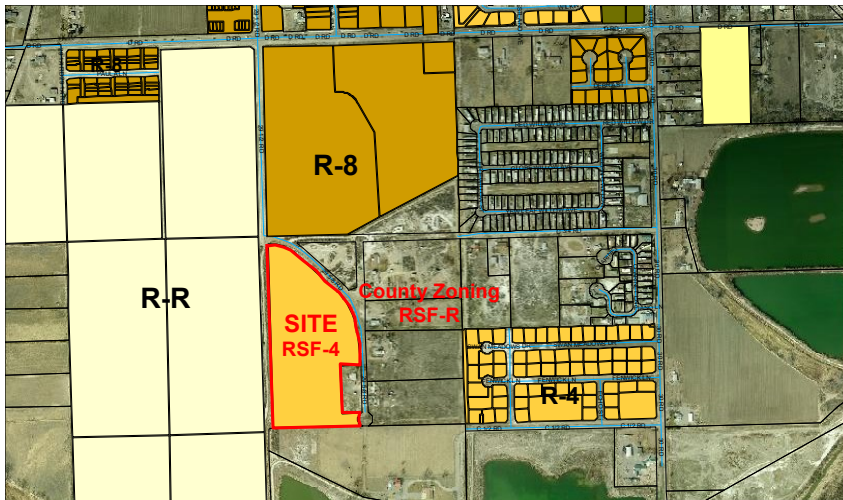
Comprehensive Plan Map

359 29 5/8 Road



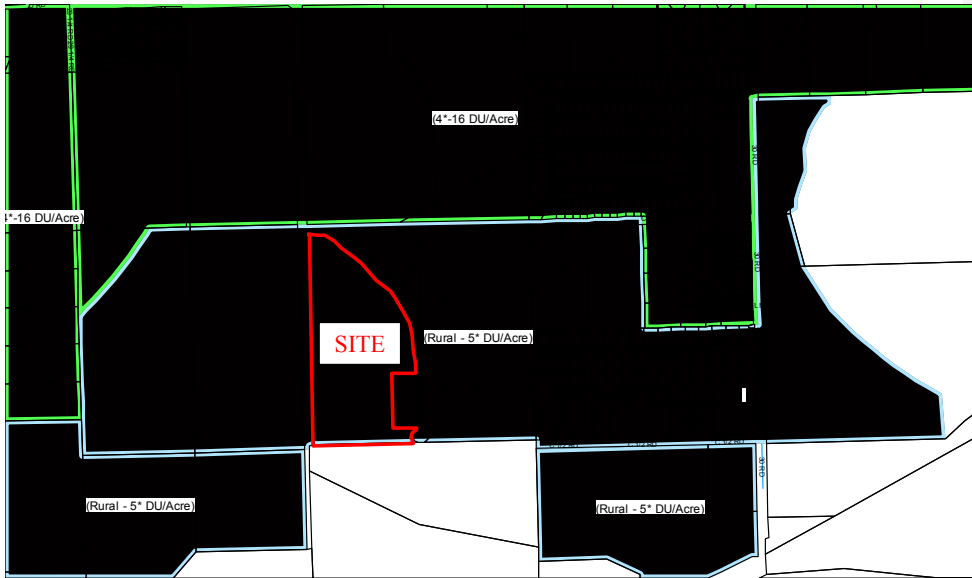
Existing City and County Zoning Map

359 29 5/8 Road

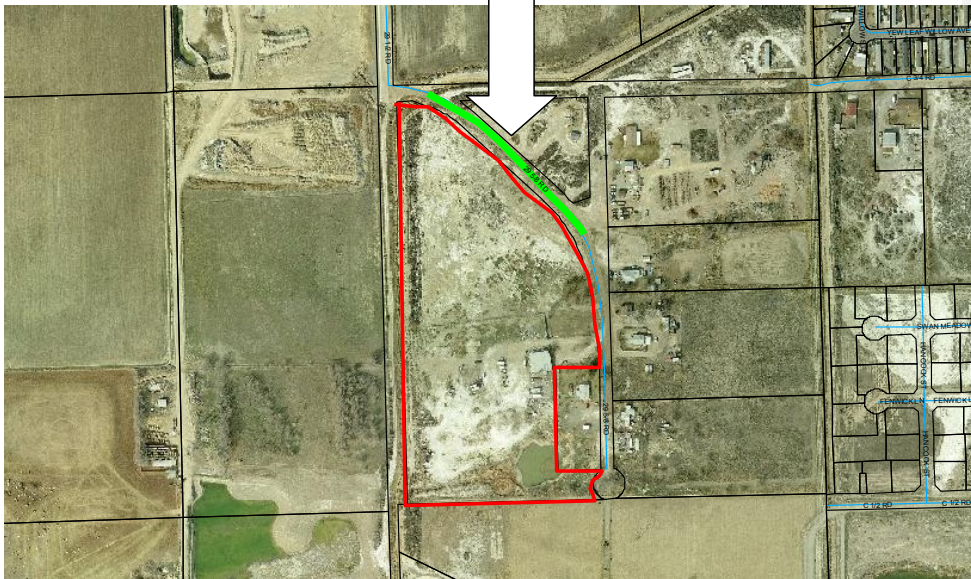


NOTE: Mesa County is currently in the process of updating their zoning map. Please contact Mesa County directly to determine parcels and the zoning thereof."

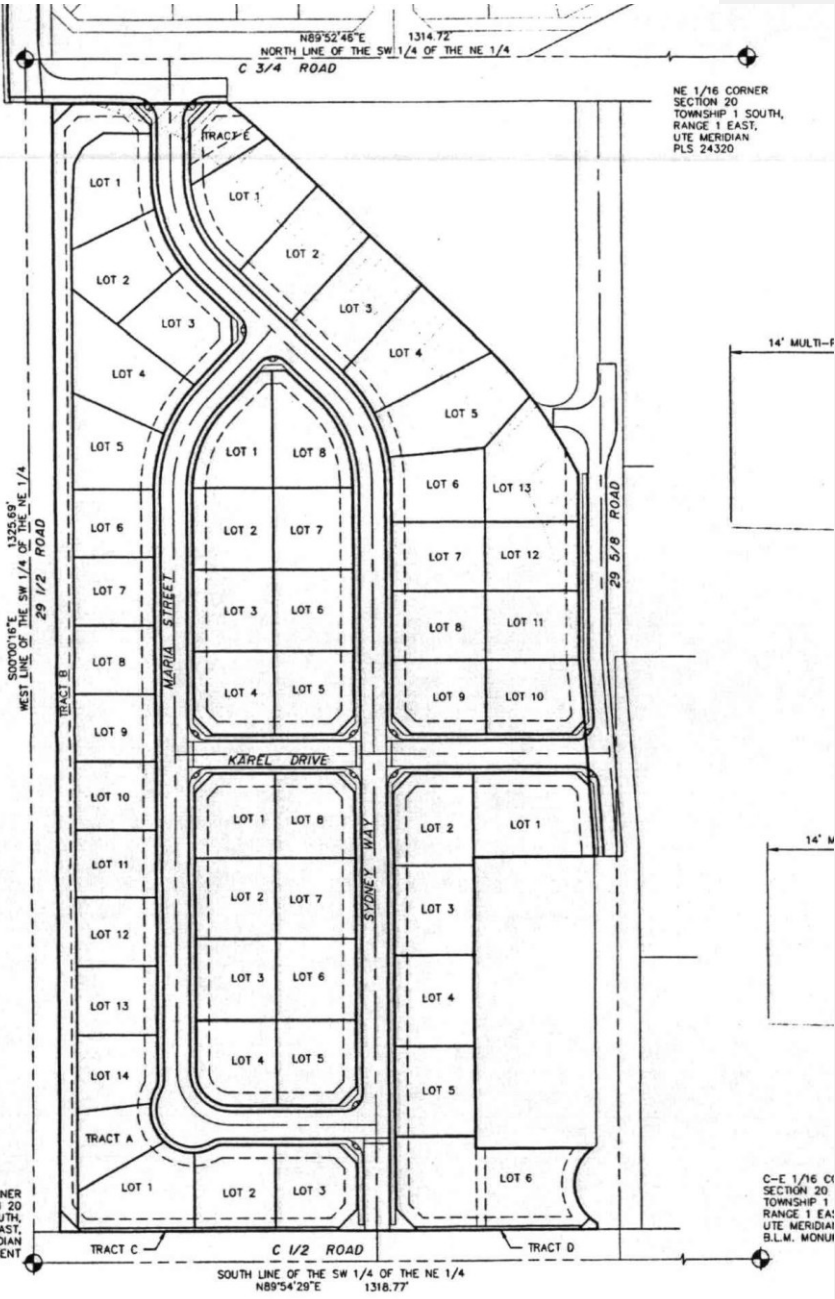
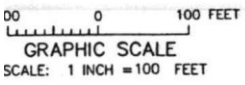
Blended Residential Map



29 5/8 Road Right-of-Way to be vacated



SECTION 20
TOWNSHIP 1 SOUTH,
RANGE 1 EAST,
UTE MERIDIAN
MCSM No. 1220



- (CIRCLE) CENTER
- (CIRCLE) MANHOLE
- (CIRCLE) FIRE HYDRANT
- (CIRCLE) SERVICE, AND MANHOLE
- (CIRCLE) HOLE, AND INLET
- (CIRCLE) STRUCTURE

To: City of Grand Junction Planning Commission
From: Terry Dehererra
Represented by Ciavonne, Roberts, & Assoc. – Keith Ehlers
Re: Phasing Schedule for Goose Downs Subdivision (PP-2008-245)

The intent of this letter is to propose a phasing schedule for the recording of the Final Plat of Goose Downs Subdivision. The property owner, Terry DeHerrera, represented by Ciavonne, Roberts, & Assoc. has submitted a 13.38 acre parcel located at 359 29 5/8 Road for development of a single family subdivision of 52 lots at R-4 zoning standards. The project has progressed through the Preliminary Subdivision review process of the City of Grand Junction and has at this time met or addressed all requests and comments from City Staff and the outside review agencies. The project is ready for Planning Commission to approve the Preliminary Plan and phasing schedule.

The applicant is determined to develop the project at the earliest possible time the market will allow, but due to the current economics there are known, and unknown, variables which may impact or delay the development of this project. Therefore a modified phasing schedule to record the plat is requested.

There are no known impacts or changes required by the new code on this development so denial of the request for extension would do little more than force the applicant to re-pay processing/application fees, and spend significant time waiting for another approval process to run its course on the same set of plans that are currently approved. It should also be noted that Final Plans for construction will still be required to be reviewed and approved by City Staff and the outside review agencies prior to platting.

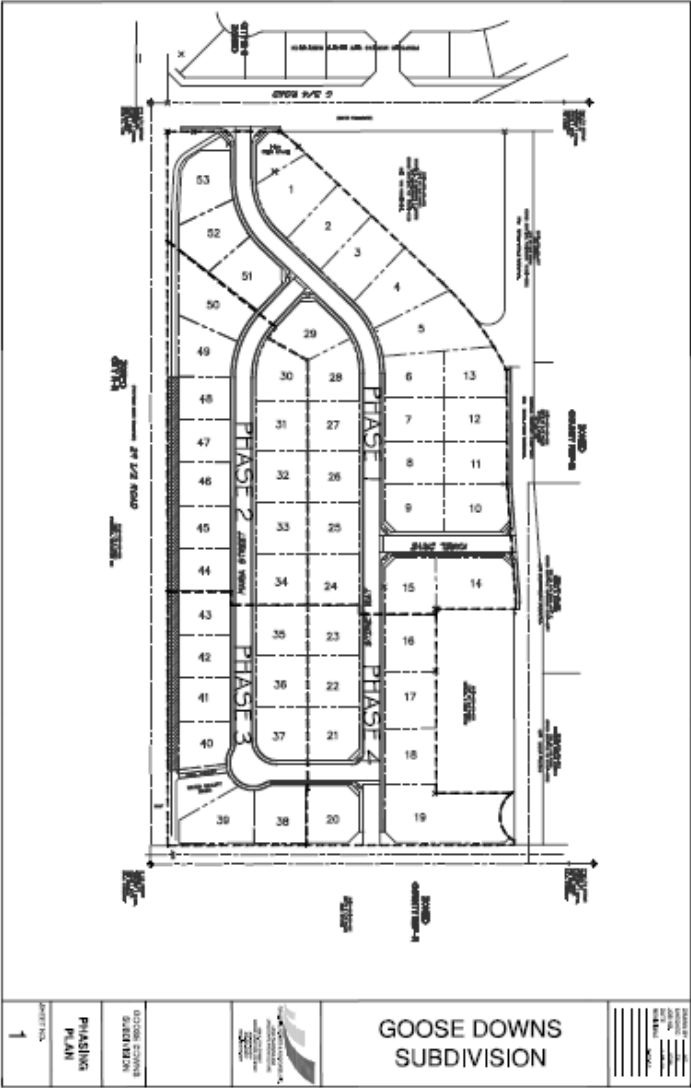
The proposed phasing plan is as follows. A copy of the phasing plan is attached.

- Phase 1: To be platted within 5 years of Preliminary approval, with a one time opportunity for a one year extension.
- Phase 2: To be platted within 1 year of Phase 1
- Phase 3: To be platted within 1 year of Phase 2
- Phase 4: To be platted within 1 year of Phase 3

Thank you for your consideration of phasing schedule request.



Keith Ehlers
Ciavonne, Roberts, & Assoc.



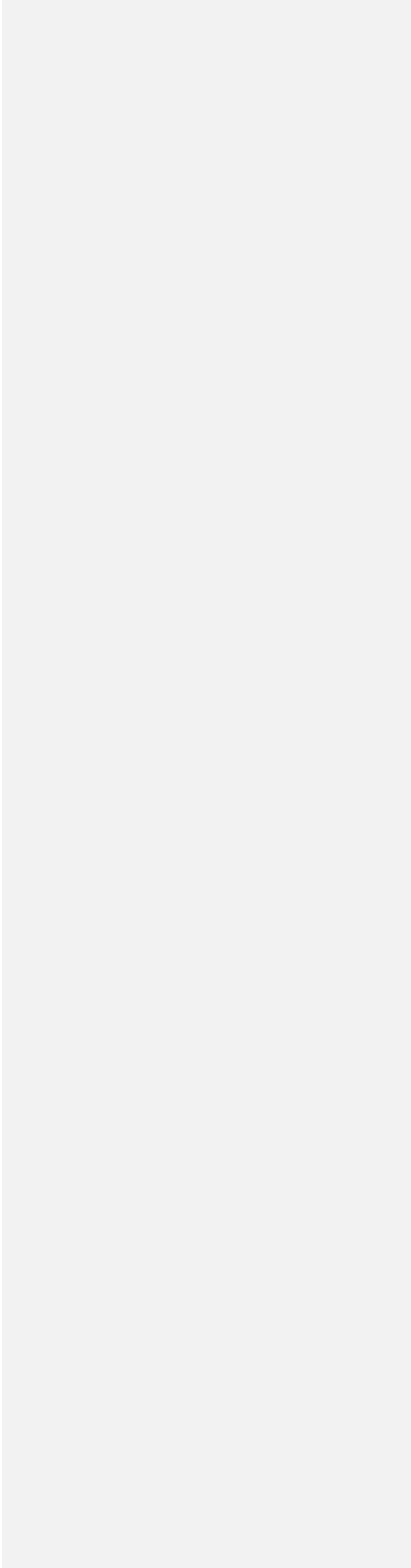
**GOOSE DOWNS
SUBDIVISION**



GOOSE DOWNS
SUBDIVISION

PHASING
PLAN

1



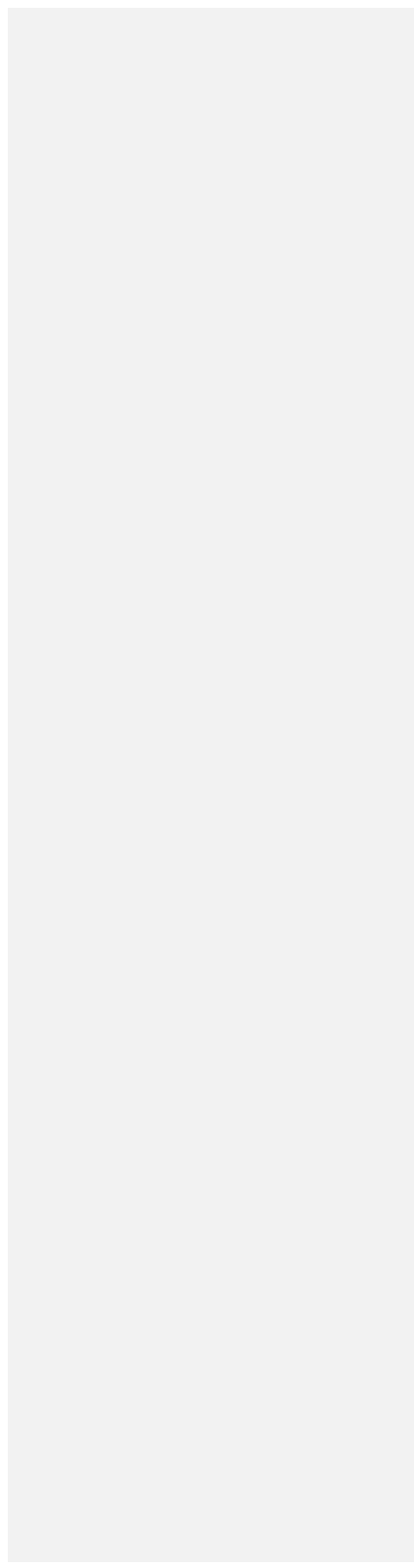
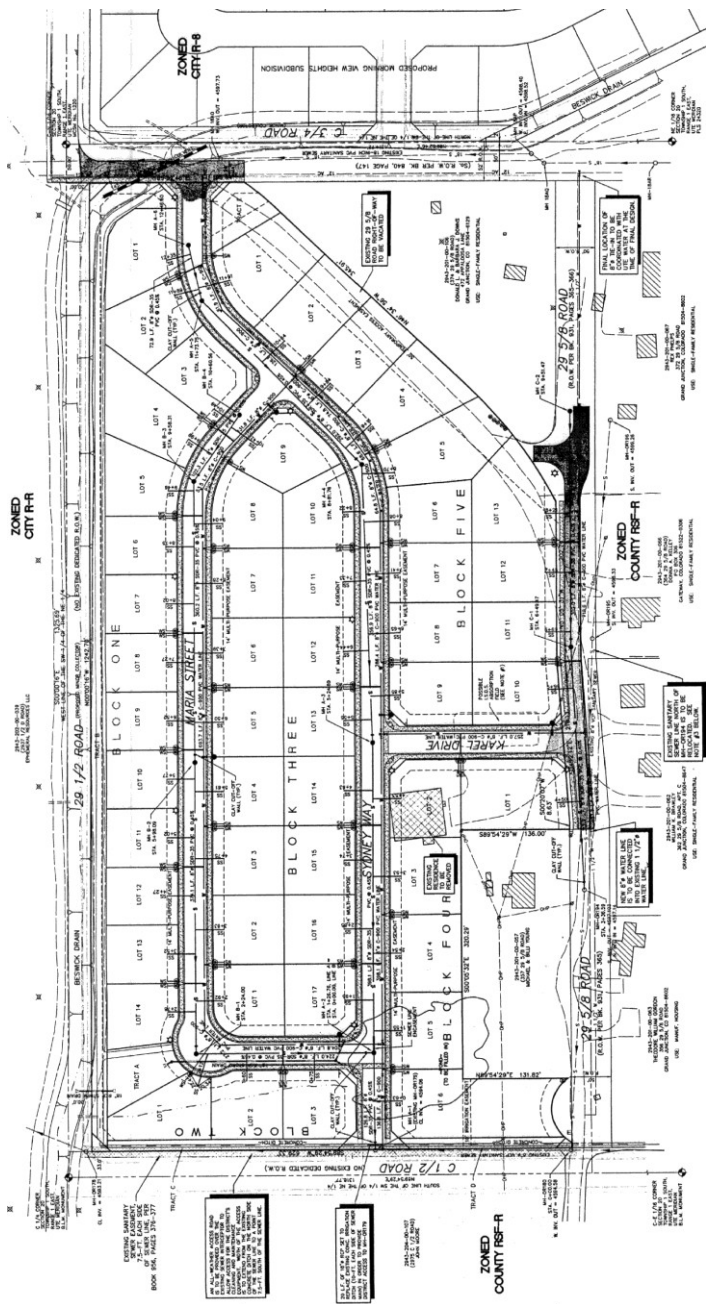
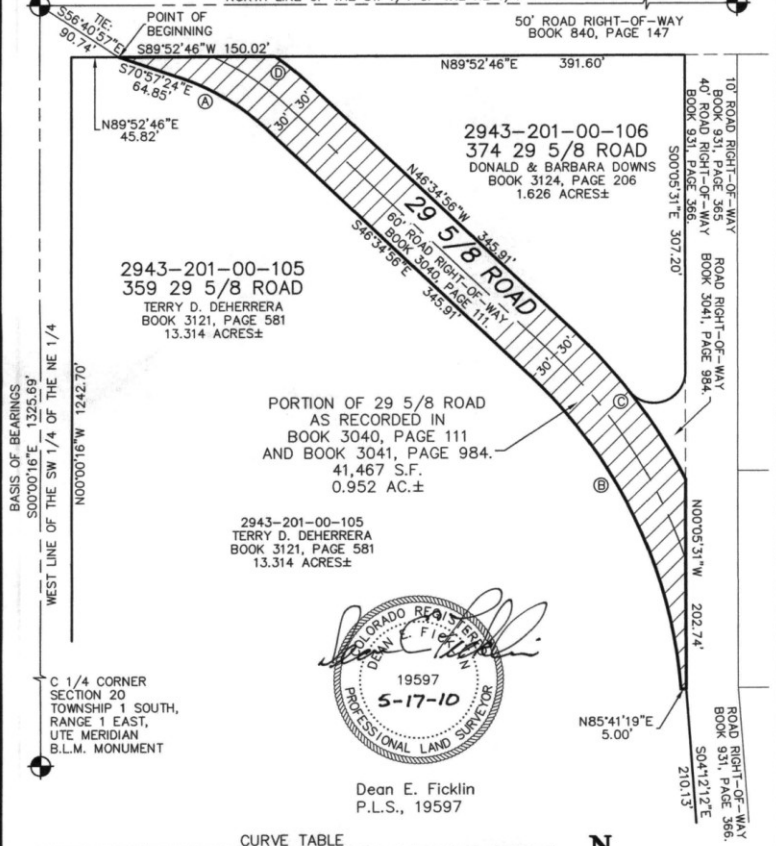


EXHIBIT A

C-N 1/16 CORNER
SECTION 20
TOWNSHIP 1 SOUTH,
RANGE 1 EAST,
UTE MERIDIAN
MCSM No. 1220

NE 1/16 CORNER
SECTION 20
TOWNSHIP 1 SOUTH,
RANGE 1 EAST,
UTE MERIDIAN
PLS 24320

N89°52'46"E 1314.72'
NORTH LINE OF THE SW 1/4 OF THE NE 1/4



BASIS OF BEARINGS
S00°00'16"E 1325.69'
WEST LINE OF THE SW 1/4 OF THE NE 1/4

C 1/4 CORNER
SECTION 20
TOWNSHIP 1 SOUTH,
RANGE 1 EAST,
UTE MERIDIAN
B.L.M. MONUMENT



Dean E. Ficklin
P.L.S., 19597

CURVE TABLE

CURVE	DELTA	RADIUS	LENGTH	TANGENT	CHORD	BEARING
(A)	24°22'27"	220.00'	93.59'	47.51'	92.89'	S58°46'11"E
(B)	42°16'16"	470.00'	346.75'	181.69'	338.94'	S25°26'49"E
(C)	19°50'43"	530.00'	183.57'	92.72'	182.66'	N36°39'35"W
(D)	08°26'36"	280.00'	41.26'	20.67'	41.22'	N50°48'15"W



GRAPHIC SCALE
SCALE: 1 INCH = 100 FEET

LEGEND

- M.C.S.M. MESA COUNTY SURVEY MONUMENT.
- B.L.M. BUREAU OF LAND MANAGEMENT.
- S.F. SQUARE FEET.
- AC. ACRES.

**Attach 3
Gentleman's Club**

CITY OF GRAND JUNCTION
PLANNING COMMISSION

MEETING DATE: June 8, 2010
STAFF PRESENTATION: Senta L. Costello

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AGENDA TOPIC: Gentleman's Club Conditional Use Permit – CUP-2010-050

ACTION REQUESTED: Approval of a Conditional Use Permit (CUP)

BACKGROUND INFORMATION			
Location:	2256 Colex Drive		
Applicants:	Owner: Kevin Eardley Representative: Design Specialists, PC – Rob Rowlands		
Existing Land Use:	Vacant		
Proposed Land Use:	Bar/Nightclub; Office/Warehouse		
Surrounding Land Use:	North	Vacant / Industrial	
	South	Western Slope Ford	
	East	Non-Conforming Residential	
	West	Vacant / Industrial	
Existing Zoning:	I-1 (Light Industrial)		
Proposed Zoning:	I-1 (Light Industrial)		
Surrounding Zoning:	North	I-1 (Light Industrial)	
	South	C-2 (General Commercial)	
	East	I-1 (Light Industrial)	
	West	I-1 (Light Industrial)	
Comprehensive Plan Designation:	Commercial/Industrial		
Zoning within density range?	X	Yes	No

PROJECT DESCRIPTION: Applicant is requesting approval of a Conditional Use Permit to change the hours of operation under an approved Conditional Use Permit for a Bar/Nightclub in an I-1 (Light Industrial) zone district.

RECOMMENDATION: Approval of the Conditional Use Permit

ANALYSIS

1. Background

The property under consideration was annexed in 1992 (Grand Junction West Annexation) and is part of the High Desert Commercial Park Subdivision recorded in 2006. On November 25, 2009, the Planning Commission approved a Conditional Use Permit to allow a bar/nightclub which was to be operated between the hours of 5:00 p.m. and 2:00 a.m.

The applicant is requesting to change the Club's hours of operation from the 5 p.m. – 2 a.m. approval granted in April 2009 to 11 a.m. -2 a.m.

3. Section 21.02.110 of the Zoning and Development Code

To obtain a Conditional Use Permit, the Application must demonstrate that the proposed development will comply with the following:

- a. All applicable site plan review criteria in Section 21.02.070(g) and conformance with Submittal Standards for Improvements and Development, Transportation Engineering Design Standards, and Stormwater Management Manual manuals;

Section 21.02.070(g)

- 1) Adopted plans and policies such as the Comprehensive Plan, applicable corridor or neighborhood plans, the major street plan, trails plan and the parks plan

The proposal is consistent with the goals and policies of the Comprehensive Plan. The area does not have other applicable neighborhood or corridor plans associated with it and the street plan and trails plan requirements were addressed with the subdivision.

- 2) Conditions of any prior approvals

The required subdivision improvements have been completed and accepted. The improvements required with the Site Plan Review approval are currently under construction. No requirements for the project have changed, only requested hours of operation.

- 3) Public facilities and utilities shall be available concurrent with the Development.

All public facilities and utilities were installed with the construction of the subdivision.

- 4) Received all applicable local, state and federal permits.

All required stormwater and construction permits were issued with the approval of the original Conditional Use Permit and Site Plan Review. The hours of operation does not affect any of the requirements or conditions of the permits.

- b. The underlying zoning districts standards established in GJMC Section 21.03, except density when the application is pursuant to Section 21.08.020(c);

The I-1 zone district standards of Section 21.03 have been met.

- c. The use-specific standards established in GJMC Section 21.04.030;

The use specific standards of Section 21.04.030 have been met. This Section does not have specific standards regarding hours of operation.

- d. Other uses complementary to, and supportive of, the proposed project shall be available including, but not limited to: schools, parks, hospitals, business and commercial facilities, and transportation facilities.

This area offers many complementary and supportive uses including multiple office/warehouse and manufacturing facilities.

FINDINGS OF FACT and CONCLUSIONS

After reviewing the Bar/Nightclub application, CUP-2010-050 for a Conditional Use Permit, I make the following findings of fact and conclusions:

- 7. The requested Conditional Use Permit is consistent with the goals and policies of the Comprehensive Plan.
- 8. The review criteria in Section 21.02.110_of the Grand Junction Municipal Code have all been met.

STAFF RECOMMENDATION:

I recommend that the Planning Commission approve the requested Conditional Use Permit, CUP-2010-050 with the findings of fact and conclusions listed above.

RECOMMENDED PLANNING COMMISSION MOTION:

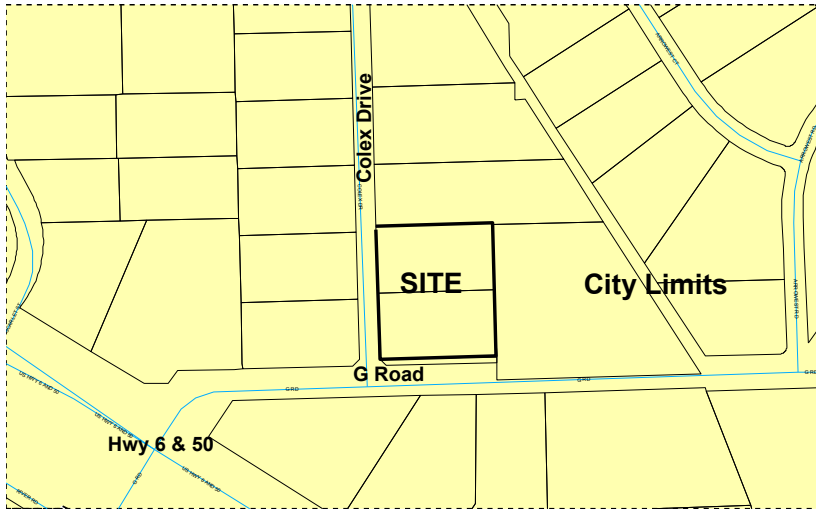
Mr. Chairman, on Gentleman's Club Conditional Use Permit, CUP-2010-050 I move that the Planning Commission approve the Conditional Use Permit with the findings of fact and conclusions listed in the staff report.

Attachments:

Site Location Map / Aerial Photo Map
Comprehensive Plan Map / Existing City Zoning Map

Site Location Map

Figure 1



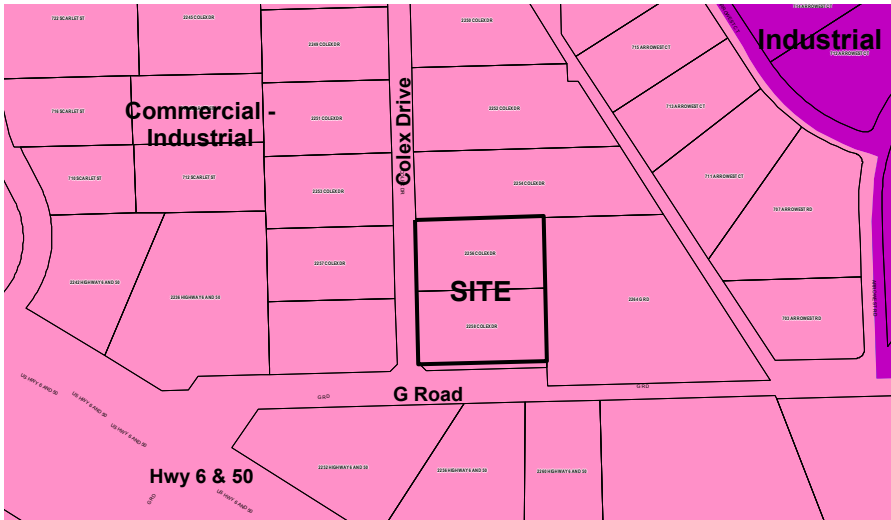
Aerial Photo Map

Figure 2



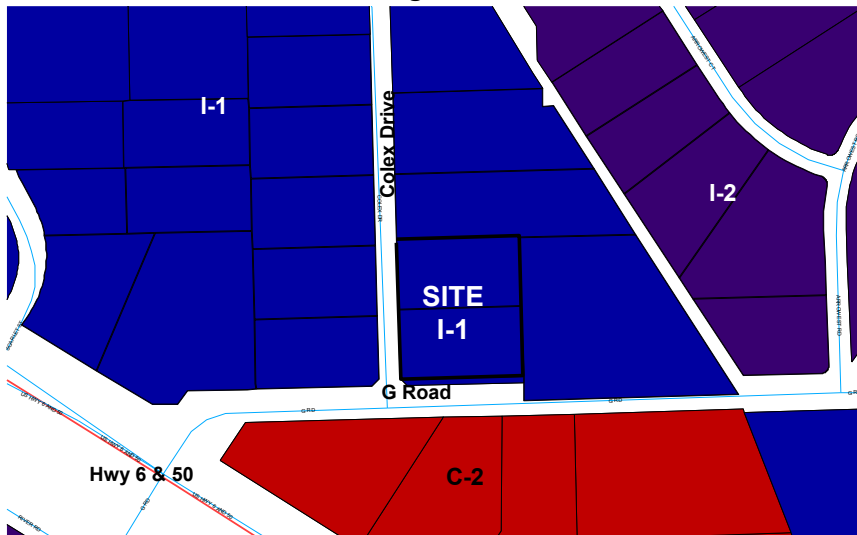
Comprehensive Plan Map

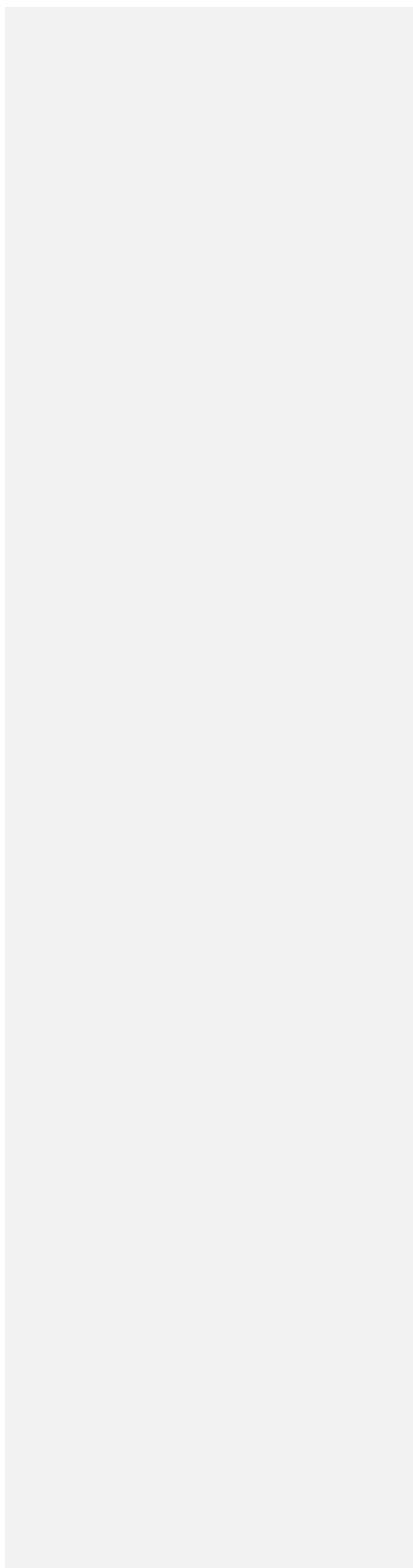
Figure 3



Existing City Zoning Map

Figure 4





**Attach 4
Baker Hughes Explosive**

CITY OF GRAND JUNCTION
PLANNING COMMISSION

MEETING DATE: June 8, 2010
STAFF PRESENTATION: Brian Rusche

AGENDA TOPIC: Baker Hughes – CUP-2010-034

ACTION REQUESTED: Approval of a Conditional Use Permit (CUP)

BACKGROUND INFORMATION			
Location:		842 21 ½ Road – Building B	
Applicants:		Owners: Knight & Durmas Properties, LLC Representatives: Todd Carstairs w/ Baker Hughes	
Existing Land Use:		Vacant Building	
Proposed Land Use:		Office/Warehouse and Storage for Explosive and Hazardous Material	
Surrounding Land Use:	North	Industrial	
	South	Industrial	
	East	Vacant	
	West	Industrial	
Existing Zoning:		I-1 (Light Industrial)	
Proposed Zoning:		N/A	
Surrounding Zoning:	North	County PUD (Planned Unit Development)	
	South	County PUD (Planned Unit Development)	
	East	I-1 (Light Industrial)	
	West	I-1 (Light Industrial)	
Comprehensive Plan Designation:		Commercial Industrial (15 jobs/acre)	
Zoning within density range?		N/A	Yes <input type="checkbox"/> No <input type="checkbox"/>

PROJECT DESCRIPTION: Request approval for a Conditional Use Permit to allow the storage of explosive and hazardous material in an I-1 (Light Industrial) zone.

RECOMMENDATION: Recommend approval of the Conditional Use Permit.

ANALYSIS

1. Background

The property, 842 21 ½ Road, was first platted in 1982 as Lot 4 of the Riverview Commercial Subdivision. In 2007 the property was annexed to the City of Grand Junction. The property has two buildings, Building A and Building B. Building A was built in 2008 and is currently leased. Building B was approved as a 10,000 square foot office/warehouse on December 2, 2008 (MSP-2008-311). The construction of the building included parking and landscaping. In June 2009, the building was issued a Certificate of Occupancy. Since that time the building has been vacant until leased by Baker Hughes, who has been remodeling the interior of the building for their use.

The building will be used as an operational and maintenance service center for Baker Atlas Wireline, an operating unit of Baker Hughes Inc. This business will store radioactive resources utilized onsite for calibration of equipment and off-site for geological evaluation of drilling sites for natural resources. In addition, the existing building will house up to 50 lbs. of explosives; explosives in excess of 50 lbs. will be stored in a proposed bunker located elsewhere (as described herein) on the site. The explosives are used in the completion phase of oil and gas well development. In addition, a portion of the existing building will be utilized for a “gun” loading operation.

The building will contain a sprinkler system as required by Fire Code. The specifications for the bunker and explosives magazines are outlined in the General Project Report. The location of the bunker will meet minimum federal requirements for distance to adjacent structures. The Applicant proposes an 84 square foot flush wall sign on the building, which meets the criteria of Section 4.2.G.

Because this application was submitted prior to adoption of the 2010 Zoning and Development Code, this request is being reviewed under the 2000 Zoning and Development Code. Table 3.5 – Use/Zone Matrix of the 2000 Zoning and Development Code states that any use deemed “Other Industrial Services”, which includes the storage of hazardous materials and explosives, must obtain a Conditional Use Permit in an I-1 (Light Industrial) zone district to be in conformance with City regulations. All existing infrastructure currently meets the Zoning and Development Code regulations.

2. Section 2.13.C of the Zoning and Development Code

Requests for a Conditional Use Permit must demonstrate that the proposed use will comply with all of the following:

- a. All applicable site plan review criteria in Section 2.2.D.4 of the Zoning and Development Code and with the SSID, TEDS and SWMM Manuals.

Section 2.2.D.4

- 1) Adopted plans and policies such as the Growth Plan, applicable corridor or neighborhood plans, the major street plan, trails plan and the parks plan

This particular site is in a subdivision developed for office/warehouse and storage for industrial uses. The property is surrounded by other commercial and industrial uses. The proposed use is consistent with the Comprehensive Plan designation of Commercial-Industrial. This request also meets the standards of the H Road/Northwest Area Plan.

- 2) Conditions of any prior approvals

There are no previous conditions of approval for this particular site.

- 3) Other Code requirements including rules of the zoning district, applicable use specific standards of Chapter Three of the Zoning and Development Code and the design and improvement standards of Chapter Six of the Code.

The proposal meets the specific bulk standards of Chapter Three and the improvement requirements of Chapter Six of the Zoning and Development Code.

The southeast corner of the property is designated as a 100 year floodplain, due to the design of the drainage swale. The outdoor bunker shall be located outside the floodplain.

- 4) Quality site design practices

The site is developed and landscaping, screening, signage and parking requirements are in compliance with applicable design standards.

SSID Manual

Applicant has provided documents and drawings that meet the standards and requirements of the SSID (Submittal Standards for Improvements and Development) Manual.

TEDS Manual

Requirements of the TEDS (Transportation Engineering Design) Manual have been met. Existing accesses are in place and no TEDS Exceptions were required or submitted.

SWMM Manual

The proposal meets the standards set forth in the SWMM (Stormwater Management Manual) Manual. Appropriate State and City permits were obtained when the building was constructed.

- b. The underlying zoning district's standards established in Chapter Three of the Zoning and Development Code

The property meets the standards of Table 3.5 Use/Zone Matrix upon approval of the Conditional Use Permit and the project complies with the I-1 (Light Industrial) zone district standards.

- c. The use-specific standards established in Chapters Three and Four of the Zoning and Development Code

The proposal complies with the requirements of the applicable sections of Chapters Three and Four that relate to office/warehouse and bulk storage of hazardous material in an I-1 (Light Industrial) zone district.

- d. Other uses complementary to, and supportive of, the proposed project shall be available including, but not limited to, schools, parks, hospitals, business and commercial facilities, and transportation facilities.

The site is accessed by 21 ½ Road, designated as a Major Collector serving several industrial businesses.

- e. Compatibility with and protection of neighboring properties through measures such as:

- 1) Protection of privacy

There are no adjacent residential properties. The site is fenced with chain-link to provide security for the facility. The bunker will not be visible from the public roadway.

- 2) Protection of use and enjoyment

The site layout provides efficient access, adequate internal traffic circulation and appropriate screening as required by City regulations protecting the use of adjoining properties. The building will also contain an inspected and approved fire sprinkler system to ensure fire safety.

- 3) Compatible design and integration

The building has been designed to be integrated in with the surrounding industrial uses. The bunker will be located east of the building and approximately 50 feet south of the north property line, as shown on the site plan.

FINDINGS OF FACT/CONCLUSIONS/CONDITIONS

After reviewing the Conditional Use Permit application, CUP-2010-034, the following findings of fact, conclusions and conditions have been made:

1. The requested Conditional Use Permit is consistent with the goals and policies of the Comprehensive Plan.
2. The review criteria in Section 2.13.C of the Zoning and Development Code have been met.
3. Approval of the project being conditioned upon:
The final location and design of the outside storage bunker will be subject to approval by staff prior to construction and/or installation.

STAFF RECOMMENDATION:

I recommend approval of the requested Conditional Use Permit, with the findings of fact, conclusions and conditions listed above.

RECOMMENDED PLANNING COMMISSION MOTION:

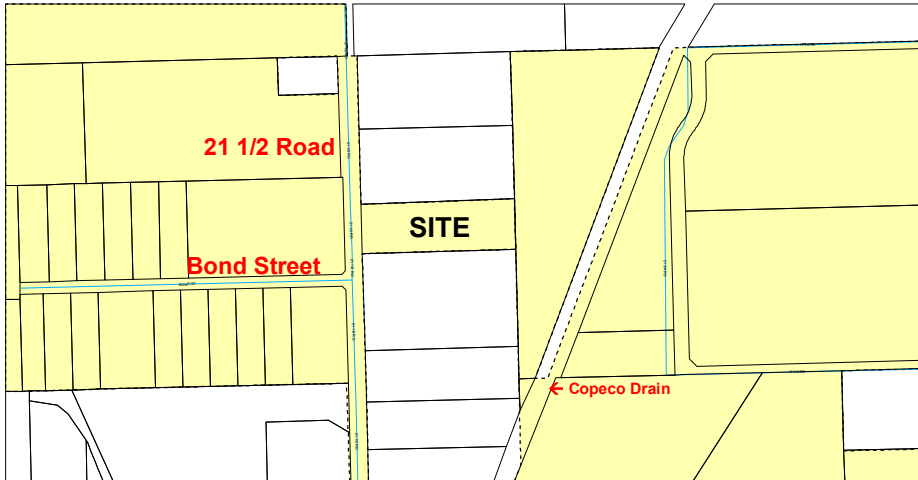
Mr. Chairman, on Conditional Use Permit, CUP-2010-034, I move that we approve the Conditional Use Permit, with the findings of fact, conclusions and conditions listed in the staff report.

Attachments:

- Figure 1: Site Location Map
- Figure 2: Aerial Photo Map
- Figure 3: Comprehensive Plan Map
- Figure 4: Existing City and County Zoning Map
- Figure 5: Site Plan
- Figure 6: Signage Plan
- Figure 7: General Project Report

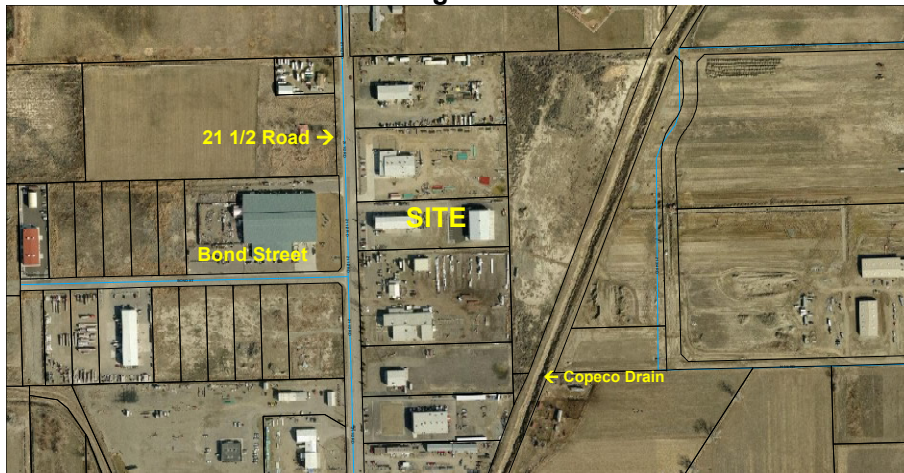
Site Location Map

Figure 1



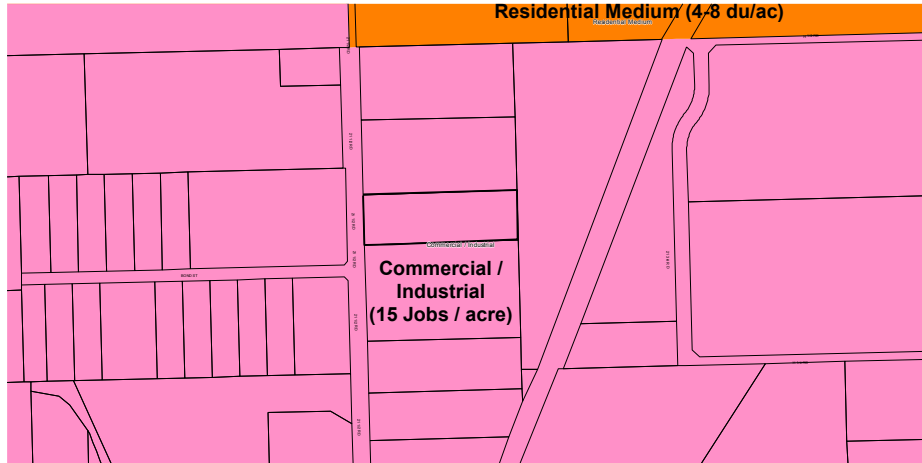
Aerial Photo Map

Figure 2



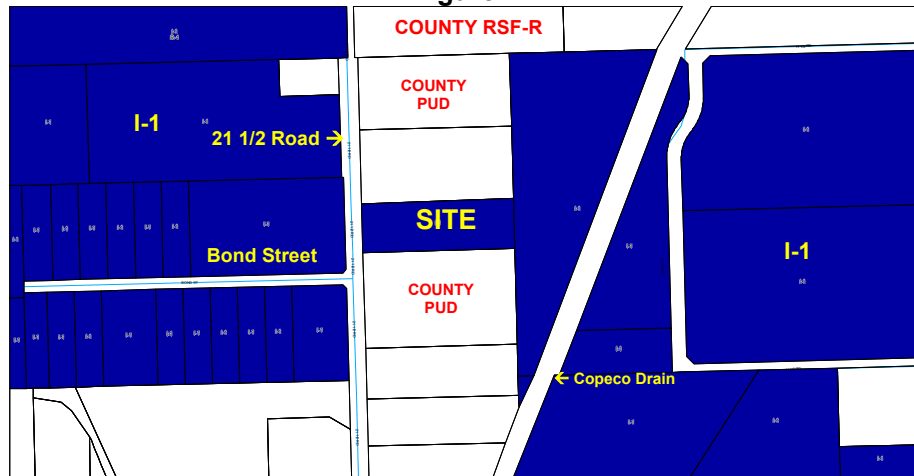
Comprehensive Plan Map

Figure 3



Existing City and County Zoning

Figure 4



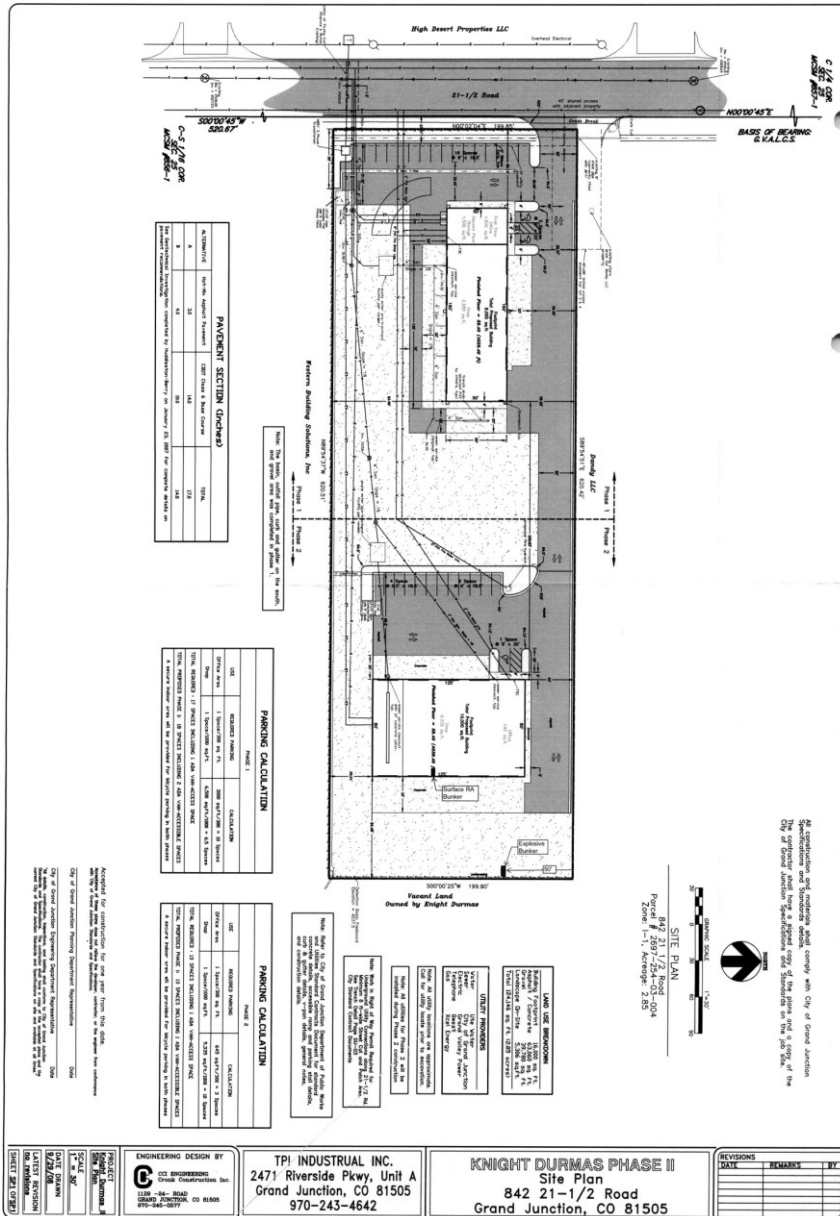
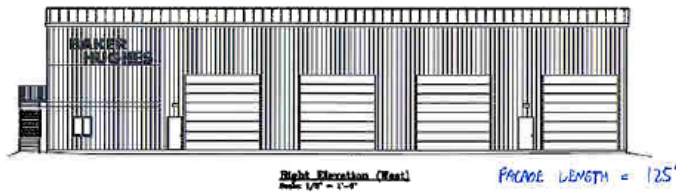


Figure 5: Site Plan



**Baker Hughes Signage Plan for Facility located at, 842-21 1/2 Road, Building B,
Grand Junction, Mesa County, Colorado**

Sign Plan/Sign Package - A drawing of all proposed exterior building and project signage showing sign lettering and graphics, sign mounting, sign dimensions, letter height and mounting height. A depiction of the location of proposed sign(s) shall be provided.



Building Mounted Sign Dimensions: Located on West facing wall of facility as shown.

Overall sign dimensions: 5.25'H x 16'W *84 1/2'*

Letter dimensions: 30"H x 27"W

Mounting Height: Bottom edge of sign to be 17' from ground level.

Picture rendering of sign on existing building:



Figure 6: Signage Plan

Figure 7: General Project Report



Baker Hughes Incorporated

2929 Allen Parkway, Suite 2100
Houston, Texas 77019-2118
P.O. Box 4740 (77210-4740)

3/25/2010

City of Grand Junction Planning Office

Reference: General Project report, Conditional Use Permit

Dear sir:

Baker Hughes Incorporated is requesting a conditional use permit for the operation of a facility that will contain radioactive source storage, explosive storage bunker and "gun" loading operation.

Location:

The property to be permitted is described as the tract or parcel of real property together with all improvements thereon, described as the east approximately 294 feet of Lot 4, Riverview Commercial Subdivision, Section 25, 1N2W, containing approximately 1.36 acres and commonly known as Building B, 842-21 1/2 Road, Grand Junction, Mesa County, Colorado. (Identified as Phase 2 on the attached Site Plan)

In addition, Baker Hughes is leasing an adjacent piece of property at the east end of the above location, which will not be included in the Conditional Use Permit application. This property will provide control of additional buffer zone for explosive storage.

Proposed Use:

The facility will be utilized as an operational and repair and maintenance service center for Baker Atlas Wireline operations. The Radioactive sources are utilized at the area drilling rig sites for downhole geological evaluation as well as at the shop facility for calibration of the downhole equipment. The explosives stored and prepared at the shop facility are used in the completion phase of the oil and gas well development. Initial well perforating was well as remedial needs during the life cycle of a well.

Handling and storage of the radioactive sources will be maintained in accordance with State of Colorado requirements in a radio active source storage bunker located inside the building.

Technical specifications for the radioactive source storage bunker:

- Fabricated Metal Wall Construction consisting of sectional sheets of steel or aluminum not less than number 14-gauge, securely fastened to a metal framework.
- Floors designed to be strong enough to bear the weight of the maximum quantity to be stored.
- Roof to be covered with no less than number 26-gauge steel or aluminum fastened to at least 7/8 inch sheathing.
- Doors to be constructed of not less than ¼ inch plate steel. Hinges and Hasps are to be attached to the doors by welding, riveting or bolting (nuts on inside of door). They are installed in such a manner that the hinges and hasps can not be removed when the doors are closed and locked.
- Locks are constructed as high security locks. Any padlocks will have at least five tumblers and a case hardened shackle of at least 3/8 inch diameter and protected with not less than ¼ inch steel hoods constructed so as to prevent sawing or lever action on the locks, hasps and staples.

Handling of the explosive, materials will be performed in the Gun loading shop contained within the building. Explosives will be stored in the explosives bunker outlined on the attached site plan in a bunker that meets ATF standards and Baker Hughes HSE specifications.

The Gun loading section of the building is being located as a separate bay isolated by walls from the balance of the work area and equipped with no floors drains and dual means of access one from inside the building and one external. The design of the gun loading shop is consistent with the requirements for the gun loading operation.

The outdoor explosives bunker is conforming to established ATF and Baker Hughes specifications.

Explosive Magazine Specifications.

- The American Table of Distance "Attachment 1" has been utilized to determine the size of the magazine complies with the limitations specified within the table.
- The American table of Distances has been used to determine minimum distance requirements between stored explosives and inhabited buildings, passenger railways, and public highways.
- No rubbish, brush, dry grass, or trees are to be allowed within 25 feet of the magazine. (Living trees greater than 10ft tall or foliage used to stabilize the earthen covering of a magazine need not be removed.)
- No smoking, open flames, and volatile materials within 50 feet of the magazine.
- Permanently fixed or barricaded outdoor explosive magazines will not be placed within 50 feet of the property boundary to ensure these distances are not encroached upon. **Attachment 2**
- Magazine meets the ATF requirements for Type 1.
- Adequate drainage patterns are being maintained around the magazine and complies with the Stormwater Pollution Prevention Plan.

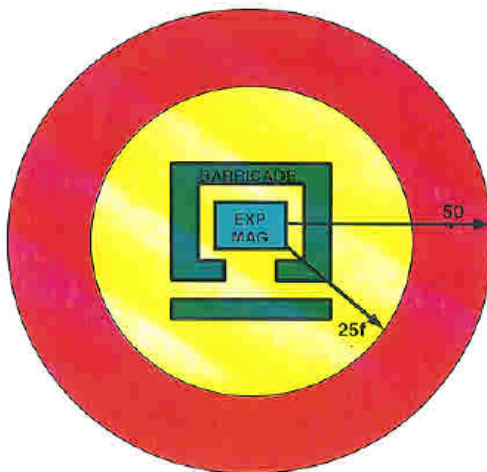
- Magazine will be fixed to a concrete pad in a manner that the magazine floor does not directly contact the ground.
- Magazine will be properly grounded.

Barricade Specifications:

- Height of barricade shall be a minimum of 1 foot greater than the height of the magazine taking into consideration height of surrounding topography. Barricades are to be of a height to prevent someone from shooting a gun from an elevated location onto the roof of the magazine.
- Distance between barricades and the magazines shall not be less than 3 feet.
- Barricades shall provide 360 degree enclosure around the magazine.
- Walkways shall not be less than 3 feet.
- Lighting is required outside of the magazine as general illumination of the area. No indoor lighting is required.
- Barricade is to consist of a minimum of three feet of earthen material. Refer to *Attachment 3 Explosive Magazine Barricade Requirements below* for further clarification and examples.

Attachment 2 – Explosive Magazine Distances.

- **YELLOW ZONE** – No rubbish brush, dry grass, or trees within 25 feet. (Living trees greater than 10 ft tall or foliage used to stabilize the earthen covering of a magazine need not be removed).
- **RED ZONE** – NO smoking, open flames, and volatile materials within 50 feet (15.24 m)



Photos of example storage bunker



The facility will operate 24 hours per day and be staffed by 35 employees working at the facility and in the field locations for oil and gas service functions.

Neighborhood meeting has been held in compliance with Table 2.1. as part of the adjacent property annexation process. Records and documents are on file with Grand Junction planning office.

There will not be any special or unusual demands on utilities regarding high water or sewage quantities, grease or sediment contribution, pre treatment needs, etc.

All other appropriate documentation is included in the submittal package covering signage, fire flow form, traffic plan, etc

Ron Rowbottom cresp.

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Attachment 1 – American Table of Distances for Storage of Explosives Materials

Quantity of Explosives		Distances in Feet											
Pounds over	Pounds not over	Inhabited Buildings		Public Highways with traffic volume of 3000 or fewer vehicles/day				Passenger Railways—Public Highways with traffic volume of more than 3,000 vehicles/day				Separation of Magazines	
		Barricaded	Un-barricaded	Barricaded	Un-barricaded	Barricaded	Un-barricaded	Barricaded	Un-barricaded	Barricaded	Un-barricaded	Barricaded	Un-barricaded
0	5	70	140	30	60	51	102	6	12				
5	10	90	180	35	70	64	128	8	16				
10	20	110	220	45	90	81	162	10	20				
20	30	125	250	50	100	93	186	11	22				
30	40	140	280	55	110	103	206	12	24				
40	50	150	300	60	120	110	220	14	28				
50	75	170	340	70	140	127	254	15	30				
75	100	190	380	75	150	139	278	16	32				
100	125	200	400	80	160	150	300	18	36				
125	150	215	430	85	170	159	318	19	38				
150	200	235	470	95	190	175	350	21	42				
200	250	255	510	105	210	189	378	23	46				
250	300	270	540	110	220	201	402	24	48				
300	400	285	580	120	240	221	442	27	54				
400	500	320	640	130	260	238	476	29	58				
500	600	340	680	135	270	255	508	31	62				
600	700	355	710	145	290	265	532	32	64				
700	800	375	750	150	300	278	556	33	66				
800	900	390	780	155	310	289	578	35	70				
900	1,000	400	800	160	320	300	600	36	72				
1,000	1,200	425	850	165	330	312	636	39	78				
1,200	1,400	450	900	170	340	325	672	41	82				
1,400	1,600	470	940	175	350	341	702	43	86				
1,600	1,800	480	980	180	360	355	732	44	88				
1,800	2,000	505	1,010	185	370	373	756	45	90				

2,000	2,500	54.5	1,089	190	380	461	816	49	83
2,500	3,000	56.1	1,160	195	380	451	864	58	104
3,000	4,000	63.3	1,270	210	420	474	943	58	116
4,000	5,000	68.3	1,370	225	450	513	1,026	61	122
5,000	6,000	73.0	1,460	235	470	546	1,092	65	130
6,000	7,000	77.0	1,540	245	490	573	1,146	68	136
7,000	8,000	80.0	1,610	250	500	600	1,200	72	144
8,000	9,000	83.5	1,670	255	510	624	1,248	75	150
9,000	10,000	86.5	1,730	260	520	645	1,290	78	155
10,000	12,000	87.5	1,750	270	540	687	1,374	82	164
12,000	14,000	88.6	1,770	275	550	723	1,446	87	174
14,000	16,000	90.0	1,800	280	560	755	1,512	90	180
16,000	18,000	94.0	1,880	285	570	786	1,572	94	186
18,000	20,000	97.5	1,950	290	580	813	1,626	98	194
20,000	25,000	1,055	2,100	315	630	876	1,752	105	210
25,000	30,000	1,130	2,300	340	680	933	1,866	112	224
30,000	35,000	1,205	2,480	360	720	981	1,962	119	238
35,000	40,000	1,275	2,600	380	760	1,026	2,010	124	248
40,000	45,000	1,340	2,700	400	800	1,066	2,060	129	258
45,000	50,000	1,400	2,800	420	840	1,104	2,100	135	270
50,000	55,000	1,460	2,900	440	880	1,140	2,130	140	280
55,000	60,000	1,515	2,980	455	910	1,173	2,150	145	290
60,000	65,000	1,565	3,000	470	940	1,206	2,160	150	300
65,000	70,000	1,610	3,000	485	970	1,236	2,160	155	310
70,000	75,000	1,655	3,000	500	1,000	1,263	2,160	160	320
75,000	80,000	1,695	3,000	510	1,020	1,293	2,160	165	330
80,000	85,000	1,730	3,000	520	1,040	1,317	2,160	170	340
85,000	90,000	1,760	3,000	530	1,060	1,344	2,160	175	350
90,000	95,000	1,790	3,000	540	1,080	1,368	2,160	180	360
95,000	100,000	1,815	3,000	545	1,090	1,382	2,160	185	370
100,000	110,000	1,835	3,000	550	1,100	1,407	2,160	195	380
110,000	120,000	1,865	3,000	555	1,110	1,479	2,160	205	410
120,000	130,000	1,875	3,000	560	1,120	1,521	2,160	215	430
130,000	140,000	1,890	3,000	565	1,130	1,547	2,160	225	450
140,000	150,000	1,900	3,000	570	1,140	1,583	2,160	235	470

150,000	160,000	1,935	2,000	580	1,160	1,629	2,000	245	490
160,000	170,000	1,965	2,000	590	1,180	1,662	2,000	255	510
170,000	180,000	1,990	2,000	600	1,200	1,695	2,000	265	530
180,000	190,000	2,010	2,010	605	1,210	1,725	2,000	275	550
190,000	200,000	2,030	2,030	610	1,220	1,755	2,000	285	570
200,000	210,000	2,055	2,055	620	1,240	1,782	2,000	295	590
210,000	220,000	2,100	2,100	635	1,270	1,836	2,000	315	630
220,000	230,000	2,155	2,155	650	1,300	1,890	2,000	335	670
230,000	240,000	2,215	2,215	670	1,340	1,950	2,000	355	720
240,000	250,000	2,275	2,275	690	1,380	2,000	2,000	385	770

Table: American Table of Distances for Storage of Explosives (December 1910), as Revised and Approved by the Institute of Makers of Explosives—July, 1991.

Notes to the Table of Distances for Storage of Explosives

- (1) Terms found in the table of distances for storage of explosive materials are defined in §555.11.
- (2) When two or more storage magazines are located on the same property, each magazine must comply with the minimum distances specified from inhabited buildings, railways, and highways, and, in addition, they should be separated from each other by not less than the distances shown for "Separation of Magazines," except that the quantity of explosives contained in cap magazines shall govern in regard to the spacing of said cap magazines from magazines containing other explosives. If any two or more magazines are separated from each other by less than the specified "Separation of Magazines" distances, then such two or more magazines, as a group, must be considered as one magazine, and the total quantity of explosives stored in such group must be treated as if stored in a single magazine located on the site of any magazine of the group, and must comply with the minimum of distances specified from other magazines, inhabited buildings, railways, and highways.
- (3) All types of blasting caps in strengths through No. 8 cap should be rated at 11/2lbs. (1.5 lbs.) of explosives per 1,000 caps. For strengths higher than No. 8 cap, consult the manufacturer.
- (4) For quantity and distance purposes, detonating cord of 50 or 60 grains per foot should be calculated as equivalent to 9 lbs. of high explosives per 1,000 feet. Heavier or lighter core loads should be rated proportionately.

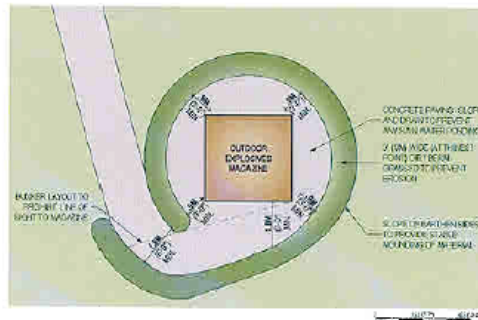
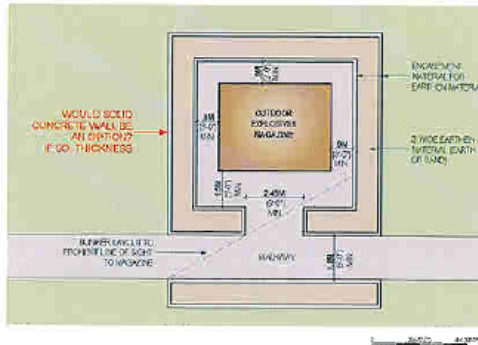
[T.D. ATF-87, 46 FR 40384, Aug. 7, 1981, as amended by T.D. ATF-400, 63 FR 45003, Aug. 24, 1998; T.D. ATF-446, 66 FR 16602, Mar. 27, 2001; T.D. ATF-446a, 66 FR 19089, Apr. 13, 2001]

Attachment 3 – Outdoor Explosive Storage Magazine Barricade Requirements

NOTES:

1. HEIGHT OF BARRICADES SHALL BE A MINIMUM OF 1'-0" (30M) GREATER THAN HEIGHT OF MAGAZINES. HEIGHT OF BARRICADE TO BE INCREASED TO PREVENT LINE OF SIGHT FROM ADJOINING TOPOGRAPHY.
2. DISTANCE BETWEEN BARRICADES AND MAGAZINES SHALL BE NO LESS THAN 3M (9'-7")
3. MAGAZINE SIZE SHALL BE DETERMINED IN CONJUNCTION WITH THE LOCAL HSE TO DETERMINE THE NET EXPLOSIVE WEIGHT QUANTITIES.
4. BARRICADES SHALL PROVIDED 360 DEGREE ENCLOSURE AROUND MAGAZINE.
5. WALKWAYS SHALL BE NO LESS THAN 3M (9'-7") WIDE.
6. SECURITY CONDUIT PROVIDED TO MAIN FACILITY.
7. LIGHTING REQUIRED OUTSIDE MAGAZINE AS GENERAL ILLUMINATION OF AREA - NO INDOOR LIGHTING REQUIRED.

*MAGAZINE TO BE PROVIDED BY BAKER. SIZE (W X L X H) TO BE DETERMINED BY BAKER. BAKER TO DETERMINE QUANTITY OF EXPLOSIVES STORED IN MAGAZINE.



*REFERENCE ATTACHED TABLE 695.218 FOR DISTANCE OF EXPLOSIVE MAGAZINE TO ADJOINING PROPERTY LINES.

Figure X-X Outdoor Explosive Storage Magazines with Artificial Barricades
DRAFT - FOR REVIEW PURPOSES ONLY
DEC. 21, 2009

**Attach 5
Schooley-Weaver Partnership**

**CITY OF GRAND JUNCTION
PLANNING COMMISSION**

MEETING DATE: June 8, 2010
PRESENTER: Brian Rusche

AGENDA TOPIC: Schooley-Weaver Partnership Conditional Use Permit – CUP-2010-008

ACTION REQUESTED: Approval of a Conditional Use Permit (CUP)

BACKGROUND INFORMATION			
Location:	104 29 ¼ Road		
Applicants:	Schooley-Weaver Partnership - Owner Vortex Engineering - Representative		
Existing Land Use:	Vacant		
Proposed Land Use:	Gravel Extraction		
Surrounding Land Use:	North	Residential	
	South	Gravel Extraction	
	East	Residential and Vacant	
	West	Residential / Commercial (Trucking Business)	
Existing Zoning:	R-R (Residential Rural – 1 du/ 5ac)		
Proposed Zoning:	Same		
Surrounding Zoning:	North	County RSF-R (Residential Single Family Rural)	
	South	County AFT (Agriculture/Forestry/Transitional)	
	East	County RSF-R (Residential Single Family Rural) County AFT (Agriculture/Forestry/Transitional)	
	West	County RSF-R (Residential Single Family Rural) County PUD (Planned Unit Development)	
Future Land Use Designation:	Rural (5 – 10 ac / du)		
Zoning within density range?	X	Yes	No

PROJECT DESCRIPTION: A request for approval of a Conditional Use Permit to allow a gravel extraction facility in an R-R (Residential Rural) zone district in accordance with Table 3.5 of the 2000 Zoning and Development Code.

RECOMMENDATION: Approval of the Conditional Use Permit

ANALYSIS:

1. Background

The subject property was annexed in 2004 as the Fisher Annexation and zoned R-R (Residential Rural). The property consists of 16 acres, with a topography that rises approximately 100 feet above the Orchard Mesa Canal #2. Across the canal, north of the subject property is a residential neighborhood. Along 29 ¾ Road west of the site are three residences. Also along 29 ¾ Road is an existing construction and trucking operation on approximately 20 acres. An existing gravel extraction operation is located approximately 600 feet south of the subject property (approved by Mesa County in 1994). The primary access onto the subject property is from 29 ¾ Road, which terminates at the southern edge of the subject site. This road previously continued south and east through private property and the Mesa County Landfill, but this road has been closed by the County.

The applicant is requesting a Conditional Use Permit to operate a gravel extraction facility at this location. The intent is to remove material from the site over a five (5) year period with no onsite processing. Access to US Highway 50 has been granted for three (3) years, subject to construction of improvements for traffic flow. These improvements include extended acceleration/deceleration lanes, with appropriate turning radii and asphalt overlay, if necessary. A maximum of 300 trips per day would be generated by the use, according to the traffic study. All truck traffic would use 29 ¾ Road, which has been evaluated by a geotechnical consulting firm and found suitable in strength for the proposed level of traffic. This roadway has two travel lanes, twelve (12) feet wide each way and is currently maintained by Mesa County. Mesa County has provided comments, which are attached, relative to the use of this road as well as other alternative access points. The applicant considered other accesses to and from the site but deemed these not to be viable alternatives, either because the roads did not meet standards or required crossing of private property. Since 29 ¾ Road is located within the Persigo 201 boundary, it will ultimately be incorporated into the City street network. The standards for gravel extraction facilities provide for improvements and maintenance of designated haul routes, as deemed necessary by the Public Works Director.

The applicant proposes to mine approximately 7.63 acres of the total 16 acres of property. The proposal reflects the requirement for a minimum separation from existing residences and the Orchard Mesa Canal #2, as well as the finished grade necessary for reclamation.

Landscaping buffers are proposed along 29 ¾ Road, along the Canal, and at the northeast corner of the property. These buffers are designed by a Landscape Architect to help mitigate some of the visual effects of the proposed gravel extraction operation by providing groupings of plants visible from the rear yards of the adjacent residences. An exhibit has been provided showing view cross sections and approximate sight lines from three different residential sites surrounding the operation. Given the difference in terrain between the residences, all but three of which sit below the canal, the existing elevation of the property, which rises approximately 100 feet from the property line to the peak, and the proposed final elevations, which will be reduced by 75 to 90 feet, it is not feasible to create a buffer that will completely "hide" the proposed operation.

2. Section 2.13.C of the 2000 Zoning and Development Code

This project is being reviewed under the 2000 Zoning and Development Code, which was in place at the time of application, pursuant to Section 21.01.120(b) of the Municipal Code.

Requests for a Conditional Use Permit must demonstrate that the proposed development will comply with all of the following:

- a. All applicable site plan review criteria in Section 2.2.D.4 of the Zoning and Development Code and with the SSID, TEDS and SWMM Manuals.

Section 2.2.D.4

1. Adopted plans and policies such as the Comprehensive Plan, applicable corridor or neighborhood plans, the major street plan, trails plan and the parks plans

The site is currently zoned R-R (Residential Rural) with the Comprehensive Plan Future Land Use Map identifying this area as Rural (5-10 ac/du). The Residential Blended Map identifies this site as Residential Low Density (Rural to 5 du/ac). As gravel extraction is allowed, through approval of a CUP, the proposed use is in compliance with the adopted plans and policies of the Comprehensive Plan. The proposal is in compliance with zoning policies which require a gravel extraction operation to obtain a Conditional Use Permit. There is no applicable neighborhood plan.

2. Conditions of any prior approvals

There are no prior approvals on the site.

3. Other Code requirements including rules of the zoning district, applicable use specific standards of Chapter Three of the Zoning and Development Code and the design and improvement standards of Chapter Six of the Code

Landscaping along the perimeter of the operation will be provided according to the attached landscaping plan, in accordance with Chapter Six.

4. Quality site design practices

The proposal has been reviewed by staff for quality design. The proposed access, screening, phasing, and reclamation have been found to be consistent with adopted standards and address the site's inherent constraints, which include the existing topography, the proximity of residences, the existing canal, the boundaries of the property, and the underlying geology. The request meets all minimum requirements and standards contained within SSID (Submittal

Standards for Improvements and Development), TEDS (Transportation Engineering Design Standards) and SWMM (Stormwater Management Manual).

- b. The underlying zoning district's standards established in Chapter Three of the Zoning and Development Code

The proposed project is in conformance with Table 3.5 (Use Matrix – 2000 Zoning and Development Code), which requires a Conditional Use Permit for a mining operation in an R-R (Residential Rural) Zone District.

- c. The use-specific standards established in Chapters Three and Four of the Zoning and Development Code

Section 4.3.K states the specific standards associated with Mineral Extraction. The proposed excavation area exceeds the minimum 125 foot setback from existing residences by at least 75 feet. Landscaping buffers, as discussed in the background of this report, meet the requirement for operations adjacent to residential uses. The hours of operation, which by Code are 6 am to 6 pm, are proposed to be more restrictive as the applicant will not be conducting work on weekends. All State and Federal Permits will be obtained and the applicant is required to provide proof thereof to the City prior to commencement of operations.

The applicant has addressed the site standards specified under Section 4.3.K within the revised General Project Report, which is attached and incorporated herein by this reference.

- d. Other uses complementary to, and supportive of, the proposed project shall be available including, but not limited to, schools, parks, hospitals, business and commercial facilities, and transportation facilities.

An existing Gravel Extraction Facility, which includes material processing, is located to the south of the subject property; however, the two properties do not share common access and the Applicant has been unable to reach any mutual agreement(s) regarding shared use of the former landfill road, which was closed at the edge of the subject property by Mesa County and crosses the private property owned by the Ducrays. In addition, a construction and trucking facility utilizes 29 ¾ Road, which provides direct access to US Highway 50 and the rest of the Grand Valley.

The adjacent residential neighborhood sits significantly lower in elevation than the proposed operation, making any sort of material extraction noticeable. However, the applicant anticipates that all of the material that can be removed, given the regulatory constraints, will be removed within five (5) years, allowing the property to be reclaimed. The applicant reserves, however, the right to request an extension of time after five years to continue the operation (see below) without requirement of a new Conditional Use

Permit. During the operation, the applicant will be required to maintain the landscaping, provide noise and dust control, stormwater management, and other site upkeep practices, similar to those required for a construction site. These standards are spelled out in the Zoning and Development Code (landscaping), the Municipal Code (noise ordinance) and the SWMM (Stormwater Management Manual).

- e. Compatibility with and protection of neighboring properties through measures such as:

- 1. Protection of privacy

- Proposed grades will be sloped into the site as the material is removed, according to the applicant. The landscaping around the site, along with the elevation cross section, including with this report, demonstrate the applicant's privacy mitigation proposals.

- 2. Protection of use and enjoyment

- Hours of operation will be limited to 6am to 6pm on weekdays only. No on-site crushing or processing will take place.

- There are mechanisms already in place within the City, as well as with outside agencies, for handling complaints about the proposed operation, depending on the nature of the complaint. These agencies include City Code Enforcement and the 5-2-1 Drainage Authority.

- 3. Compatible design and integration

- The entrance to the site will be asphalted and gated. As the material is removed, the slopes will be graded inward, which will mitigate the effects of stormwater runoff as well as provide a natural buffer to the operation as it continues mining downward.

FINDINGS OF FACT/CONCLUSIONS AND CONDITIONS:

After reviewing the Schooley-Weaver Gravel Pit application, CUP-2010-008 for a Conditional Use Permit, I make the following findings of fact, conclusions and conditions:

1. The requested Conditional Use Permit is consistent with the goals and policies of the Comprehensive Plan.
2. The review criteria in Section 2.13.C of the 2000 Zoning and Development Code have all been met.
3. Approval of the project being conditioned upon:

- The Conditional Use Permit shall be approved for five (5) years, as outlined in the General Project Report, with the option of an administrative extension of two (2) years, pursuant to Section 4.3.K.3.w.
- All required local, state, and federal permits for the operation of the project shall be obtained and maintained. Copies shall be provided.
- No signage, except for emergency contact information, is allowed.
- The operator shall provide for necessary repairs and maintenance of 29 ¼ Road during the duration of the permit, upon request of the Public Works Department, pursuant to Section 4.3.K.3.g.

STAFF RECOMMENDATION:

I recommend that the Planning Commission approve the requested Conditional Use Permit, CUP-2010-008 with the findings of fact, conclusions and conditions of approval listed above.

RECOMMENDED PLANNING COMMISSION MOTION:

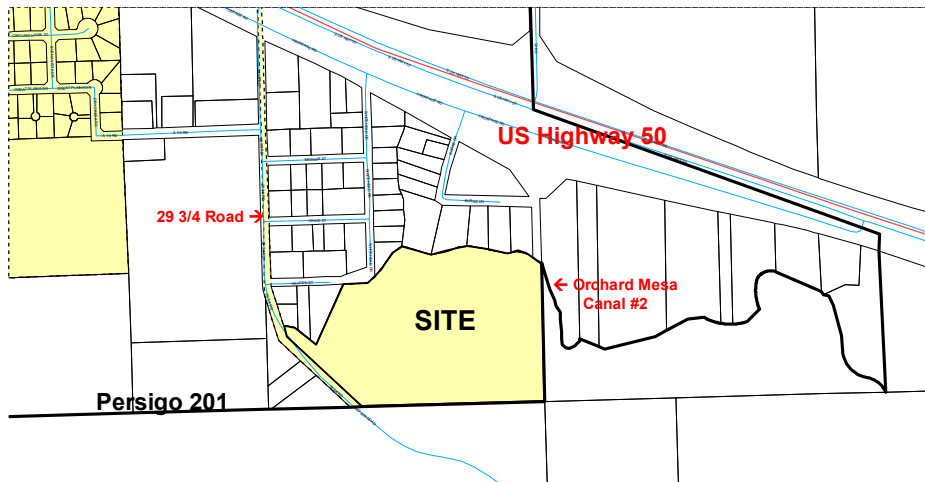
Mr. Chairman, on the request for a Conditional Use Permit for the Schooley-Weaver Gravel Pit application, number CUP-2010-008 to be located at 104 29 ¼ Road, I move that the Planning Commission approve the Conditional Use Permit with the findings of fact, conclusions and conditions listed in the staff report.

Attachments:

Site Location Map / Aerial Photo Map
Comprehensive Plan Map / Existing City and County Zoning Map
Blended Residential Map
Site Photos (Pictometry)
Section 4.3.K of the 2000 Zoning and Development Code
General Project Report
Site Plan
Grading Plan
Stormwater Management Plan
Haul Road Plan
Haul Road Letter
Geotechnical Analysis of 29 ¼ Road
Mesa County Review Comments
Adjacent Property Exhibit
Landscape Plan
Reclamation Plan
Letter(s) of Support
Letter(s) of Objection

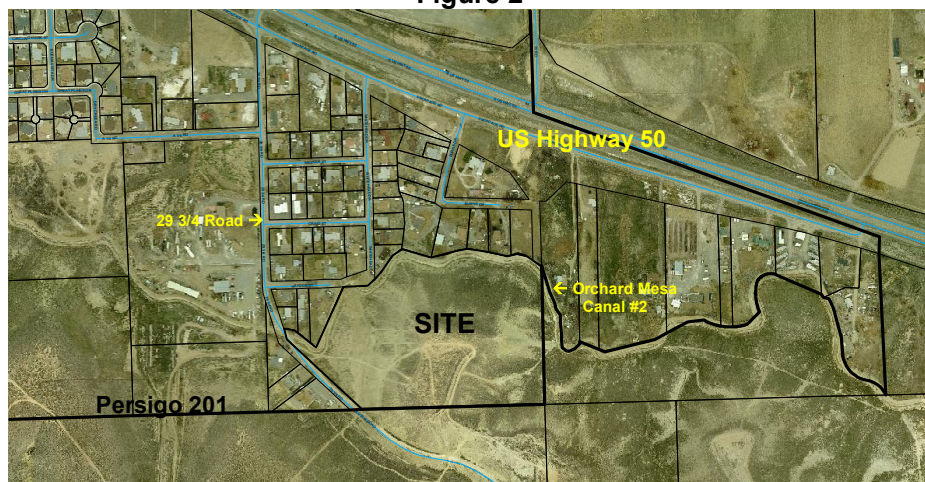
Site Location Map

Figure 1



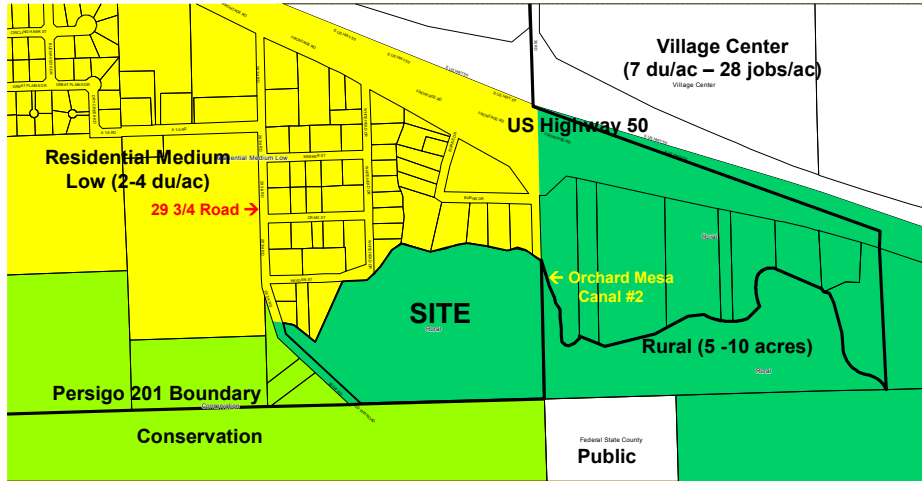
Aerial Photo Map

Figure 2



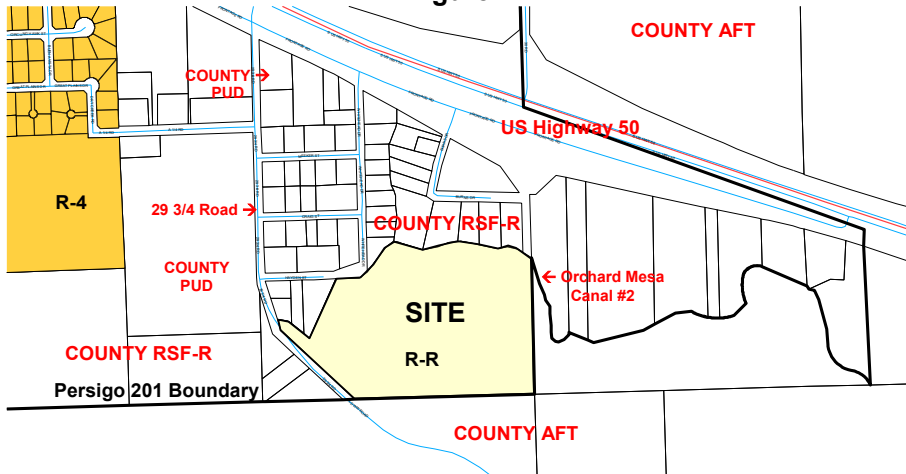
Comprehensive Plan Map

Figure 3



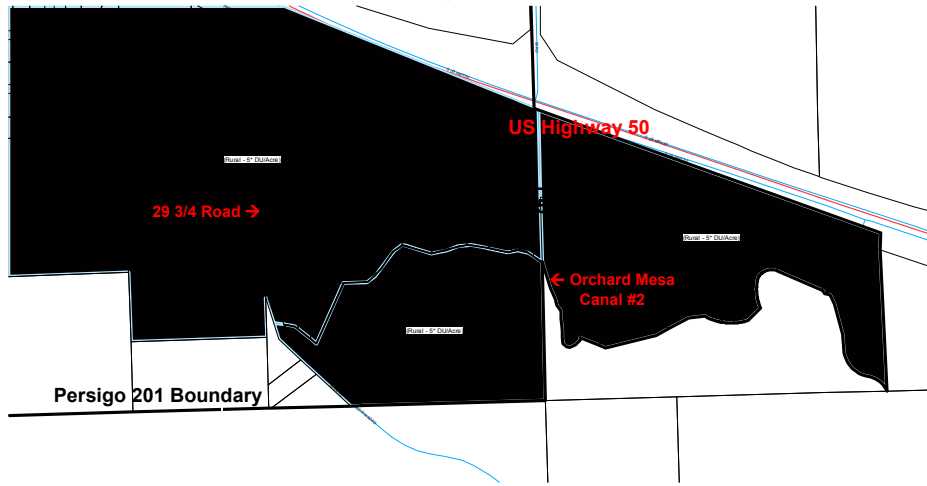
Existing City and County Zoning

Figure 4



Blended Residential Map

Figure 5



29 3/4 Road



Looking North



Looking East



Looking South



Looking West



K. Mineral Extraction, Washing, Crushing, Cement Batch Plants and Asphalt Plants.

1. **Purpose.** The purpose of this Section is to establish reasonable and uniform limitations, safeguards and controls to wisely utilize natural resources and to reclaim mined land.

- a. Gravel extraction and/or processing activities should occur on parcels of sufficient size so that extraction and reclamation can be undertaken while still protecting the health, safety and welfare of the citizens.
- b. Where gravel extraction and/or processing is adjacent to zoning or land uses other than I-1 or I-2, mining, handling and batch processing activities may be restricted, buffering may be required and/or disturbance/reclamation may be accelerated to be compatible with the adjacent zone(s) or use(s).

2. **Procedure.**

- a. Commercial extraction of mineral deposits shall not begin or occur until an excavation and land reclamation plan have been approved in writing by the Colorado Mined Land Reclamation Board.
- b. A plan approved as part of a CUP and/or a reclamation/development schedule being followed under previous regulations fulfills this requirement.
- c. Asphalt, cement and/or other batch plant operations shall be subject to CUP requirements.
- d. A plan for a use under this Section shall contain, in addition to those relevant requirements outlined for a CUP, the following:
 - (1) Detailed description of the method of extraction and reclamation to be employed, including any necessary accessory uses such as, but not limited to, crushers, batch plants and asphalt plants;
 - (2) An extraction plan showing the areas to be mined, location of stockpile area, location of structures, general location of processing equipment, with accompanying time schedules, fencing if applicable, depth of deposit, tons in the deposit and other pertinent information;
 - (3) A detailed reclamation plan showing proposed reclamation with time schedules including, but not limited to, finish contours, grading, sloping, placement, and amount and type of revegetation, post-extraction land use plans and any other relevant information;
 - (4) Topography of the area with contour lines of sufficient detail to portray the direction and rate of slope of the land covered in the application;
 - (5) Type, character, and density of proposed vegetation both during excavation and as a component of rehabilitation;

- (6) The operator's estimated cost at each of the following segments of the reclamation process, including where applicable, backfilling, grading, reestablishing topsoil, planting, revegetation management, irrigation, protection of plants and soil prior to vegetation establishment and administrative cost;
- (7) A drainage plan and report prepared by a Colorado registered professional engineer with consideration of natural drainage, drainage during excavation and drainage after reclamation such that the proposed reclamation and excavation will have no adverse effect in excess of natural conditions. Where applicable, the Director may require a floodplain permit (see Section 7.1, Flood Damage Prevention Regulation).
- (8) Traffic analysis, which reviews road capacity and safety conditions/considerations for and within the neighborhood, as that term may be defined and applied by the Director. The Director may reduce or enlarge the neighborhood to be analyzed upon a finding of a hazard or hazardous condition. The traffic analysis shall generally conform to and address TEDS standards and shall include but not be limited to ingress/egress, parking and loading, on site circulation, number of trucks per day and the capacity of roads, streets, bridges, intersections etc.
- (9) An erosion control plan for runoff and wind-blown sediments shall be provided for the mining operation and the reclamation;
- (10) Additional information that is required because of unique site features or characteristics may be required by the City Community Development Department; and
- (11) Upon approval, the excavation and reclamation plans shall be filed with the City and recorded with the Mesa County Clerk and Recorder. Any change in excavation or reclamation plan shall be prohibited unless amended through the conditional use permit process.

3. Standards.

- a. Mineral extraction, washing, crushing, cement & asphalt batch planting and other mined products related uses shall be subject to an approved excavation permit, well permit, air pollution permit, reclamation plan and any and all other permits, certifications or requirements of the state or federal agencies having jurisdiction as required;
- b. Excavation or deposit of overburden is not permitted within thirty feet (30') of an abutting parcel, an easement, an irrigation ditch or canal or right-of-way unless by written agreement of the owner(s) of such property, easement, irrigation ditch, canal or right-of-way;

- c. Excavation within one hundred twenty-five feet (125') of an existing residence is not permitted unless by written agreement of the owners and occupants of the residence. No rock crushing, asphalt/cement plant or other similar equipment or operations shall take place any closer than two hundred fifty feet (250') of a residence. The Planning Commission may require a greater distance if the operation is abutting a residential zone district. Excavation, loading, handling, processing and batch operations adjacent to residentially zoned parcels shall not exceed sixty-five decibels (65dB) at the property line of any adjacent parcel;
- d. At a minimum, one hundred feet (100') greenbelt setback shall be provided from jurisdictional wetlands or navigable watercourses as the same are defined by the US Army Corps of Engineers (USACE). The Director upon recommendation and consent of the USACE may vary this standard;
- e. Existing trees and vegetation shall, to the extent practicable, be preserved and maintained in the required setback to protect against and reduce noise, dust and erosion. The Director may require vegetative screening and/or buffering in accordance with this Code in order to minimize the impact to dissimilar adjacent uses or zoning districts;
- f. The owner or operator shall submit a traffic analysis;
- g. The Director of Public Works may place restrictions on right-of-way use after review of the traffic analysis. Restrictions may include but are not limited to the owner or operator being responsible for the extraordinary upgrade and maintenance of the designated haul route(s);
- h. Streets, bridges and highways designated as haul route(s) shall be maintained by the owner/operator in a reasonably clean condition. This may include, depending on local conditions, watering, oiling, or sweeping as determined by the Director;
- i. Hours of operation shall be restricted to 6:00 AM to 6:00 PM. The Director may authorize different hours, however, the Director may also restrict as part of the CUP the hours of operation near residential or urbanized areas;
- j. In no event shall a slope of steeper than 2:1 be left for dry pits. A pit with a slope of 3:1 or steeper shall not exceed a depth of ten feet (10'). The floor of excavation pits, whether wet or dry, shall be left in a suitable condition;
- k. The owner/operator shall not excavate, store overburden or mined material or dike the property in such a manner as to increase any drainage or flooding on property not owned by the operator or damage public facilities and/or property;
- l. Prior to starting operation, where the operation is adjacent to subdivided and/or developed commercial or residential property, the Director may require buffering and/or screening. Required fencing,

screening and/or buffering shall not be removed until reclamation has been completed;

- m. After mining has been completed, the site shall not be used to stockpile sand and/or gravel except in I-1 and I-2 with a CUP. In any event the owner/operator is to reclaim the site as rapidly as possible;
- n. Operations shall comply with the noise, vibration and other applicable standards and requirements of this Code and, if not in conflict those of the Grand Junction Code of Ordinances (GJCO). If there are conflicting or competing provisions in this Code and the GJCO the most stringent shall apply;
- o. All air emissions shall comply with standards established by the Mesa County Health Department, State Health Department and Colorado Air Quality Control Commission;
- p. All water use and/or discharge shall conform to standards established by law and administered by the Environmental Protection Agency (EPA), the Colorado Department of Public Health and Environment (CDHPE), the City of Grand Junction and the Mesa County Health Department;
- q. All slopes shall be stabilized. Land remaining at the natural water level must be revegetated in a manner compatible in type as/with the immediately prevailing area. Revegetation plans are required and shall minimally meet the standards of the Colorado Mine Land Reclamation Board;
- r. All disturbed areas shall be revegetated in accordance with the vegetation plan;
- s. Following initial revegetation efforts, the revegetated area shall be maintained for a period of three (3) years or until all vegetation is firmly established in the reclamation area;
- t. A timetable for reclamation shall be placed on each project. Time lines, including but not limited to milestones, if any, shall be dependent upon the type and size of reclamation effort;
- u. Proof of a reclamation bond shall be submitted, along with the required reclamation plan;
- v. A development schedule shall be submitted describing the life span of the project in years (ranges are acceptable) and, if applicable, the years per phase;
- w. If the development schedule is not met the conditional use permit:
 - (1) May be revoked;
 - (2) The Director may grant a two (2) year extension per request;
 - (3) The Planning Commission shall have the power, after hearing, to revoke any conditional use permit for any violation;
 - (4) Upon at least ten (10) days written notice to the owner, the Planning Commission may hold a hearing to determine the nature and extent of the alleged violation, and shall have the power, upon showing of good cause, to revoke the permit and

- the plan and to require reclamation of the land;
- (5) If not extended or revoked, a new application and extraction plan will need to be submitted and reviewed in the manner described in this section;
 - (6) An extension request shall provide information in writing detailing the reasons for the request. The Director shall consider the stated reasons, as well as the extent conditions have changed in the area, if any, before granting an extension;
 - (7) If a written request to extend the development schedule is submitted to the Director it shall include but not necessarily be limited to the factors and reasons for the requested extension. New conditions may be imposed as a part of the granting of an extension. New conditions, if any, may be appealed to the Planning Commission to be considered at a public hearing;
 - (8) The Director may forward any extension request to the Planning Commission;
 - (9) Extension requests will be evaluated by the Director and/or Planning Commission on the same basis and with the same information as per the conditional use permit process;
 - x. If the use has not operated or if no material has been extracted in accordance with the development schedule or any extension(s) thereof, the conditional use permit shall expire;
 - y. Signage for public safety is required; and
 - z. Fencing around the perimeter of the property is required.



**General Project Report
For
Schooley/Weaver Gravel Pit**

Date: December 1, 2009
Revised March 31, 2010

Prepared by: Les Crawford PE
Vortex Engineering, Inc.
1168 East Via Le Paz Drive
Fruita, CO 81521
970-245-9051
VEI # F08-016

Type of Design: Conditional Use Permit – Gravel Extraction

Owner: Schooley/Weaver Partnership
395 West Valley Circle
Grand Junction, CO 81507

Property address: 104 29 ¾ Rd.
Orchard Mesa, CO 81505

Tax schedule No.: 2943-324-10-001

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Exhibit 'A' – Location Map

Project Description

The purpose of this General Project Report is to provide a general review and discussion of the Site, Zoning, and Planning of the subject site for Staff to properly determine the compliance with all Conditional Use Permit requirements.

A. Property Location

The site is located along the east side of 29 ¼ Road, south of Hwy 50 in the Orchard Mesa area of Grand Junction, Colorado at 104 29 ¼ Rd.

Please reference Exhibit 'A'—Vicinity Map within this report for further information.

B. Legal and Acreage

By legal description, the property is described as Lot 1, Block 9, of the Burns Subdivision, Section 32, Township 1 South, Range 1 East in Mesa County, Colorado.

The property is approximately 16.0 acres in size and is currently undeveloped. The property does not appear to be utilized for any specific purpose. Sparse natural vegetation covers the parcel.

C. Proposed Use

The 16.0 acre parcel is planned to be mined for construction materials. No onsite crushing or processing of materials is proposed. The topsoil will be used to supplement landscape areas and will not be stockpiled on site. The pit-run gravel will be extracted and removed from the site. Water for dust control and irrigation will be hauled to the site. When the extraction process is completed topsoil will be imported as needed and distributed evenly over the disturbed area and covered with a native seed mix. Per the Reclamation Plan copies of the State Reclamation Plan and Permit Application, State Apen, State Stormwater, and CDOT Access Permit Application are incorporated with this CUP application

Public Benefit

This development is an excellent opportunity to provide an important community resource in this area by providing much needed construction aggregate for the 29 Road Overpass at the Union Pacific Railroad.

I. Project Compliance, Compatibility and Impact

A. Adopted Plans

Orchard Mesa Neighborhood/ City of Grand Junction Growth Plan

This site is located within the Orchard Mesa Neighborhood Plan, revised July 13 & August 16, 2000. This CUP is not in conflict with the neighborhood plan.

B. Land Use

This property was platted as part of the Burns Subdivision on June 15, 1950 and recorded in the land records of Mesa County, Colorado under Liber 7, Folio 63.

The property was annexed into the City of Grand Junction pursuant to the Persigio Agreement.

The site is bounded on the west by 29 ¼ Rd, various county residential uses to the north and east, various county residential and commercial to the west and vacant ground to the south.

Existing Land Use:		Undeveloped
Proposed Land Use:		Gravel Extraction
Surrounding Land Use:	North	Residential Medium Low, 2-4 du/ac
	South	Vacant (county landfill)
	East	Rural, 5-35 ac/du
	West	Conservation/Residential Medium Low, 2-4 du/ac
Existing Zoning		R-R (Rural Residential, 1 unit per 5 acres)
Surrounding Zoning:	North	County RSF-R
	South	County AFT
	East	County RSF-R
	West	County RSF-R/Planned Commercial

C. Site Access and Traffic Patterns

Currently the site is accessed from 29 ¼ Rd which is a 2-lane, no median, paved, County owned and maintained roadway. The existing Right-of-Way of 29 ¼ Rd. is approximately 38'. The ultimate Right-of-Way of 29 ¼ Rd. is 60'.

Portions of the 29 ¼ Road Right-of-Way were annexed into the City of Grand Junction with this site. Staff has suggested the full width of 29 ¼ Road might be annexed at this time. This applicant will work with the City towards that goal.

A Level III Traffic Impact Study was prepared by Turnkey Consulting. It evaluated accessing the SH-50 intersection at 29 ¼ Road with two alternatives.

Alternative #1 – 29 ¼ Road to SH-50.

Alternative #2 – 30 Road to South Frontage Road to 29 ¼ Road to SH-50.

Both alternatives create the same impact on SH-50 however, the 30 Road Alternative would require a haul road in excess of 12% grade from the crossing over the canal to the South Frontage Road within a 30 foot wide right of way. Additional right of way would be required and both TED and CDOT design exceptions that are difficult to support would be required for Alternate #2. Alternate #1 (29 ¼ Road to SH-50) was chosen as the preferred alternative.

A CDOT Access Permit will be required and signalization is not warranted. Recommended improvements to SH-50 include:

1. Extend existing eastbound left turn decel lane by 40 feet.
2. Restripe SH-50 to install a 1,182 foot long northbound to westbound left turn acceleration lane.

A copy of the CDOT Access Permit application including a layout of the proposed improvements is incorporated with this CUP application. Delegation of Authority letters from the City of Grand Junction and Mesa County for the CDOT Access Permit at SH-50 and 29 ¼ Road were submitted to CDOT and are incorporated with this application.

The Traffic Impact Study is incorporated within this CUP application.

A Haul Route Plan is incorporated within this CUP application. SH-50 is the nearest Truck Route. The intended use is temporary with a typical Conditional Use Permit from the City being valid for 5 years. Alternative haul routes explored include:

- An alternate route using the southern leg of the 30 Road is not proposed to be built in time for use by Schooley-Weaver. An additional obstacle is the insufficient width of 30 Road Right-of-Way south of the Frontage Road. The 30 Road Alternative would require a haul road in excess of 12% grade from the crossing over the canal to the South Frontage Road within a 30 foot wide right of way. Additional right of way would be needed from adjacent property owners and both TED and CDOT design exceptions that are difficult to support would be required
- An alternate route to Whitehead Drive, north of the canal is restricted by the 20 foot grade differential below the canal. In addition, a haul route through the abutting neighborhood is undesirable.
- A request for an alternate access route via the existing road to the south across the Ducray property was refused by Mrs. Ducray.

Use of the 29 ¼ Road intersection will require temporary improvements to SH-50. The improvements proposed in the CDOT Access permit include adding a left turn to west bound SH-50 accel lane and the restriping of existing lane widths from 12-feet to 11-feet. The existing 76-foot wide roadway can accommodate the temporary alterations with minimal disturbance to existing users.

EXISTING HIGHWAY 50 STRIPING:

Four 12-foot through lanes
One 12-foot left turn lane
One 4-foot median
One 12-foot right turn lane
One 12-foot right turn westbound accel lane
Two 2.5-foot shoulders
TOTAL WIDTH 93 FEET

PROPOSED HIGHWAY 50 STRIPING:

Four 11-foot through lanes
One 11-foot left turn lane
No 4-foot median
One 11-foot left turn westbound accel lane
One 11-foot right turn lane
One 11-foot right turn westbound accel lane
Two 2.5-foot shoulders
TOTAL WIDTH 93 FEET

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A supplemental Geotechnical Report included cores of 29 ¼ Road to establish the adequacy of its structural strength and condition. Three borings of the existing pavement revealed 8 to 9 inches of asphalt over a 6 inch road base. This road section appears more than adequate for the proposed use.

It is worth noting that 29 ¼ Road was built as the haul road to the landfill to the south and operated successfully for many years. The Ducray trucking operations are currently using the road as the only access to SH-50 from their 13-acre site.

D. Effects on Utilities

Electric

The provider for electric service in this area is Grand Valley Power Company.

This CUP will not require electric service.

Water

The provider for water service in this area is Ute Water Conservancy District. It is anticipated that an off-site 8"-12" water main extension of approximately 2,000' will be required with the future development of this property. A 2" water line is located in Hayden St. and 29 ¼ Rd. An 8" water main is located at the south side of Hwy 50. The service boundary for Ute Water will need to be amended to allow this property to obtain service from the Ute Water Company.

However this CUP will not require water service. Water for dust control will be hauled to the site. Ute Water will not provide water for temporary irrigation. Therefore, the landscape plan provided for hauling irrigation water.

Sewer

The provider for sewer service in this area is the Orchard Mesa Sanitation District. It is not presently anticipated that an off-site sewer main extension will be required with the future development of this property. An 8" sewer line is located in the middle of the west lane of 29 ¼ Rd. According to the Orchard Mesa Sanitation District, the 8" main in 29 ¼ Rd. has adequate capacity.

This CUP will not require sanitary sewer service.

Storm Drainage

This property is located in the Orchard Mesa Drainage Basin. The watershed in this region slopes from the south to the north, ultimately draining to the Colorado River. The lowest elevations on this site occur along the northern boundary of the property adjacent to the Orchard Mesa Canal #2.

This site currently accepts off-site drainage from the southern property and 29 ¼ rd. to the west. These off-site areas are undeveloped vacant ground in composition. A roadside swale presently drains a portion of the site to the north dissipating alongside the drainage canal at the northern boundary. Drainage is generally from the south to the north. Similar existing topography directs and conveys all offsite runoff from the south east to the east and north east towards the canal.

The original drainage report proposed on-site retention of the storm water runoff. Subsequent borings and percolation tests performed by Huddleston-Berry Geotechnical Engineers have discovered prohibitive limitations in the soil below the proposed retention basin location(s). The Revised Drainage Report (Rev 1) will utilize a single Detention Basin to capture the 10-yr and

100-yr storm events from the mined areas and to provide a Water Quality function. No changes in drainage patterns or increase in runoff rates is proposed for undisturbed areas.

This CUP will not require any offsite storm drainage improvements.

This CUP will not impact any offsite or downstream storm drain.

Natural Gas

The provider for gas service in this area is Xcel Energy. A 3" Mil wrapped gas main is located at the intersection of 29 ¼ Rd. & HWY 50 approximately 5' north of the southern right-of-way line of HWY 50. This main has approximately 60 psi pressure. A 2" mil wrapped line is located in 29 ¼ Rd. approximately 15' west of the right-of-way line. This line extends approximately 487' south past the intersection of Hayden Dr. and 29 ¼ Rd. It is anticipated that this main will have the capacity to service future development.

This CUP will not require natural gas service.

Telephone

The provider for telephone service in this area is U.S. West. It is estimated that there is adequate capacity to service future development.

This CUP will not require telephone service.

Cable Television

The provider for cable service in this area is Bresnan. It is estimated that there is adequate capacity to service future development.

This CUP will not require cable TV service.

Irrigation

The provider for irrigation service in this general area is the Orchard Mesa Irrigation District (OMID). However, this site is not within their district boundary. This property has never been irrigated and does not have an irrigation source. Irrigation is NOT available from the Orchard Mesa Irrigation District Canal #2 that crosses the property. This site may not be annexed into the OMID.

This CUP will not require permanent irrigation service. Water for dust control will be hauled to the site. Ute Water will not provide water for irrigation. Therefore, the landscape plan provides for hauling of irrigation water.

E. Effects on Public Services

Fire Protection

The provider for Fire Protection service in this area is the Grand Junction Rural Fire District.

This CUP will have a minimal impact on Fire Protection resources as no structures or permanent storage is proposed with this CUP.

Police Protection

The provider for Police Protection service in this area is the City of Grand Junction Police Department & the Mesa County Sheriff's Department.

This CUP will have a minimal impact on Police Protection resources. No structures or permanent

School District

The provider for public education in this area is Mesa County School District 51.

This CUP will not have an impact on the existing facilities in terms of capacity.

Parks/Trails

Presently no neighborhood parks or trails exist in this area of Orchard Mesa.

This CUP does not propose any parks or trails.

F. Site Soils

According to the Natural Resource Conservation Service (NRCS), the soils across the site consist of two predominant families. The first being the "Badlands-Deaver-Chipeta Complex", 25 to 99 percent slopes. The Badlands-Deaver-Chipeta Complex family consists of moderately steep to very steep barren land dissected by many intermittent drainage channels. The areas are ordinarily not stony. Runoff is very rapid and erosion is active. They are composed of well drained soils formed in Residium from the shale on uplands. Typically, the surface layer is very cobbly Silty Clay loam about 3 inches thick. The underlying layer is clay to a depth of 27 inches and is underlain by shale at a depth of 30 inches or more. Hydrologic Soils Group "C-D".

The second being the "Persayo Silty Clay Loam", 5 to 12 percent slopes (Cc). The Persayo Silty Clay Loam family consists of shallow, well drained soils formed in Residium from the shale on ridge crests, side slopes, and toe slopes. Typically, the surface layer is Silty Clay loam about 2 inches thick. The underlying layer is clay to a depth of 13 inches thick. Weathered Shale is at a depth of 15 inches. Hydrologic Soils Group "D".

G. Site Geology

The property is a large knoll with significant topographic relief, with elevations ranging more than 100 feet. Due to grades and the Orchard Mesa Canal #2 that borders the property on the north, the only access that can be provided to the property is from the existing 29 ¼ Road to the west.

The subject site has significant topography, with elevations peaking at 4936, descending to 4832. A natural plateau exists on site and dominates much of the property. The entire site slopes to the north to the Orchard Mesa Canal #2 located along the northern boundary.

A Geotechnical & Geological Hazard Investigation for proposed gravel resource extraction was conducted by Huddleston - Berry Engineering and Testing and their report is incorporated in this submittal.

"No geologic hazards were identified which would preclude resource extraction at this site."

H. Hours of Operation

Proposed Operations are from 6 am to 6 pm Monday through Friday. No operations will occur on national holidays or weekends.

I. Number of Employees

No resident onsite employees are planned. Truck drivers and equipment operators will total approximately 20. Employee parking and overnight truck storage and maintenance is accommodated offsite.

J. Signs

Public Safety signs are proposed along the fence. An identification sign package is not proposed at this time. If a sign is proposed at this site in the future it will comply with the Mesa County Sign Regulations and approval processes.

K. Review Criteria

The City of Grand Junction Land Use Code (LUC), Chapter 2.13 Conditional Use Permits (CUPs) outlines five Approval Criteria:

1. Site Plan Review Standards.

This CUP complies with the adopted standards within Section 2.2.D.4 and the standards within the SSID, TEDS and SWMM Manuals.

2. District Standards

This CUP Complies with all underlying zoning district standards of Chapter 3 of the LUC.

3. Specific Standards

The LUC Chapter 4.K.2.d Mineral Extraction... outlines Specific Standards for Gravel Mining operations

1. **Description:** The 16.0 acre parcel is planned to be mined for construction materials. No onsite crushing, processing or storage of materials is proposed. No accessory structures are proposed. No topsoil or overburden will be stockpiled on site.
2. **Extraction Plan:** The Site Plan incorporates the information required including delimitation of the 7.5 acres to be mined. No excavation is proposed within 30 feet of a property line or canal. No excavation is proposed within 125 feet of any structure. No structures or processing equipment is proposed.

Work hours are 6 am to 6 pm Monday through Friday. No operations are scheduled on national holidays or weekends. Excavators and front end loaders will be used to top-load the dump trucks. A water truck will be used to haul water for dust control and landscape

irrigation. Total extraction will be approximately 500,000 tons. Application of surfactants as needed will provide additional dust control

The topsoil stockpile has been removed from the proposal. Onsite topsoil will be used to supplement the landscaping areas. Topsoil will be brought onsite as needed when extraction activities cease and the site reclaimed.

3. **Reclamation Plan:** A copy of the detailed Reclamation Plan submitted to the State is incorporated with this CUP application under separate cover.
4. **Topography:** Existing and proposed contours are shown on the Site Plan.
5. **Vegetation:** The site has only scattered desert vegetation. The Colorado Division of Wildlife characterized the site as: As with all gravel mining operations reclamation is a very important step for final project conclusion. The subject parcel contains several vegetation species important to wildlife. They are: Wyoming sage brush, *Artemisia tridentata wyomingensis*; needle & thread, *Stipa comata*; Indian rice grass, *Oryzopsis hymenoides* and four wing saltbush, *Artiplex canescens*. The site also contains several non-native, undesirable species; they are cheat grass, *Bromus tectorum* and Russian thistle, *Salsola kali*, and halogeton, *Halogeton glomeratus*. If this property is not immediately developed with urban uses following completion of the gravel extraction reclamation efforts should include an integrated vegetation management plan that includes native revegetation and rigorous weed management component. The Reclamation Plan leaves much gentler slopes than exist currently and the disturbed ground will be seeded with a native seed mix after topsoil is redistributed. No irrigation water is available. All disturbed areas slope towards the onsite retention areas.
6. **Landscaping/buffering:** Landscape plans have been complete by a licensed Landscape Architect and landscape screening and buffering have been designed to meet city code. The goal of the landscape plan is to create a natural landscape buffer around the proposed gravel pit. Native and xeric plant materials are to be used in the landscape buffers. The reclamation/ landscape plan has added a native seed mix that has been reviewed by the DNR. The proposed landscaping is to be irrigated by a drip system that will use water trucked to the site. Each landscape area will have a point of connection for the water to be delivered to each irrigation zone. The landscape irrigation schedule shall be: two times per week for the first growing season, one time each week for the second growing season, and as needed for the third growing season.
7. **Estimated Reclamation Costs:** The total reclamation costs of distributing the topsoil and reseeding with the native seed mix is included in the cost estimate "Exhibit B".
8. **Drainage Plan & Report:** A Final Drainage Report (Rev 1) that includes calculations for sizing of the onsite Detention Basin is incorporated within this CUP application. The SWMM requirement of containing the runoff from 1.44 inches of rainfall in a 3-hour 100-year storm has been exceeded. The four foot deep Detention Basins will fill to less than 1.5 feet of depth and release the detained runoff over 48 hours. No runoff from any disturbed area will leave the site. And there will not be any increase in natural runoff from any part of the site. There are no floodplains or jurisdictional wetlands on site. The Detention Basin has been located completely within the excavation/disturbed area.

9. **Traffic:** A Level III Traffic Impact Study was prepared by Turnkey Consulting and is incorporated within this CUP application. Its findings and recommendations are included in other paragraphs of this General Project Report.

10. **Erosion Control Plan:** An Erosion Control Plan is incorporated within this CUP application. All disturbed areas will be graded towards the Detention Basin preventing any sediment from leaving the site. The Detention Basin is more than double the required size and has more than two feet of freeboard. Dust control will be managed by hauled water and chemical surfactants during mining operations.

The LUC Chapter 4.K.3 Standards identifies setbacks, minimum slopes and other requirements that are all met or exceeded with this proposed CUP. All requirements established by Mesa County Health Department, State Health Department, Colorado Air Quality Control Commission, State of Colorado Division of Reclamation, Mining and Safety, and Colorado Department of Transportation are met by this CUP application.

4. Availability of Complementary Uses

The primary resource complementary to this CUP is the availability of a major transportation corridor within a few hundred feet. SH-50 (a truck route) and 29 Road (a major arterial) provide a safe and appropriate haul route for the transport of aggregate materials to the 29 Road overpass at the Union Pacific Railroad.

5. Compatibility with Adjoining Uses

- **Protection of Privacy:** Proposed grades are sloped into the disturbed area concealing most of the extraction operations from the back yards of the neighbors to the north and east. The land to the south is vacant. The back yards of the three residences to the west face away from the site. An adjacent property exhibit with typical cross sections and sight lines is incorporated with this application to demonstrate how the natural topography of the site and the significant vertical drop below the canal screen and limit the visibility of mining operation by the closest neighbors.
- **Protection of Use & Enjoyment:** With the hours of operations limited to weekdays only, only minor disturbances are expected during the workday. No operations are allowed evenings, nights, weekends or holidays. No processing or crushing operations are proposed onsite. The extraction operations will be primarily during the construction of the 29 Road Overpass in 2010. The haul route will utilize 29 ¼ Road to SH-50. This road extends to the south and was used by truck traffic to the landfill for many years. It continues to be used for trucking operations by the DuCray construction facilities on 29 ¼ Road and others.
- **Compatible Design:** No structures or accessory structures are proposed by this CUP application. Only minimal equipment will remain onsite overnight. The site entrance will be paved to the edge of the right of way and an anti-tracking pad will be constructed at the entrance to minimize materials being carried onto 29 ¼ Road. No outdoor lighting is proposed. No noxious odors or emissions emanate from this type of extraction operation. With the proposed slopes graded inward, neighbors will not be subjected to the noise levels normally found on a construction site.

II. Development Schedule & Phasing

The extraction of aggregate materials is primarily intended for the use in constructing the 29 Road Overpass at the Union Pacific Railroad during 2010. Only minor extraction of materials may occur during the remainder of the 5 year permit. Reclamation per the State Reclamation Permit will be completed prior to the expiration of the CUP. No phasing is proposed.

	2010	2011	2012	2013	2014	2015
PERMITTING	■					
LANDSCAPING	■					
EXTRACTION	■	■	■	■	■	■
RECLAMATION						■

III. Limitations/Restrictions

This report is a site-specific investigation and is applicable only for the client for whom our work was performed. Use of this report under other circumstances is not an appropriate application of this document. This report is a product of Vortex Engineering and Architecture Incorporated and is to be taken in its entirety. Excerpts from this report may be taken out of context and may not convey the true intent of the report. It is the owner's and owner's agent's responsibility to read this report and become familiar with recommendations and findings contained herein. Should any discrepancies be found, they must be reported to the preparing engineer within 5 days.

The recommendations and findings outlined in this report are based on: 1) The site visit and discussion with the owner, 2) the site conditions disclosed at the specific time of the site investigation of reference, 3) various conversations with planners and utility companies, and 4) a general review of the zoning, growth plan, and transportation manuals. Vortex Engineering and Architecture, Inc. assumes no liability for the accuracy or completeness of information furnished by the client or municipality/agency personnel. Site conditions are subject to external environmental effects and may change over time. Use of this report under different site conditions is inappropriate. If it becomes apparent that current site conditions vary from those reported, the design engineer should be contacted to develop any required report modifications. Vortex Engineering and Architecture, Inc. is not responsible and accepts no liability for any variation of assumed information.

Vortex Engineering and Architecture, Inc. represents this report has been prepared within the limits prescribed by the owner and in accordance with the current accepted practice of the civil engineering profession in the area. No warranty or representation either expressed or implied is included or intended in this report or in any of our contracts.

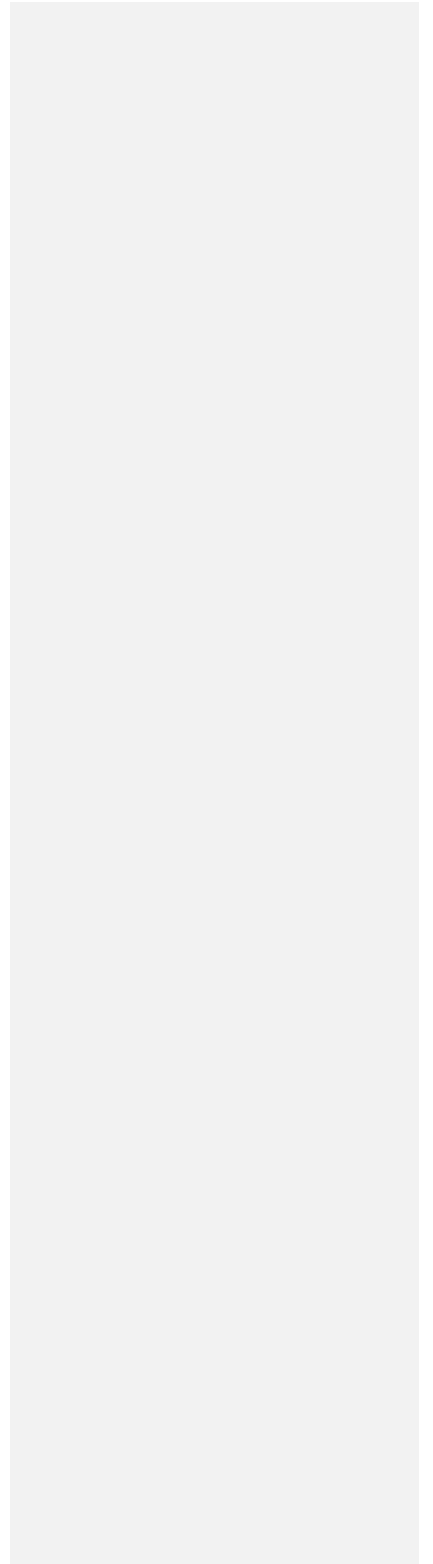
IV. References

The following manuals and computer web sites were used for this General Project report:

- Storm water Management Manual, City of Grand Junction and Mesa County
- Zoning Ordinance Manual, City of Grand Junction
- T.E.D.S. Manual, City of Grand Junction
- City of Grand Junction GIS Master Website and the Mesa County GIS Website.

- Growth Plan Manual, City of Grand Junction.
- Orchard Mesa Growth Plan Manual, City of Grand Junction
- 5-2-1 Drainage Authority
- NRCS Website
- State Department of Reclamation Website
- Colorado Dept. of Public Health and Environment (stormwater) Website
- Colorado Dept. of Public Health and Environment (Apen) Website

EXHIBIT 'A'
LOCATION MAP



Schooley / Weaver Gravel Pit

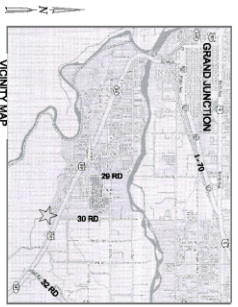
104 29 3/4 Road Grand Junction, Colorado

Prepared By
VORTEX
 ENGINEERS & ARCHITECTS, INC.
 1168 E. Via La Paz Drive
 Fruita, Colorado 81521
 (970) 245-8051

LEGEND

	EXISTING PROPERTY LINE
	EXISTING CORNER MARK
	EXISTING LOT LINE
	EXISTING EASEMENT
	EXISTING UTILITY
	PROPOSED LOT LINE
	PROPOSED CORNER MARK
	PROPOSED UTILITY

SHEET #	SHEET TITLE
1	COVER SHEET
2	SITE PLAN
3	GRADING AND DRAINAGE PLAN
4	STORM WATER MANAGEMENT PLAN
5	PAVEMENT PLAN



NO SMOKING
 ALL AREAS OF THE PROJECT ARE DESIGNATED AS NO SMOKING AREAS.
 VIOLATION OF THIS POLICY WILL RESULT IN IMMEDIATE REMOVAL FROM THE PROJECT SITE.
 1-800-922-1987
 CREDIT INFORMATION
 CENTER OF EDUCATION

1	COVER SHEET
2	SITE PLAN
3	GRADING AND DRAINAGE PLAN
4	STORM WATER MANAGEMENT PLAN
5	PAVEMENT PLAN

FOR REVIEW

Cover Sheet
**SCHOOLEY/WEAVER
 GRAVEL PIT**
 104 29 3/4 ROAD
 GRAND JUNCTION, CO

CONDITIONAL USE PERMIT

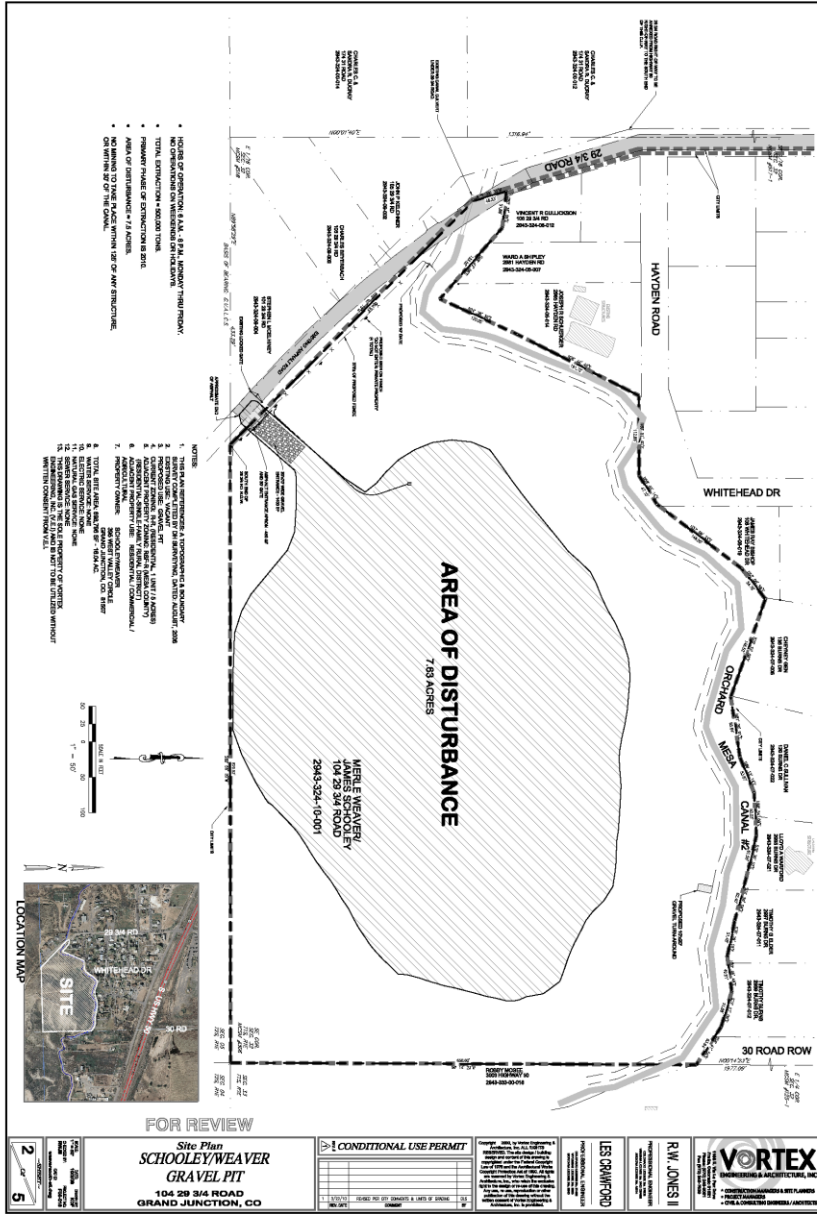
APPROVED FOR THE CITY OF GRAND JUNCTION, COLORADO

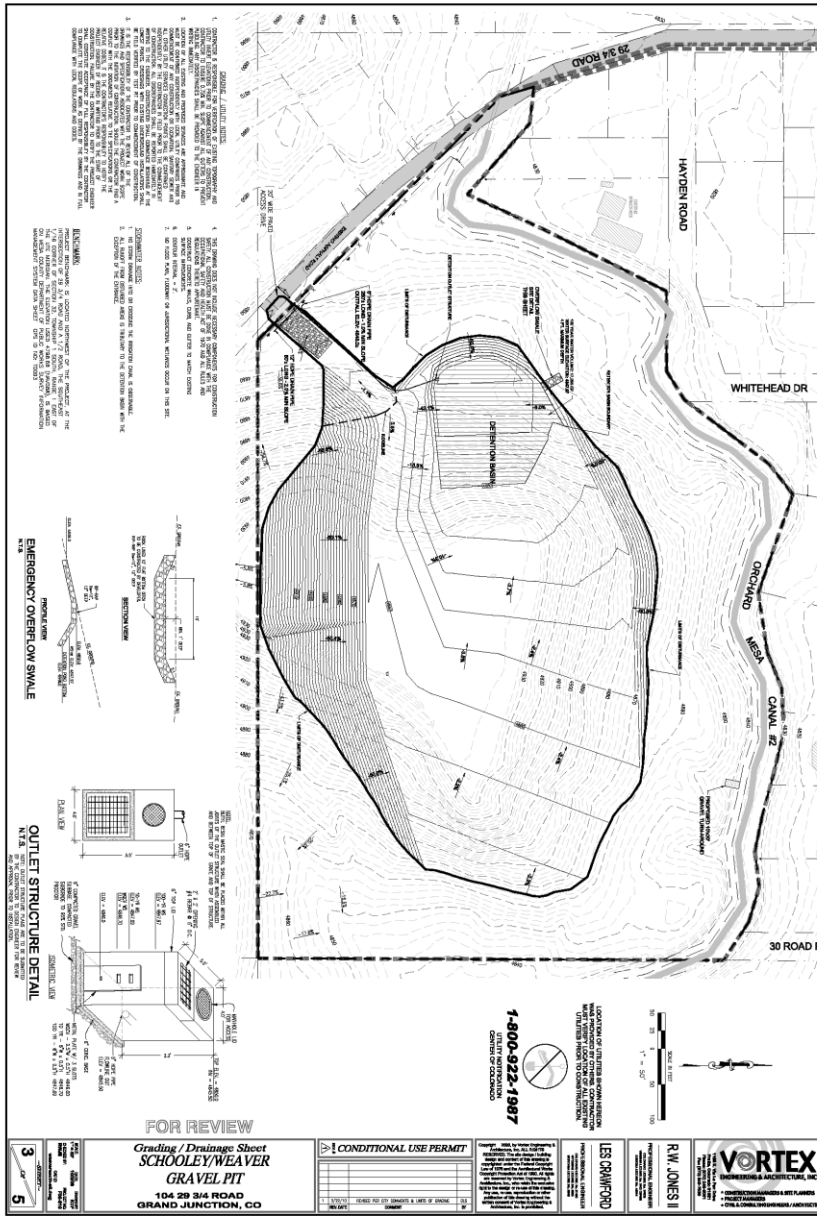
DATE	APPROVED

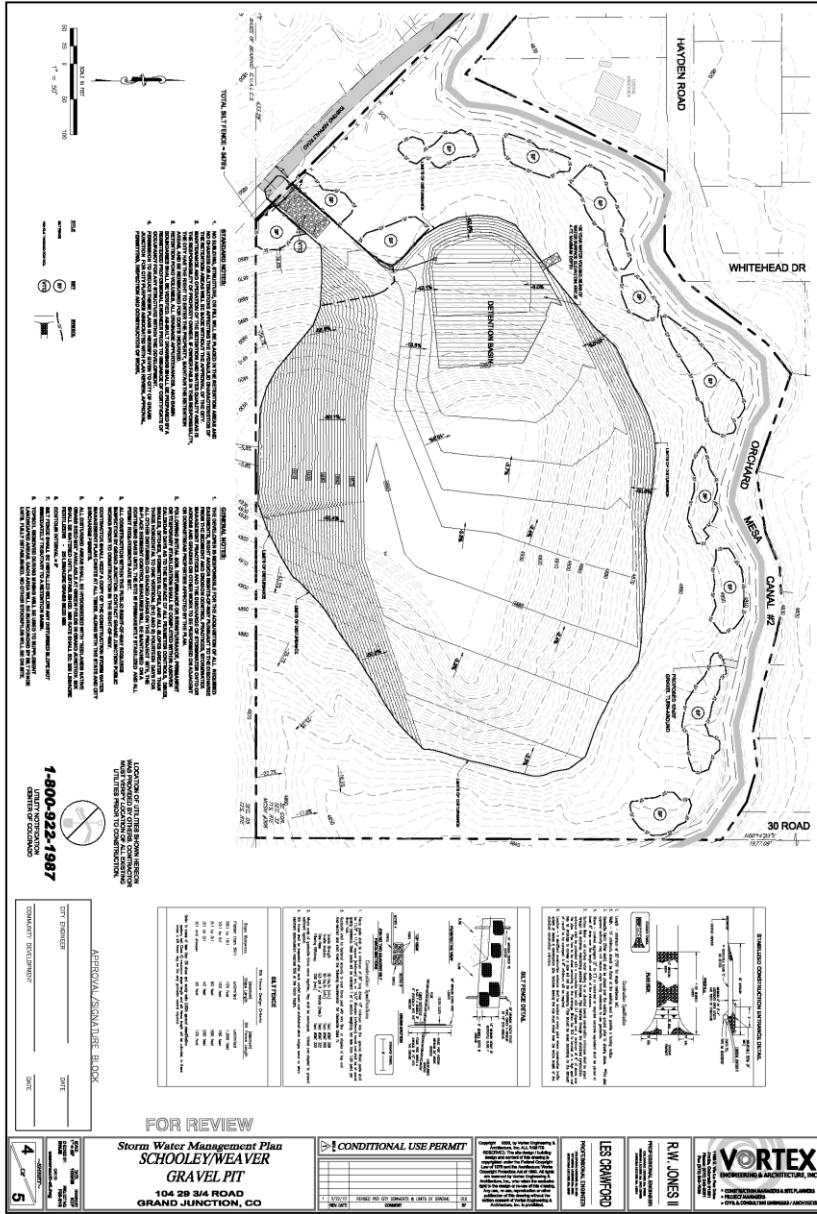
LES ORWICK
 PROFESSIONAL ENGINEER
 LICENSE NO. 10000

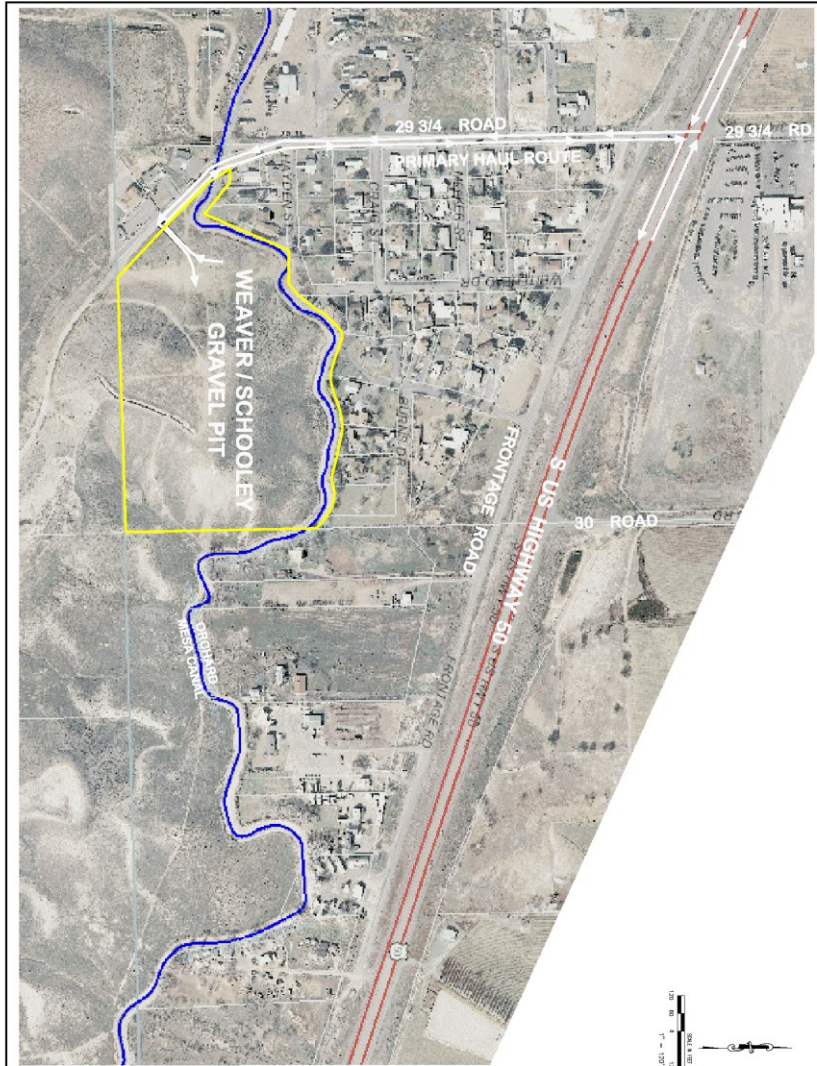
R.W. JONES II
 PROFESSIONAL ARCHITECT
 LICENSE NO. 10000











FOR REVIEW

	<p>Haul Route Plan SCHOOLLEY/WEAVER GRAVEL PIT 104 29 3/4 ROAD GRAND JUNCTION, CO</p>	<p>CONDITIONAL USE PERMIT</p>	<p>LES CRAMER CO 1000 WEST 10TH AVENUE GRAND JUNCTION, CO 81505 (970) 241-1111 www.les-cramer.com</p> <p>R.W. JONES III 1000 WEST 10TH AVENUE GRAND JUNCTION, CO 81505 (970) 241-1111 www.rwjones.com</p> <p>VORTEX ENVIRONMENTAL & ARCHITECTURAL, P.C. 1000 WEST 10TH AVENUE GRAND JUNCTION, CO 81505 (970) 241-1111 www.vortexenv.com</p>
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Robert E. Edmiston, Director
 (970) 242-7436 - Phone
 (970) 242-7467 - Fax
 bedmisto@co.mesa.co.us - E-Mail

Solid Waste Management
 P.O. Box 20,000
 Grand Junction, CO 81502

May 26, 2005

Ken Simms
 Regional Transportation Planning Office
 Mesa County
 P.O. Box 20,000
 Grand Junction, CO 81502

COPY

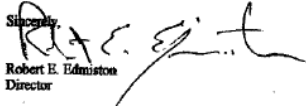
Dear Mr. Simms:

Per our discussion it is my understanding that United Companies, Inc. is entertaining the idea of accessing a proposed gravel pit near the southern end of 29 1/2 Road via a road traversing the Solid Waste Management Campus. I am opposed to this idea for several reasons. Through this letter I will summarize my thoughts within a bullet format.

- The access road proposed off of 31 Road is the main entrance to the Organic Materials Composting Facility. After hours security of this facility as well as the northern boundary of the landfill must be maintained.
- The proposal would involve the use of private property owned by Mountain Region Construction.
- The license agreement through which the Mountain Region Construction accesses their gravel permit is temporary and will expire on 12/01/2007. Mountain Region Construction and Mesa County have worked jointly on the provision of access to their facilities as a function of the area's previous ownership by the Bureau of Land Management. Mountain Region Construction understands that access to their facilities is based on conditions existing prior to Mesa County obtaining a patent to the property and that their right of access is temporary.
- The idea is inconsistent with BoCC Resolution Number MCM96-24 outlining the County's process of granting easements in that it is contrary to the Board's designation of the area as "open space," and it could/would negatively influence access to, and control of, County facilities.
- The natural and/or most efficient route of access to the property is 29 1/2 Road.

Thank you for inviting me to comment upon United Companies' idea. Should you have further questions and/or concerns, don't hesitate to call.

Sincerely,


 Robert E. Edmiston
 Director

cc. Peter Baier, Mesa County Public Works Director

"The Conservation Equation"
 Waste + Management = Resource
 Resource - Management = Waste

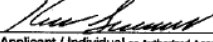

Letter regarding access through the County Landfill property.

NOTICE OF INTENT (NOI) to Issue an Access Permit
(to be submitted prior to most land use applications, and as part of the process with other development applications)

Case # for Pre-Submittal: None		NOI #: 05-033
Applicant Name: Fisher Construction/Brian Fisher (Authorized Agent = Robert Jones II) Vortex Eng.		
Applicant Address: _____ City/State/ZIP: _____		
Representative Name: Vortex Engineering, Inc.		
Representative Address: 255 Vista Valley Drive City/State/ZIP: Fruita, Colorado 81521		
E-mail address: rjones@vortexeng.us	Phone: 858-4888	Cell: 260-9082
Project Name: United Companies Gravel Pit/Mining Operation		
Project Address: 104 29th Road City/State/ZIP: Grand Junction, CO 81505		
Tax Schedule Number(s): 2943-324-10-001		
Project Type: <input type="checkbox"/> Residential <input checked="" type="checkbox"/> Commercial <input type="checkbox"/> Other:		
Land Use Action: <input type="checkbox"/> Residential/Agricultural Site Plan <input checked="" type="checkbox"/> Commercial Site Plan <input type="checkbox"/> Building Permit		
<input type="checkbox"/> Property Subdivision <input type="checkbox"/> Simple Land Division <input type="checkbox"/> Other		

By Signing Below, The Applicant Accepts Responsibility For:

- Installing the access in accordance with the approval of this NOI and applicable sections of the Mesa County Standards and Specifications For Road and Bridge Construction, Road Access Policy and the Land Development Code.
- Materials for review, approval, and eventual installation of access comply represent the conditions for approval. Failure to accurately represent information on application materials, including maps, may nullify the approval of this NOI. Any other official documents that granted approval in reliance upon the nullified NOI may also be rescinded and deemed invalid.
- The right to appeal this approval through the appeals process defined in the Road Access Policy is waived.
- Signer affirms that he/she has full authority as Power of Attorney for this application (notarized form attached) and may bind the Applicant to the conditions of this application. (Sign with: *own name, as Attorney-in-fact for applicant name.*)



 Signature of Applicant / Individual as Authorized Agent for (applicant's name), Applicant Date

RTPO Signature _____ Date _____

START SECTION: _____		NOI #: 05-033
Submittal: <input checked="" type="checkbox"/> Conceptual proposal <input checked="" type="checkbox"/> Narrative <input checked="" type="checkbox"/> Ortho <input type="checkbox"/> Map <input type="checkbox"/> Roadway Profile, Etc.		
CONDITIONS:		
The NOI application is rejected due to objections from the Mesa County Landfill Director to routing gravel pit traffic through the property.		
Until such time as permission is received from the Landfill Director that permits use of the Landfill property as a haul route for this gravel pit, an NOI cannot be issued for the proposed access point.		
A letter from Robert Edmiston, Mesa County Landfill Director, outline objections to the proposal is attached to this form.		
NOI accepted <input type="checkbox"/>	NOI rejected <input checked="" type="checkbox"/>	DE accepted <input type="checkbox"/> issued <input type="checkbox"/>

Denial of access through County Landfill property.



Huddlestone-Berry
Engineering & Testing, LLC

640 White Avenue
Grand Junction, CO 81501
Phone: 970-255-8005
Fax: 970-255-6818
HuddlestoneBerry@bresnan.net
www.HBET-GJ.com

March 22, 2010
Project# 00695-0006

CMC Weaver
c/o Vortex Engineering & Architecture, Inc.
1168 East Via Le Paz Drive
Fruita, Colorado 81521

Attention: Mr. Les Crawford

Subject: 29 $\frac{3}{4}$ Road Pavement Evaluation
Weaver Gravel Pit
Grand Junction, Colorado

RECEIVED

APR 23 2010

**COMMUNITY DEVELOPMENT
DEPT.**

Dear Mr. Crawford,

This letter presents the results of a geotechnical investigation conducted by Huddlestone-Berry Engineering & Testing, LLC (HBET) as part of the development process for the Weaver Gravel Pit in Grand Junction, Colorado. The site location is shown on Figure 1. Part of the development of the site is anticipated to include removal of gravel resources at the site. The scope of our investigation included evaluating the pavement and subgrade along 29 $\frac{3}{4}$ Road with regard to their ability to carry the truck traffic generated during the gravel resource extraction.

Subsurface Investigation

The subsurface investigation included four borings along 29 $\frac{3}{4}$ Road as shown on Figure 2 – Site Plan. The borings were drilled to a depth of 6.5 feet below the existing grade. Typed boring logs are included in Appendix A.

As indicated in the attached logs, the subsurface conditions along 29 $\frac{3}{4}$ Road were slightly variable. Boring B-1, conducted near the proposed gravel pit, encountered 9-inches of asphalt pavement above gravel base course to a depth of 1.75 feet. Below the base course, brown, moist, medium stiff fat clay with sand and shale fill extended to a depth of 5.0 feet. The fill was underlain by brown, moist, medium stiff fat clay with sand to the bottom of the boring. Groundwater was not encountered in B-1 at the time of the investigation.

Borings B-2 through B-4 encountered 8 to 9-inches of asphalt pavement above gravel base course to depths of between 1.75 and 2.25 feet. The base course was underlain by brown to gray, moist, medium stiff to stiff fat clay with sand to the bottoms of the borings. Groundwater was not encountered in B-2 through B-4 at the time of the investigation.

②

Geotechnical analysis of 29 $\frac{3}{4}$ Road



Laboratory Testing

Laboratory testing was conducted on samples of the native soils collected in the borings. The testing included grain-size analysis, Atterberg limits determination, natural moisture content determination, and maximum-dry-density/optimum moisture (Proctor) determination. The laboratory testing results are included in Appendix B.

The laboratory testing results indicate that the native clay soils are highly plastic. Based upon the plasticity of the materials, HBET anticipates that the native clay soils are slightly to moderately expansive.

29 $\frac{1}{4}$ Road Pavement Evaluation

As discussed previously, the subgrade materials at the site were determined to consist of fat clays. Therefore, for pavement support, the native clays will be considered to have a Resilient Modulus of 3,000 psi. This corresponds to an R-value less than 5 or CBR of 2.0 or less.

Based upon the results of the subsurface investigation, the thinnest pavement section along 29 $\frac{1}{4}$ Road includes 8-inches of asphalt pavement above 13-inches of base course. This corresponds to a pavement Structural Number of 5.3. As shown on the pavement design nomograph included in Appendix C, for a Structural Number of 5.3 and subgrade Resilient Modulus of 3,000 psi, the existing pavement section along 29 $\frac{1}{4}$ Road is adequate for an ESAL value of approximately 2,000,000.

With regard to the additional traffic loading associated with the gravel resource extraction, HBET understands that up to 100 loaded trucks per day may leave the site. In addition, HBET understands that it is estimated to take 3 to 5 years to extract all of the gravel. However, for traffic loading computations, 5 years will be assumed.

As shown on the traffic computations included in Appendix C, 100 trucks per day for 5 years corresponds to an ESAL value of 120,000. This is well below the capacity of the existing pavement section. However, to further evaluate the impact on the existing pavements due to the increase in traffic loading, HBET calculated the traffic loading considering a full 30 years of increased truck traffic. As shown on the computations, this only corresponds to an ESAL value of 720,000 – still well below the capacity of the existing pavement section.

Conclusions

HBET understands that 29 $\frac{1}{4}$ Road used to provide access to the Mesa County Landfill. As such, this roadway endured significant truck traffic for many years. This is consistent with the robust pavement section along 29 $\frac{1}{4}$ Road. In addition, as discussed previously, the proposed gravel resource extraction is anticipated to increase the traffic loading by less than 10% of the overall capacity of the pavement section. In general, based upon the results of the subsurface investigation and our analyses, HBET believes that the existing pavements along 29 $\frac{1}{4}$ Road are more than adequate to support the additional traffic loading associated with gravel resource extraction at the site.

Weaver Gravel Pit
#00695-0006
04/14/10



We are pleased to be of service to your project. Please contact us if you have any questions or comments regarding the contents of this report.

Respectfully Submitted:
Huddlestone-Berry Engineering and Testing, LLC



Michael A. Berry, P.E.
Vice President of Engineering

Mesa County review comments on the Schooley-Weaver Gravel Pit
May 26, 2010

The Development Review Team for this review includes Mesa County Planning & Economic Development (which includes the Planning, Long Range Planning, Development Engineering, Access Control, and Transportation Planning divisions), Mesa County Public Works Director Pete Baier and the Mesa County Road Supervisor Eric Bruton.

General comments:

- The operation should be compatible with Mesa County Land Development standards (hours of operation/ distance from residences, right-of-way, etc.) in Sections 5.2.13.C-J.
- A signal on Highway 50 is not warranted with this proposal.
- A Notice of Intent (NOI) to Permit an access will be required if County still has partial jurisdiction on 29 ¼ Road.
- The gravel pit proposal is only for a 5 year period for the 29 Road project. We expect the pit to be able to produce more gravel than just for that period.
- The Ducray pit is still active and uses the road through the Solid Waste Facility. This access is another possibility that needs to be explored.

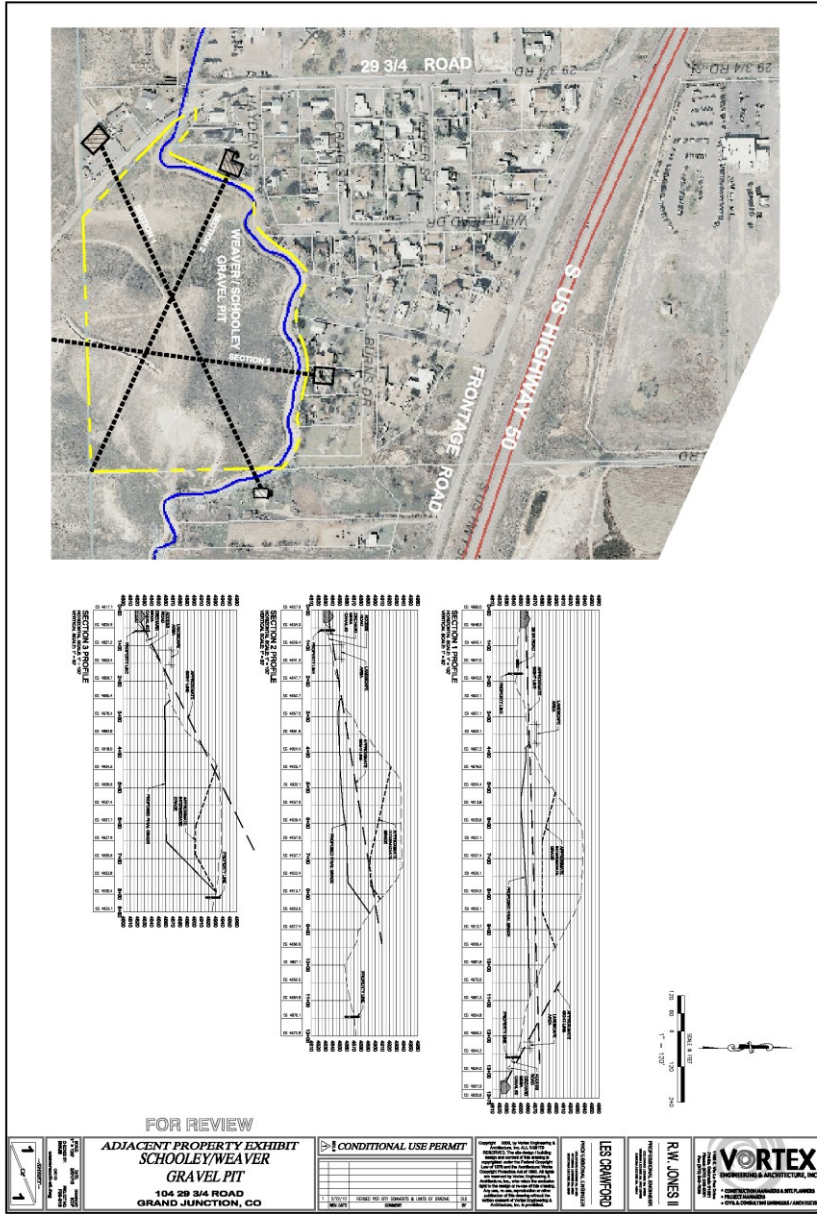
29 ¼ Road comments:

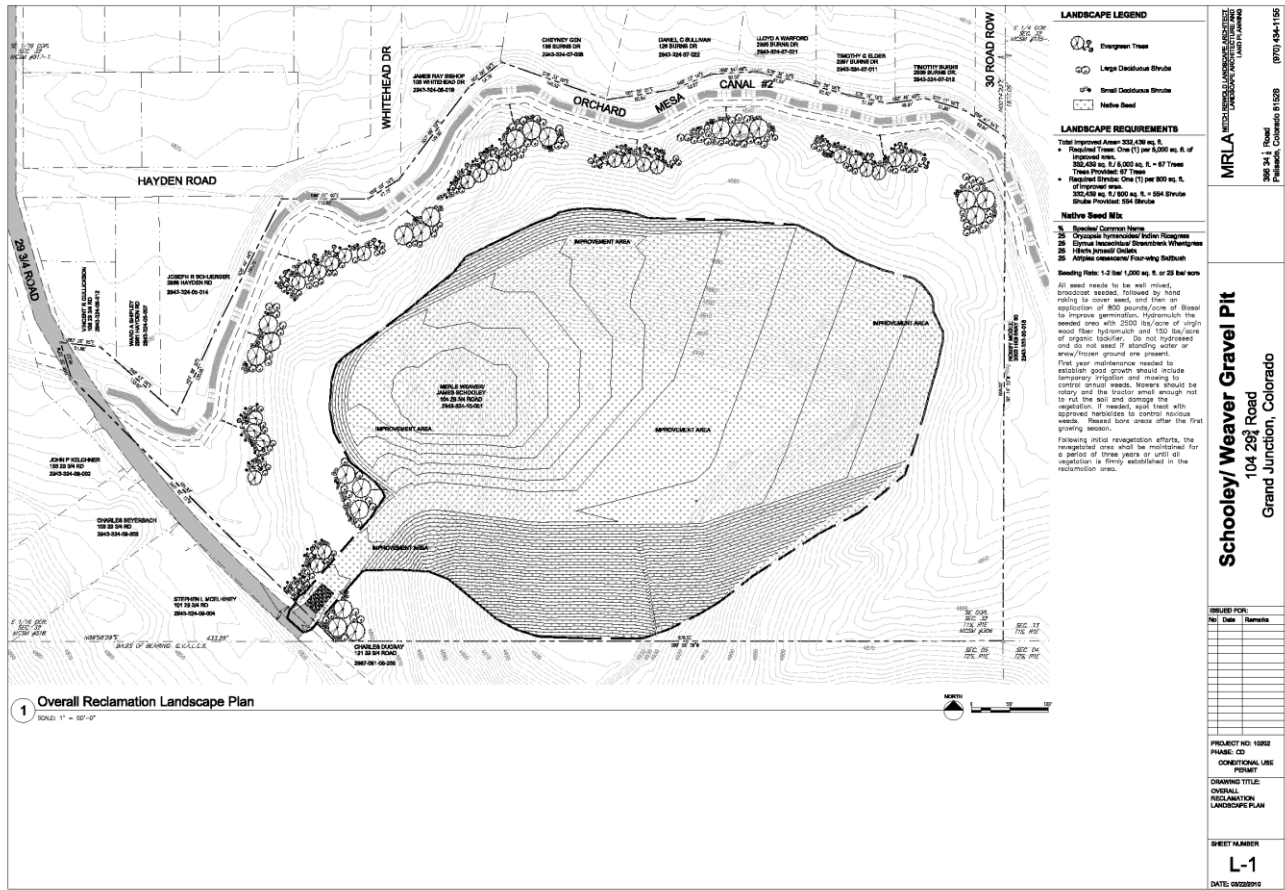
- 29 ¼ Road has right-of-way on the west side that has not been annexed into the City. Grand Junction did not have any provisions for the maintenance of the road by the gravel pit. Every fall, the City and County have snow removal meetings. If the City approves a gravel pit, the County will not maintain 29 ¼ Road.
- Use of 29 ¼ Road is inappropriate due to proximity to residential subdivision. We would not support taking traffic down frontage road because of proximity to the neighborhood -rather it should go straight up to Highway 50.

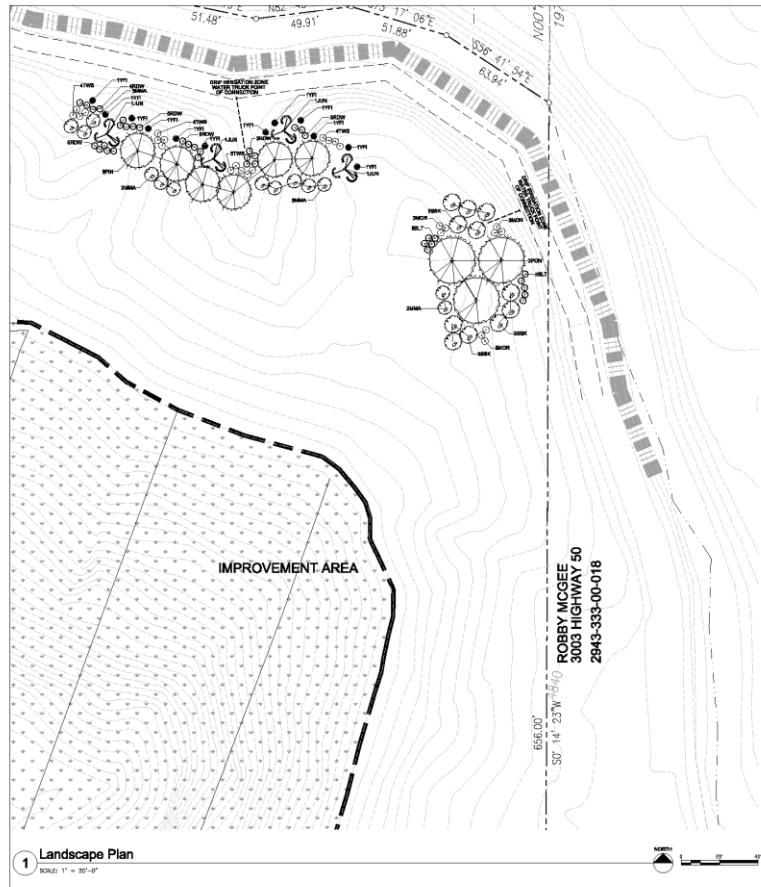
30 Road alignment comments:

- 30 Road – 30' of right-of-way exists. Option: the County would allow a driveway for gravel pit use only on a temporary basis. Significant grade to build road, but not insurmountable. The County would allow a lesser section (more of driveway standard) of 24' of dust-free surface. It would have to be time-limited. (3-5 years) to match the time frame of the gravel pit. Maximum grade standards must be met (12%). If it is built just for that user, the applicant may be able to get a design exception.
- Would it be annexed to the City? It could be but it is not being required to be built to County standards.
- B Road gated roadway caused problems for the County when public needed access to BLM within the right-of-way. 30 Road needs to be gated on a **time limited basis**. The County would need a key. Temporary use of 30 Road is not necessarily accurate as the proposal is for gravel/fill for the 29 Road improvements project. This may not be the only project that the gravel/fill will be used for and future access should be on the 30 Road alignment. County Attorney has allowed single user for right-of-way with resolution, on other occasions they have required the right-of-way be open to the public when improvements are made.
- US 50 Access Control Plan has the future intersection at 30 Road, so improvements should be made toward that future use. Could use 30 Road to access Frontage Road, then use frontage road to 29 ¼ Road access to US 50.
- Noise issues with steep grade? Probably not more than using 29 3/4 Road.

County Review Comments



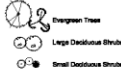




PLANT LIST

NO.	SYM.	Common Name / Botanical Name	Planting Method	Notes
1	19	Star Magnolia	4\"/>	

LANDSCAPE LEGEND

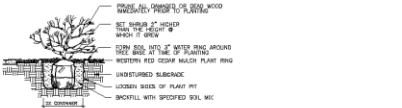


LANDSCAPE AND IRRIGATION NOTES

- The total area of the landscape shall be irrigated by a system of subsurface drip irrigation. The proposed plan, etc. shall be subject to the subsurface drip irrigation system.
- Planting and irrigation shall be subject to the provisions of the Colorado Revised Statutes, etc.
- All plants shall be installed at the same time as the irrigation system. The irrigation system shall be installed and tested prior to the final grading.

SOIL PREPARATION AND PLANTING SPECIFICATIONS

- PREPARATION - GENERAL**
 - Use soil test results and create a soil amendment plan for multiple plantings. These test results and action items shall be provided to the Landscape Architect.
 - Before planting, amend soil with organic matter, lime, and other soil amendments. Amend soil to pH 6.5-7.5.
 - Soil amendments shall be applied and worked into the soil prior to planting. Daily mixing of fertilizer if planting will not reduce planting of majority soil until 4-6 weeks prior.
- For all new trees (type specific), soil planting and prior to planting, and adequate soil.
- For existing trees (type specific), soil planting and prior to planting, and adequate soil.
- Spread planting soil mixture to minimum depth required to meet trees, shrubs, and small plants, after light ruffing and surface settling. These amendments shall be 1/2 of total amount of planting soil required. Work into top of amended substrate to create a transition zone.
- Remove 6 inches to 10 inches of soil and replace with prepared planting soil mixture. Backfill for each bed with three parts topsoil and one part sand. Remove substrate in front of planting.
- CAUTION FOR TREES AND SHRUBS**
 - Construct soil bank, and topdressing with vertical sides and with bottom of substrate slightly raised at center to provide proper drainage. Lowest soil banks in front of trees.
 - For taller and larger trees, make excavations at least half again as wide as the soil diameter and equal to the soil depth, plus 50% extra for water of soil in a row of excavated banks.
 - Work 2-3 inches from the surface layer of soil to the bottom.
 - For excavated soil, spread and compact in layers. Do not use topsoil stock, or soil of container width and depth.
 - For excavated soil, spread and compact in layers. Do not use topsoil stock, or soil of container width and depth.
 - Check soil pH and amend with lime or sulfur as required. Amend with water and slow release fertilizer prior to planting.
- PLANTING TREES AND SHRUBS**
 - Use proper planting technique and soil preparation to ensure proper root growth.
 - Use proper planting technique and soil preparation to ensure proper root growth.
 - Use proper planting technique and soil preparation to ensure proper root growth.
 - Use proper planting technique and soil preparation to ensure proper root growth.
 - Use proper planting technique and soil preparation to ensure proper root growth.

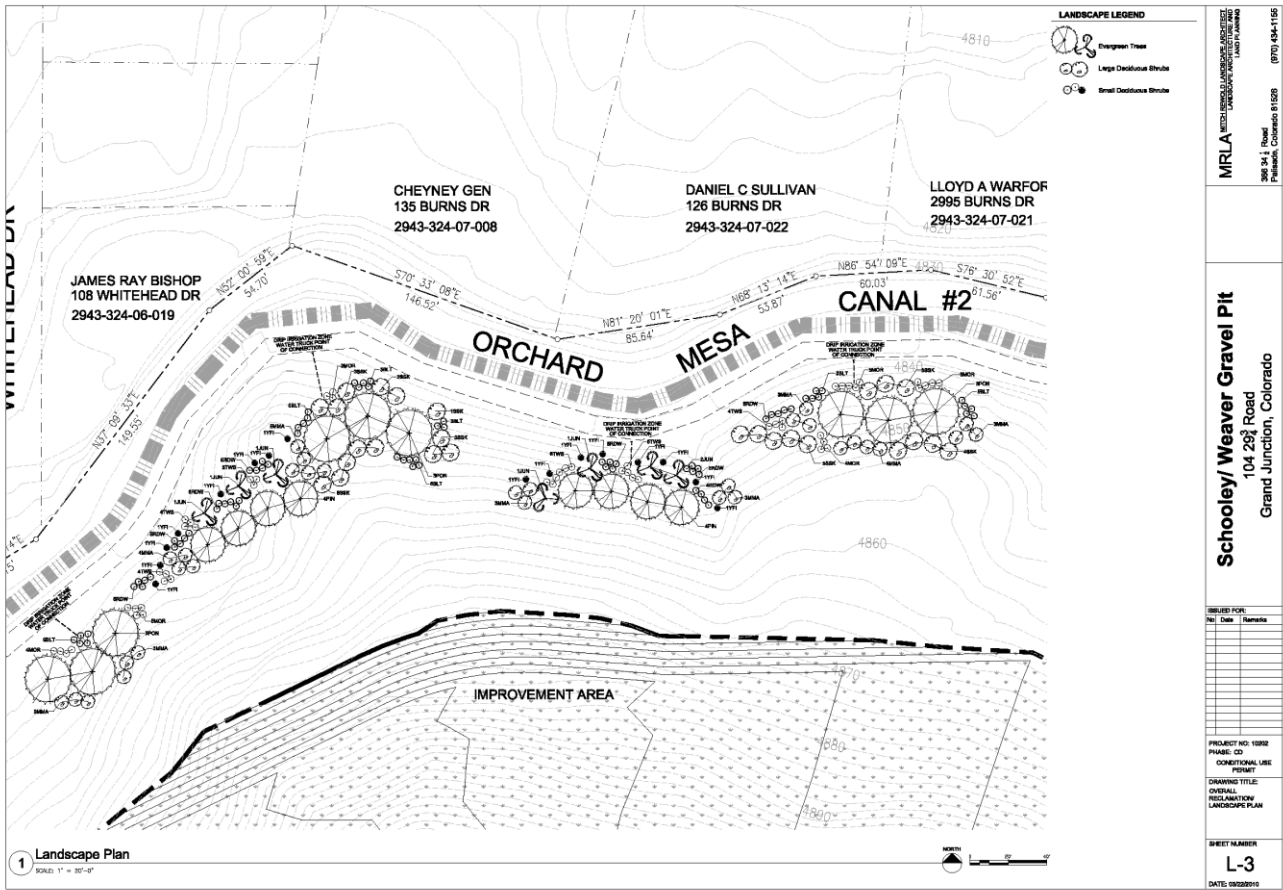


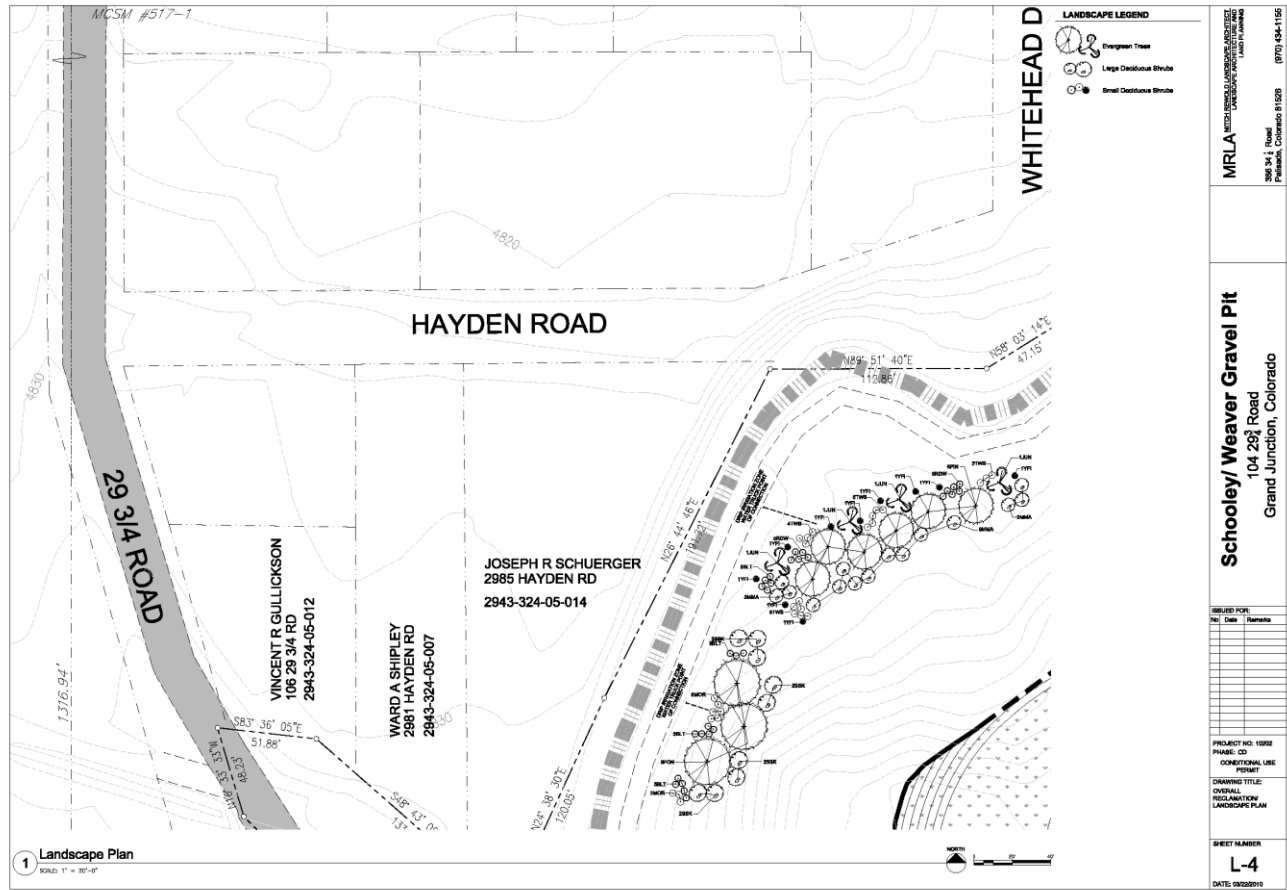
2 Shrub Planting Detail

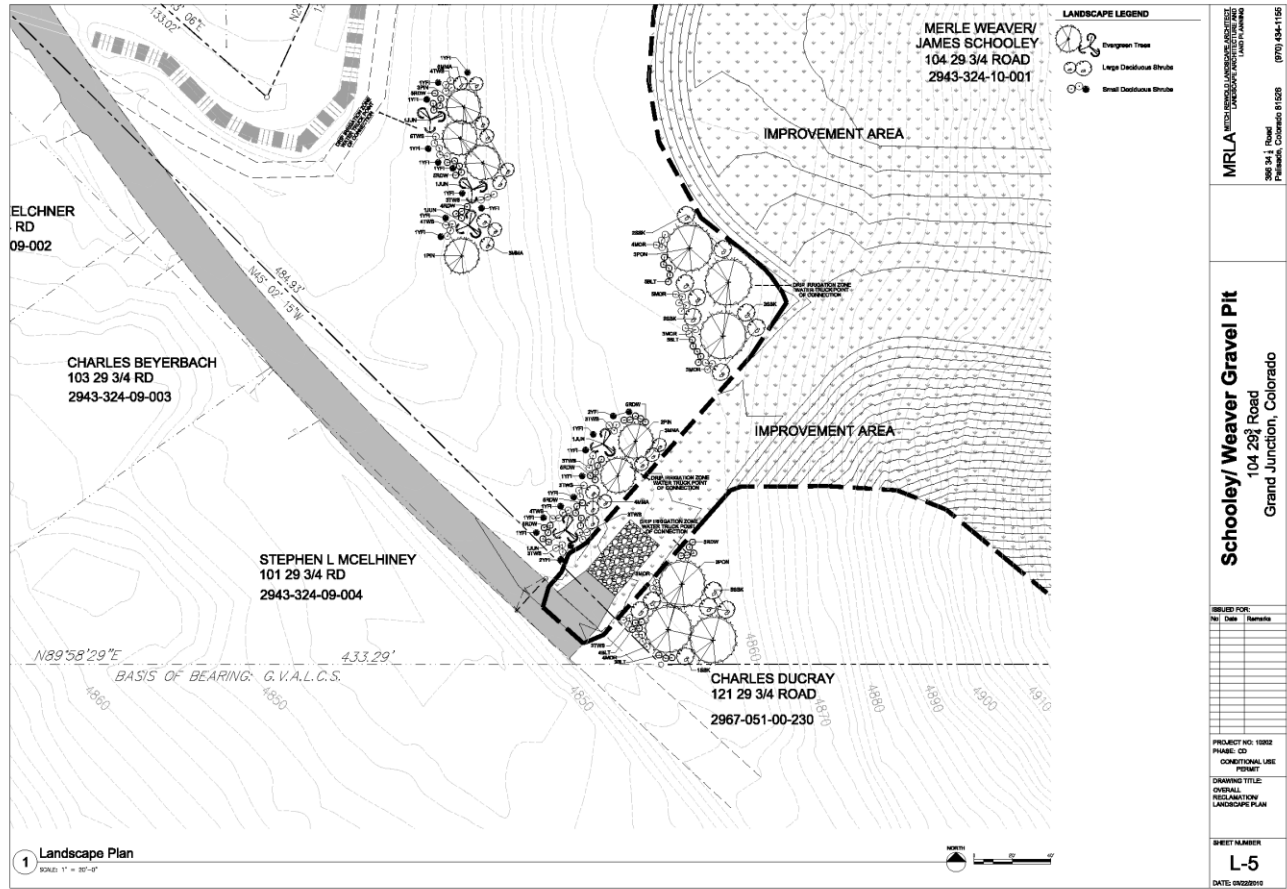


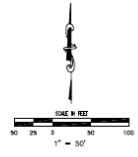
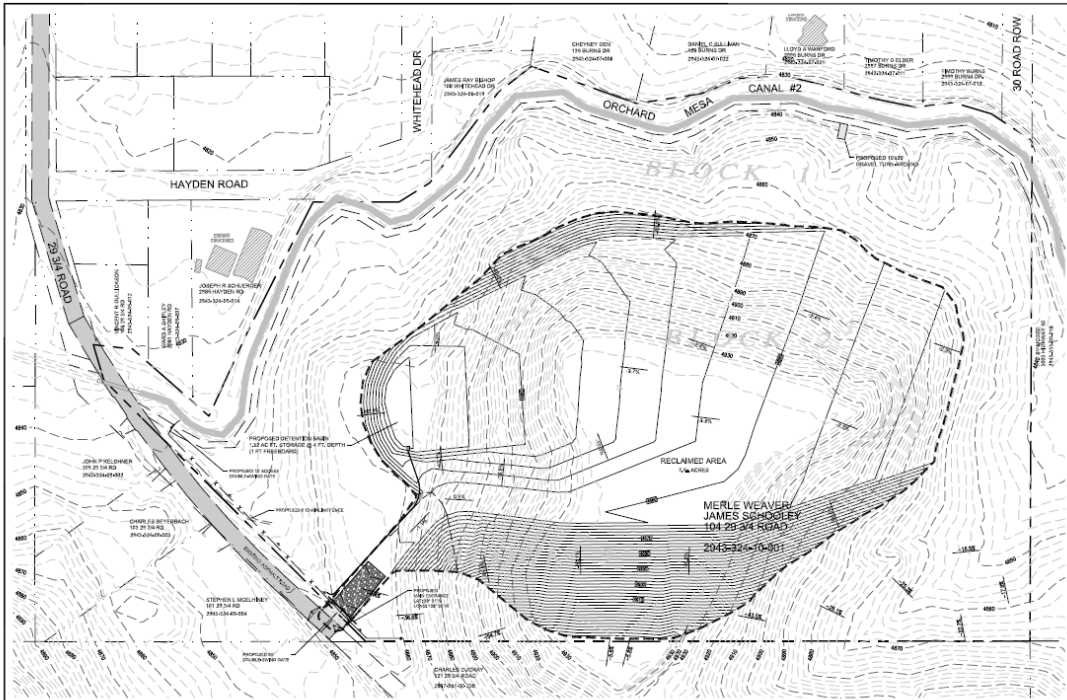
3 Evergreen Tree Planting Detail

MRLA ARCHITECTS & LANDSCAPE ARCHITECTS
 1005 W. 11th Avenue, Suite 100, Grand Junction, CO 81502 (970) 644-1156
 Project No. 1002
 Phase: CD
 Drawing Title: REGULATORY LANDSCAPE PLAN
 Sheet Number: L-2
 Date: 02/28/2018









GENERAL NOTES:

- 1. THE RECLAIMED AREA IS SHOWN FOR THE PURPOSE OF ALL RELATED CONSTRUCTION.
- 2. THE RECLAIMED AREA IS SHOWN FOR THE PURPOSE OF ALL RELATED CONSTRUCTION.
- 3. ALL CONSTRUCTION SHALL BE IN ACCORDANCE WITH THE CITY OF GRAND JUNCTION PUBLIC UTILITIES DEPARTMENT.
- 4. ALL CONSTRUCTION SHALL BE IN ACCORDANCE WITH THE CITY OF GRAND JUNCTION PUBLIC UTILITIES DEPARTMENT.
- 5. ALL CONSTRUCTION SHALL BE IN ACCORDANCE WITH THE CITY OF GRAND JUNCTION PUBLIC UTILITIES DEPARTMENT.
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- 8. ALL CONSTRUCTION SHALL BE IN ACCORDANCE WITH THE CITY OF GRAND JUNCTION PUBLIC UTILITIES DEPARTMENT.
- 9. ALL CONSTRUCTION SHALL BE IN ACCORDANCE WITH THE CITY OF GRAND JUNCTION PUBLIC UTILITIES DEPARTMENT.
- 10. ALL CONSTRUCTION SHALL BE IN ACCORDANCE WITH THE CITY OF GRAND JUNCTION PUBLIC UTILITIES DEPARTMENT.
- 11. ALL CONSTRUCTION SHALL BE IN ACCORDANCE WITH THE CITY OF GRAND JUNCTION PUBLIC UTILITIES DEPARTMENT.

VORTEX
ENGINEERING & ARCHITECTURE, INC.
1111 W. 14TH STREET, SUITE 100
GRAND JUNCTION, CO 81505
PHONE: 970.241.1000
FAX: 970.241.1001

R.W. JONES II
PROFESSIONAL ENGINEER
No. 10123
CIVIL ENGINEERING

LES CRAWFORD
PROFESSIONAL ENGINEER
No. 10123
CIVIL ENGINEERING

CONDITIONAL USE PERMIT

FOR REVIEW

**Reclamation Plan
SCHOOLEY/WEAVER
GRAVEL PIT
104 28 3/4 ROAD
GRAND JUNCTION, CO**

DATE: 10/15/2015
DRAWN BY: J. W. JONES II
CHECKED BY: L. CRAWFORD
SCALE: AS SHOWN

1

Reclamation Plan

ORCHARD SOUTH PIT

WHITEWATER BUILDING MATERIALS CORPORATION

840 South 11th Street, P.O. Box 1789
GRAND JUNCTION, COLORADO 81502



SAND & GRAVEL PRODUCTS
Phone: (970) 242-7627



READY MIXED CONCRETE
Phone: (970) 242-4643

February 15th, 2010

To Whom It May Concern:

I am writing this letter in support of CMC's application to mine Pit Run at 29 3/4 road on Orchard Mesa.

It is my understanding that CMC is applying for a permit to mine at this site to potentially supply to the 29 road overpass and other projects. The location of this pit would be convenient to this project and others on Orchard Mesa and in Clifton.

The need for fill materials on projects such as the 29 road overpass are going to continue to use up the permitted resources in the valley, and the growth in the valley has already eliminated large portions of available gravel resources. As the valley goes forward materials for concrete, asphalt and construction fill will have to come from further away driving costs up.

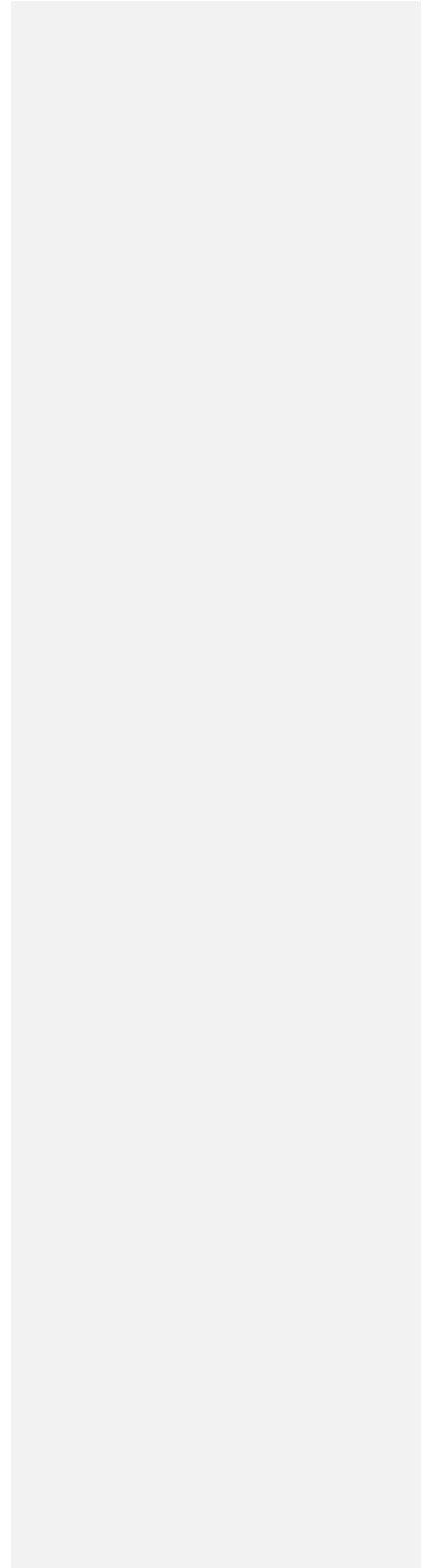
I believe that utilizing the resource under CMC's property prior to any development is prudent.



Mark Gardner VP
Whitewater Building Materials Corp.

Letter of Support

Letters of Objection



March 29, 2010

Mr. Brian Rusche
City of Grand Junction, Planning Department
250 North 5th Street
Grand Junction, CO 81501

Re: Property at 104 29 ½ Road, Grand Junction, CO 81503

Dear Mr. Rusche,

This letter is to air our grievances with the proposed Conditional Use Permit that have been submitted to you for this property.

We understand that the circumstances with this piece of property have changed from when it was originally annexed into the city. The property owners have every right to develop this land, but I would think that it would be developed in the manner of the surrounding area. Why should Mr. Weaver and Mr. Schooley be able to profit from this piece of property at the destruction of our neighborhood? It would be another thing if either owner lived next to or close enough to the property, as do the DuCrays, to enjoy all of the problems that come along with the operation of a gravel pit. Many of the residents have lived here for many years and believe in the sense of family that is neighborhood has. This is an older established neighborhood with many elderly and growing younger families. On any given day there are children riding bikes or playing a game of catch as well as families walking their pets. Many of the property owners have gentleman farms with livestock. This is an established rural neighborhood. There are many reasons that the residents choose to live here, and they chose to live here before the so called master zoning plan changed. Are the residents of this happy valley expected to change their residence with every changing of the guards and the flavor of the month?

The history of the road being closed by Mesa County to heavy truck traffic was done for very specific safety reasons. From the obvious those safety reasons still stand today. There are no curbs, gutters or sidewalks, very few street lights and most of the lights that are present are provided by the residents themselves. The road system is narrow and at a considerable grade. A loaded dump truck would have to use the Jake Brake system and who wants to be awakened by that noise repeatedly. Presently there is a school bus stop on the corner of 29 ½ Road and the south frontage road. Again the only street lights are provided by the property owners. This intersection is already dangerous by design. It has a double stop sign and very little distance to negotiate the turns coming off the highway. With the development of the Red Cliff subdivision and its proposal for more construction there is already an increase in vehicle traffic.

To allow this development to go further would bring down the property values of the surrounding homes. Which property owners would then be able to "profit" from their investments?

Do good zoning practices employ changing the existing neighborhood to the new owner and their submitted proposals? By the same token as this neighborhood is bordered by the highway and we are conditioned to the noise and lack of certain city amenities, the property they purchased is bordered by existing family homes. To allow Mr. Schooley and Mr. Weaver to open this pit for production, you would be allowing a few to burden the many for personal gains. Where is the justice in that? Before you make your recommendations, please ask yourself these few questions. Is this something I would be proud of? Is this something that I could live next door to? Is this something that I would like to leave for my one time mark on humanity? Is this something that will better a neighborhood and the lives of the residents?

Respectfully,

Robert and Shelley Smith
135 29 ½ Road
Grand Junction, CO 81503

April 28, 2010

Planning Commission

Gentlemen:

I am writing to express my opposition to the request for a gravel pit off 29 ¾ Road on Orchard Mesa.

Just the issue of the noise and dust by itself is of great concern to me and should be sufficient to deny this petition but in addition, the value of my property will decrease considerably. My granddaughter stays with me a great deal of the time and she would no longer be able to stay with me because she has severe asthma and she would not be able to breathe. If any of you are grandparents would this be something you would want to give up? It is not fair for anyone to ask another person to give up their quality of life or the quality of their family's life for the almighty dollar!

The current economic situation we are in has devalued properties in the valley considerably but then to add this to the top is just not acceptable. I would love to be at the May 11th hearing on this issue but have made plans to be out of town which cannot be changed.

I moved into this neighborhood in 1987 because of it being rural and because of the open spaces that surround us. The quiet and solitude is something that doesn't exist in many places anymore and yet we have been able to enjoy this for a very long time and now you are looking at the possibility of taking it all away. Please do not! I don't know how to say how adamantly opposed to this operation I am. I have worked very hard to maintain my home and keep the value up but this will certainly make what value is left given our current economy plummet even more! Rural life as we have come to cherish will no longer exist and no longer will it be safe for our children and grandchildren to play and ride their bikes as the trucks that will be required to come in and out daily will be phenomenal. We have little to no police patrol in this area and have actually prided ourselves in that we don't require much but this will certainly change everything.

I just ask that you ask yourself if you would like to have an operation like this within 500 feet of your home – the answer I am sure would be no. Just the noise and dust by itself would be enough without any of the other factors being considered. I am, however, asking you to look at everything and deny this request for rock mining.

Sincerely,

Barbara J. Herring
118 Whitehead Drive
Grand Junction, CO 81503
970-242-7533

Brian Rusche - more information

From: "Jeanne Herring" <jherring@mesastate.edu>
To: "Brian Rusche" <brianr@ci.grandjct.co.us>
Date: 5/5/2010 11:10 AM
Subject: more information

Brian: the other point on my opposition on the Schooley-Weaver Partnership proposal for rock mining on Orchard is that I hope everyone has remembered that 29 3/4 Road is the only major road in and out of our subdivision -- the impact of heavy trucks running this road constantly will certainly result in damaged roads and access both in or out of the subdivision will be severely limited by this operation. It has only been a few years since the county started putting down the chip and seal to eliminate some of the dust in the area and this operation will make all of that for not!

If I need to revise my letter or submit another one outlining this other point please let me know and I will do so.

Thank you much,

B.J. Herring
118 Whitehead Drive
G.J., CO 81503

Dana C. Forbes
217 Brookcliff Drive
King, NC 27021

May 9, 2010

Attention: Brian Rusche
Public Works & Planning Department
Planning Division
250 North 5th Street
Grand Junction, CO 81501

Re: CUP-2010-008 - Schooley-Weaver Partnership – 104 29th Road

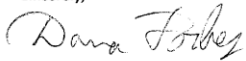
To Whom It May Concern:

I would like to express my concern regarding the proposal to operate a gravel pit at 104 29th Road in Orchard Mesa. As a land-owner in that neighborhood, I believe this work will significantly increase the traffic near my house on Craig Street and others in the area.

We have many young children here and this will negatively impact safety here for them. It also increases the dust which is already a factor especially when the wind blows. My property value, as well as those around me, will be even more negatively impacted.

Please do not allow this project to occur here.

Sincerely,



Dana Forbes
970-986-9384

Brenda Forbes
217 Brookcliff Drive
King, NC 27021
336-983-7881

May 9, 2010

Mr. Brian Rusche
Public Works and Planning Department
Planning Division
250 North 5th Street
Grand Junction, CO 81501

Regarding: CUP – 2010-008 – Schooley-Weaver partnership – 104 29 ½ Road

To Whom It May Concern:

I am writing this letter to express opposition to the gravel pit being proposed for the acreage on 104 29 ½ Road. As I received my first notice of this plan only last week, I have been at a disadvantage to have my comments presented sooner. The following are reasons I am against this proposal:

Safety issues: For the most part the streets off of 29 ½ Rd are a closed circuit between 29 ½ Rd and Whitehead Dr with the irrigation ditch being the southern boundary and the only inlet/outlet being 29 ½ Road. This makes it a safe place for families who do not want their children exposed to through traffic and also allows the ability to use bikes, scooters, walking, running, etc. The increased use of the road would destroy that environment and the purpose that many people purchased in the area. The road would become unsafe for pedestrian traffic, children waiting for the bus, cars on 29 ½ Rd pulling out of driveways, etc. There is also the safety issue of the pit being so close to a neighborhood with children. I am concerned that children and youth would be drawn to it as a play area, which could be dangerous and life threatening.

Pollution: There would be an objectionable increase in dust due to the road and the pit. The noise from the pit and the road would also be unacceptable. There is already a burden of foul odor at various times due to the county dump/compost operation; this would only get worse by the removal of the physical land barrier that the gravel pit proposes to remove.

Traffic issues: The road's width and condition will not accommodate the increased traffic flow of the large numbers of trucks being proposed to haul the gravel and equipment. There would be too much traffic at the intersection of 29 ½ Rd and Hwy 50. This of course would also be another huge safety issue. Use of 29 ½ Rd would be unpleasant and difficult because of constant traffic from large vehicles and dust. There is concern that the constant rumblings, vibrations, and vehicle weight load would weaken the irrigation ditch walls and the bridge that crosses it.

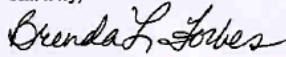
Property values and significant reduction in quality of life: This gravel pit would cause a reduction in the property values of this neighborhood. This is unfair to those who own there

already. Also, the quality of life would be completely changed for the worse. We purchased the home on 2977 Craig Street with the idea that there was limited traffic and noise in this neighborhood. The gravel pit would destroy that and turn a quiet existence into what boils down to an industrial type of environment.

Other operations in the area: There has been discussion that the other trucking business on 29 ¼ Rd does not present a problem, so this project should be allowed. This is false. First, the current business limits its impact on the community, and the traffic comparison between the two is ridiculous. The gravel pit impact would be much higher and present other issues already addressed in my comments. As a property owner I do not want the industrial traffic to be increased.

Please do not allow the use of 29 ¼ Road for this endeavor or approve the use of the acreage of 104 29 ¼ for a gravel pit (by any means accessed). Anything else would be a betrayal of the citizens who live and own in this community.

Sincerely,



Brenda L. Forbes
Co-owner:
2977 Craig St
Grand Junction, CO 81503
970-986-9384

May 10, 2010

To Those Involved,

I am writing because of a personal and neighborhood concern over the Conditional Use Permit for the operation of a gravel pit on the property located at 104 29 ¼ Road on Orchard Mesa. All persons in our neighborhood will be directly affected by the air quality from dirt and dust and truck traffic on our roadways will increase immensely. We at this location already deal with odors and some dirt from the county landfill and refuse areas. NOW, we get this health and environmental non-concern also from our elected officials.

Please, please do not allow this to happen to our area again! We should not have to be a dumping ground for all the undesirable programs you propose, the next thing we know, we'll have a "Body Farm" in our backyard.

I've lived in this neighborhood for 40 years and feel fortunate to have the view of the valley and surrounding area that we do. Please don't treat us as your undesirable down-trodden poor relative to be taken advantage of.

Gary L. Davis

Gary L. Davis

Earlene A. Davis

Earlene A. Davis

243-6359

127 Whitehead Dr.
A. J. Colo. 81503

RECEIVED

MAY 10 2010

COMMUNITY DEVELOPMENT
DEPT.

a

Dan and Mary Sullivan
126 Burns Dr.
Grand Junction, Co. 81503
970-256-0928

Re: Schooley-Weaver Partnership
104 29 ¼ Rd.
Grand Junction, Co. 81503

Areas of Concern:

Dust: Endless dust blowing off of the hill (wind seems to blow every afternoon).

How will you control this dust?

- 1) Use of water.
- 2) Where will you get the water?
- 3) Excess of water use affecting water table.
(already high because of irrigation canal and condition of the canal)

Noise and truck traffic: operation (noise) and traffic at intersection of 29 ¼ road and highway 50.

How will you control?

- 1) Hours of operation.
- 2) Is highway compatible with truck traffic at this intersection without any improvements and ridiculous traffic lights such as 29 road .
(just wait until one accident occurs).
- 3) Safety of occupants on 29 ¼ road and frontage road, children, driveways, school bus stop, (which is now at this intersection).
- 4) How many trucks daily will be involved.

Property value: What about loosing value of our property, not only the fact there is a "GRAVEL PIT" in your back yard, (now we have a desert hill protecting us somewhat from wind and land fill smell) it would also be an eye sore. It is now a quiet area of Orchard Mesa with decent views and a little seclusion that a lot of people already enjoy and some may desire to have in the future.

(continued)

RECEIVED
MAY 13 2010
COMMUNITY DEVELOPMENT
DEPT.

How will you control?

- 1) Once the hill and surrounding area is flattened and destroyed, what is next?
Proposed range land, how would this be accomplished?
- 2) During the 5 year period of operation, property values would drop drastically, and in the event we would have to sell during that period or beyond, who suffers?
- 3) Or the possibility of a development on this new "MESA", there again traffic, access, water issues and privacy.

Overview: This so called "Construction Materials Mine" would be difficult for many surrounding property owners to deal with in all aspects.
Yes, property owners do have rights, but we feel ours will be VIOLATED if this project approved.

Dan and Mary Sullivan

Brian Rusche - Re: File # CUP-2010-008 Schooley-Weaver

From: "Steve Acquafresca" <Steve.Acquafresca@mesacounty.us>
To: "Ruby Kane" <rubykane@bresnan.net>
Date: 5/11/2010 11:13 AM
Subject: Re: File # CUP-2010-008 Schooley-Weaver
CC: "Laurie Kadrich" <lauriek@ci.grandjct.co.us>, "Tim Moore" <timm@ci.grand...

Ms. Kane:

It is my understanding that this gravel pit application has been filed with and is being processed by the City of Grand Junction. I am forwarding your comments to the appropriate city personnel.

Steve Acquafresca
Mesa County Commissioner

>>> "Ruby Kane" <rubykane@bresnan.net> 05/10/2010 8:47 PM >>>
Re: File Cup -2010-008 Property 104 29 3/4 Road;
Schooley Weaver Use Permits for operation of gravel pit.

I can't believe Mesa County, the Planning Commission, City Council or County Commissioners would allow or approve this project and allow it to operate 7 days a week, from 6 am to 10 pm with no limit of loads removed from the site.

The county closed 29 3/4 Road to heavy traffic some time ago, so why is the City Planning Commission going to allow the road to reopen to heavy traffic for this operation to take place?

I am concerned about the safety issues for the people living on 29 3/4 Road and their children, as well as the rest of us in this neighborhood. The intersection on 20 3/4 & Hwy 50 is not a safe exit as it is. The heavy traffic, the noise and the environment are all issues I am concerned about. And what is this going to do to the sale of homes in our area? Prices have already dropped due to the economy, but having a gravel pit in operation for five years and just around the corner?

Thank You for your consideration.

Ruby J Kane
119 Burns Dr
Grand Junction, CO 81503
970-314-2954

Brian Rusche - Re: proposed gravel pit at 104 29 3/4 Rd

From: "Steve Acquafresca" <Steve.Acquafresca@mesacounty.us>
To: <ebsebring@aol.com>
Date: 5/11/2010 11:06 AM
Subject: Re: proposed gravel pit at 104 29 3/4 Rd
CC: "Laurie Kadrich" <lauriek@ci.grandjct.co.us>, "Tim Moore" <timm@ci.grandjct.co.us>

Mr. and Mrs. Sebring:

It is my understanding that this gravel pit application has been filed with and is being processed by the City of Grand Junction. I am forwarding your comments to appropriate city personnel.

Steven Acquafresca
Mesa County Commissioner

>>> <ebsebring@aol.com> 05/10/2010 11:57 AM >>>

We are writing regarding File #CUP 2010-008 concerning the proposed gravel pit.

Please do what you can to either prevent permission for this proposal or to at least limit the days to five and the hours so they can only work from 7:AM to 6:00PM. Also the loads that can be hauled per day should be limited. How will the land look when they leave?

We are both in our middle seventies and I (Eleanor) have serious breathing problems. When the wind blows from the landfill the smell of the mulch keeps me inside. If the developers have so little regulations it will not be possible for me to be outside, as well as others with the same problems. If you have been out this way you know the wind blows a lot.

The school bus stops on 29 3/4 road for several grade school children. They don't watch for traffic when they are playing while waiting for the bus.

Please do what you can to help our neighborhood with this very serious problem

Robert and Eleanor Sebring
2964 A 1/4 Rd

May 11, 2010

Re: File # CUP 2010-008

Planning Commission
City Hall
250 5th St.
Grand Junction, Co. 81501

Dear Sirs:

In 2005 when this property was annexed into the City of Grand Junction, we opposed its development as a subdivision. We learned that the property in question is part of a Ridgeline Protection Area (see map included). As part of the Ridgeline Development guidelines on Chapter Seven, page 14, City of Grand Junction Zoning and Development Code (updated June, 2003) it seems that this Code would preclude doing anything that would disturb the existing ridge line.

This part of the Code was in part done as a protection against damage to existing homes that lie beneath the Ridgeline. Parts of Grand Junction including homes in the Ridges and in Sierra Vista subdivision were damaged or destroyed due to foundation damage caused by building on the adobe hills above their properties. The Ridgeline Development Code was established not only to protect the properties actually built on the adobe hill, but to protect the foundations of those houses below that were at a lower elevation.

Please take all of this into consideration as you make your decision. The three properties that exist at the north of the canal; 126 Burns Dr., 2995 Burns Dr. and 2997 Burns Dr. have all been built with engineered foundations. This is our concern, the continued stability of our foundations.

Sincerely,

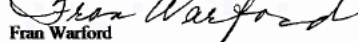
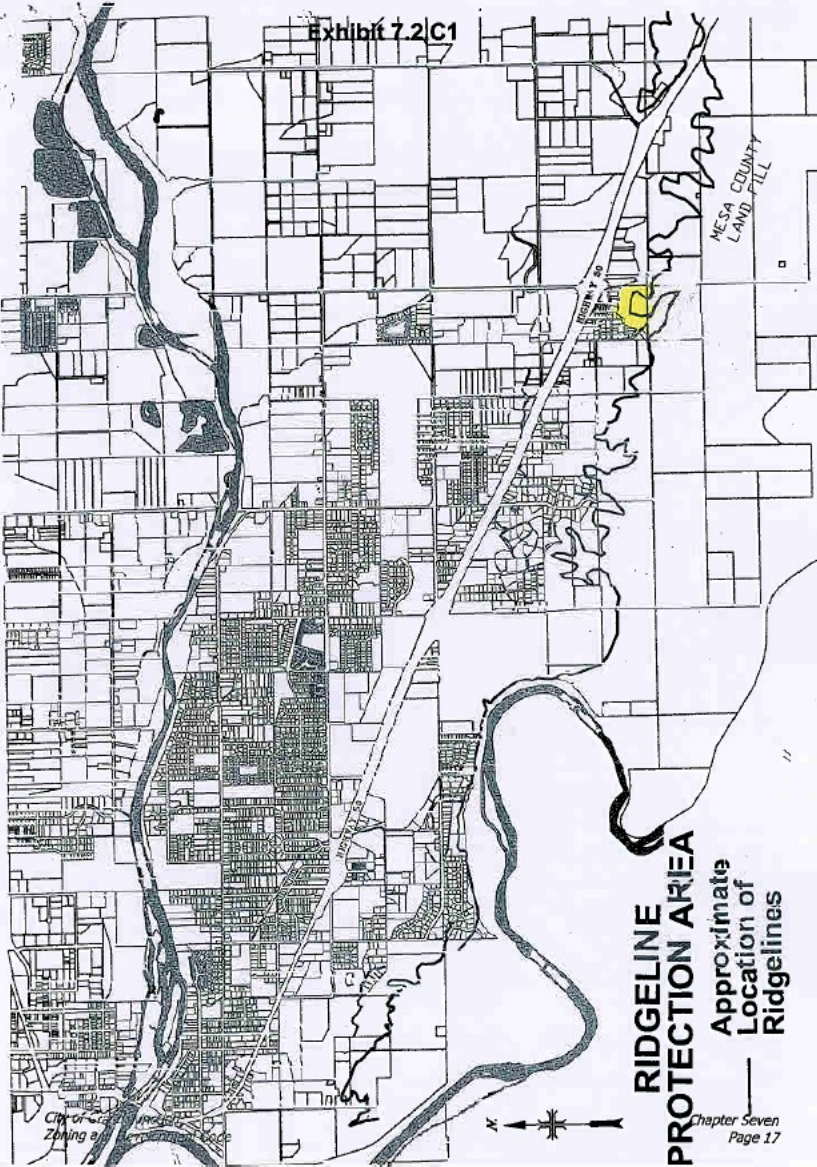

Fran Warford
2995 Burns Dr.
Grand Junction, Co.

Exhibit 7.2/C1



**RIDGELINE
PROTECTION AREA**
Approximate
Location of
Ridgelines

Planning Commission finds that sidewalk construction would result in excessive grading and/or cut/fill of slopes.

- d. Vertical or drive-over, curb and gutter, as determined by the Director, shall be installed along all public streets.
8. **Joint Development Applications.** Multiple owners of hillside property, whether or not such property is contiguous, may file a joint development application for all such property or the City Council may direct the Director to file such an application on behalf of the City.
9. For all purposes of this Chapter, such property shall be treated as a single development parcel.
10. Development permitted on such property, pursuant to this Chapter, may be clustered on any one or more of the parcels under such joint application subject to the requirements and limitations of this Chapter. The provisions of this section shall not allow variance in the use requirements of the underlying and existing zoning category for the receiving parcel and may not result in a violation of the purposes of these regulations.

H. **Ridgeline Development.**

The City recognizes the value of its visual resources and amenities. The purpose of the ridgeline development standards is to preserve the character of the identified ridgelines and to minimize soil and slope instability and erosion.

1. **Ridgeline Development Standards.**

- a. For all lots platted within the mapped ridgeline protection area shown on Exhibits 7.2.C1, C2 and C3, buildings, fences and walls shall be setback a minimum of 200 feet from the ridgeline.
- b. This setback shall not apply if the applicant produces adequate visual representation that a proposed new structure will not be visible on the skyline as viewed from the centerline of the mapped roads or that mitigation will be provided. Mitigation techniques might include:
 - (1) Earth-tone colors to blend with the surrounding area;
 - (2) The use of non-reflective materials;
 - (3) Vegetation to screen and soften the visual impact of the structure; and/or
 - (4) A reduction of building height or the "stepping" of the building height; or
 - (5) Other means that minimizes the appearance from the road corridor.
- c. In no case shall the setback be less than thirty (30) feet from the Ridgeline. This regulation shall not apply to existing structures or lots platted prior to the effective date of this Code or to fences constructed primarily of wire.

- d. The required setback shall be measured to the building envelope, to be established at the time of platting.
- e. Line of sight shall be measured from the centerline of the road most parallel to the ridgeline at the point most perpendicular to the center of the lot.
- f. Ridgeline shall be determined on a site-specific basis and shall be that point at which the line of sight is tangent with the slope profile.

I am writing in regard to the Schooley-wearer Partnership - 104 29^{3/4} Rd. The sand & gravel pit they want to make. I do not know how anyone could think it would be in the best interest of the Community bringing 100 to 300 Trucks a day in our small residential area where 29^{3/4} Rd is the only access to enter & 50. I could see accidents happening with out a street light here to protect entry & causing a bottle neck of traffic. Not to mention the threat on the children who play & catch Bussies in this area. To continue that kind of traffic over the Canal Culvert I could see causing a break down causing flooding to the Community which they just got fixed. We already have a smell problem from the Dump & with the removal of this hill I could see those fumes coming straight down on us. Not counting the dust that is sure to follow. Many people have back out of there yard to access 29^{3/4} road which going will be a accident waiting to happen.

Since I've been told 2 Companies have been denied his access before with lesser damage to the Community, I don't understand why a Company with worse damage to the Community should be allowed to do so. Minn Falls the noise, dust, & injury to the small 29^{3/4} Rd.

I pray & hope you will reconsider a better location to get the sand & gravel or at least a better access like the dump road. One death is not worth all that sand & gravel

Thank you
Rosalie Basick
112 Whithead Dr
Strand Apt CO 81503

To the planning Commission + all those involved with the CUP 2010-0008 Schooley Weaver Partnership - 104 29³/₄ Rd. The proposed sand + gravel at the end of 29³/₄ rd.

It was brought to my attention that there is a ridgeline development standards set to preserve the character of the ridgelines + to minimize soil + slope instability + erosion it gives a list for those ridgeline development standards I noticed a lot of those standards was to keep the visuals, were to keep the integrity of the ridgeline to look the same from the high, the color no reflective materials + so on.

So why would anybody be allowed to put into the ridgeline to the point of changing its appearance causing more change to that ridgeline, more than any structure.

Why would one business man be allowed to break these standards to change our little community in so many negative ways.

Ask yourself would you want it behind your house + going down your road where your children play, bottle necking your ability to get to + from your home to work + school etc.

Please consider all the info you have been given + ask yourself why should one business be allowed to cause the change of appearance + havoc to one little community.

Thank you for considering it all

Rosalie Bosick

- excessive grading and/or cut/fill of slopes.
- d. Vertical or drive-over, curb and gutter, as determined by the Director, shall be installed along all public streets.
 8. **Joint Development Applications.** Multiple owners of hillside property, whether or not such property is contiguous, may file a joint development application for all such property or the City Council may direct the Director to file such an application on behalf of the City.
 9. For all purposes of this Chapter, such property shall be treated as a single development parcel.
 10. Development permitted on such property, pursuant to this Chapter, may be clustered on any one or more of the parcels under such joint application subject to the requirements and limitations of this Chapter. The provisions of this section shall not allow variance in the use requirements of the underlying and existing zoning category for the receiving parcel and may not result in a violation of the purposes of these regulations.

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established at the time of platting.

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- f. Ridgeline shall be determined on a site-specific basis and shall be that point at which the line of sight is tangent with the slope profile.

Brian Rusche - Fwd: Orchard Mesa Gravel Pit

From: Lisa Cox
To: Rusche, Brian
Date: 5/17/2010 11:22 AM
Subject: Fwd: Orchard Mesa Gravel Pit

Brian.....see email thread below. Thanks.

Lisa Cox, AICP
Planning Manager
Public Works & Planning Dept
970.244.1448

>>> Rich Englehart 5/14/2010 9:12 AM >>>
Tim and Lisa,

Tim as per our conversation, I am passing this to you for the file on this particular issue.

Thanks

Rich

>>> On 5/13/2010 at 10:47 AM, "Jim Watson" <j@ssbyjw.com> wrote:

Dear Grand Junction City Counsel.

I'm writing about the gravel pit proposed near 29 3/4 road in Orchard Mesa.

I live between 29 1/2 road and 29 3/4 road, probably within 300 or 400 yards of the proposed gravel pit. While I personally wouldn't have 150 gravel trucks per day driving past my house I'm sure I'll be hearing them. I can't imagine the city allowing such a thing in a residential area. Why would any of you think this is acceptable for a residential area?

I'm concerned about the noise as well as the cloud of dust (dirt) that will be raised during extraction of the gravel. I'm concerned about having a gravel pit in or even near a residential area. I'm concerned about where the trucks that will be making the 150 trips per day will spend the night and weekends. I'm concerned about the exhaust and noise of the heavy equipment used to extract the gravel. I'm concerned about water that will find it's way downhill (underground) from the gravel pit to my residence. Will there be maintenance areas in or near the pit for the trucks and heavy equipment needed to extract the gravel? What will the gravel pit be in 5 years when the mining is complete? A hole in the ground or a lake?

With all these concerns I've tried to look at the other side of the coin and find some benefits for our residential area or for me personally. I haven't come up with any other than possibly lower property taxes because of lowered property values. Hardly a benefit to me or the city.

You know it isn't just the 150 trucks per day or the pit, this is my neighborhood. If the city wants to allow people to strip mine gravel why in the world would the city allow this area to be zoned residential? I just don't get it.

I was reading on the city website what is titled "City of Grand Junction Mission and Core Values." It is my belief that allowing the proposed gravel pit in our residential area does not fit with the core values of the city. A gravel pit mining operation is not my idea of a good neighbor.

I urge each one of you, as my representative, to permanently reject this type of enterprise in or near

residential areas of the city and specifically the proposed gravel pit in Orchard Mesa.

Regards,

James Watson
2954 Circling Hawk St.
Grand Junction, CO 81503

May 10th, 2010

Schooley-Weaver Partnership
2470 Patterson Road, Suite 6, Office 7
Grand Junction, CO 81507

970-263-8032

and
Grand Junction Public Works & Planning Department
250 North 5th Street
Grand Junction, CO 81501

970-244-1430


To Whom It May Concern:

Regarding the Construction Materials Limited Impact (110) Reclamation Permit... for the Extraction of Construction Materials at 104 29-3/4 Road: CUP-2010-008 Conditional Use Permit to establish a Gravel Pit on 16 acres in a Residential Rural district

I am opposed to this activity going on behind my house for every conceivable reason, and I fail to see how this can be termed "Limited Impact" in the midst of a residential neighborhood. I have a few questions:

- 1) It sounds as though the hill behind my house is to be leveled and huge holes are to be dug in the "gravel pit" area; Is the motivation for this activity to sell dirt? Is there a real need for another "gravel pit" in Grand Junction? How many are in this area already? (I know there's a well-established one a couple of miles up the road in Whitewater.)
- 2) Or is the real motivation for this activity to level the hills in the residential area so that once leveled, the developer can come in and inundate us with the "3-homes-to-an-acre" proposition again? I know the Public Notice says "the proposed future use of the land is Range Land", but if it's relatively easy to convince the City or County to allow this application for a gravel pit to pass in a residential neighborhood, I have no hesitation in believing it will be relatively easy to change a "Range Land" classification to single-family or multi-family residential classification in the near future.
- 3) If this proposed activity takes effect June 1st, 2010 and isn't completed until December of 2015, that's 5-1/2 years of major impact you can expect with a "gravel pit" in a residential area. Generally, gravel pits aren't located in residential areas. Why has this particular location been chosen? Who polices the timeframe on this application to be sure the "gravel pit" is shut down on December 31, 2015?
- 4) I oppose this application for many reasons. ~~Whether or not they are "concerns" or "issues not subject to this Office's jurisdiction (Division of Reclamation)" or addressed by the City of Grand Junction, someone needs to address the following:~~
 - a) **Noise:** trucks, logging and heavy construction equipment, motorized conveyers, crushers - there's a considerable amount of noise already from Highway 50 only a block away. Asking the residents to endure even more noise from the other side would be unbearable; most of us moved here to get away from the noise of the city. And what would be the hours of operation? Right now, we have respect for our neighbors and do not start up any power equipment or lawn mowers until after 8:00 or 9:00 am.
 - b) **Dust and Dirt:** Most of my neighbors (Burns Drive) are retired or semi-retired and have various health problems; adding to the problems of particulate matter in the air, would pose a definite health concern. In addition, the wind in this area is greater than in many other parts of Grand Junction. There would be no way to abate the dust and dirt with an activity that actually increases the health danger and decreases the air quality. Once again, this is in a residential area, not in an out-of-the-way remote area.
 - c) **Would re-zoning take place after a period of time?** Is the City of Grand Junction considering annexing this area, because currently we are in Mesa County, not the City of Grand Junction. Does the City of Grand Junction or Mesa County expect to derive some revenue from this activity?
 - d) The effect on our property values obviously would be devastating; the housing market is in a tenuous position as it is, and homeowners in this neighborhood who had hoped to sell their homes would be facing an even tougher market unless they took substantial losses on their properties. Who, with children or retired, would want a gravel pit next door with all the noise, dust, and trucks mangling the roads and the irrigation culverts? Where would the children on Whitehead Street ride their bikes - the highway is only a block away? If they have to watch for a continuous flow of trucks and heavy hauling equipment, this creates a real danger to the children in the neighborhood.

I am strongly opposed to this application and urge anyone involved to stop this activity before it's too late to quash. Thank you for weighing some of the points in this letter.

Sincerely,

Ken Cheney
135 Burns Drive (P.O. Box 253)
Grand Junction, CO 81502
970-255-6873 or 970-901-0720 (cell)

Planning Comm.

I am writing this in
objection, against the Schooby-Weaver
Grant pit at 104 29^{3/4} Rd

We put up with the mass
County Land fill traffic before they
changed the Road. We have a
problem getting on to Hwy 50 as
it is

Donald Coulson
104-29^{3/4} Rd
Ard Jct 91503

CUP-2010-008 SCHOOLEY-WEAVER PARTNERSHIP

May 13, 2010

Colorado Division of Reclamation Mining & Safety
Mr. Travis Marshall
101 South 3rd, Suite 301
Grand Junction, CO 81501

RECEIVED
MAY 21 2010
COMMUNITY DEVELOPMENT
DEPT.

Re: File No. M-2010-030
Schooley-Weaver Partnership
Proposed Gravel Pit
104 29 1/2 Road
Grand Junction, CO 81503

Dear Mr. Marshall

We are writing to you in protest of the operation of this proposed pit. With the proximity of the Mesa County Landfill and Compost Facility we as residence of the neighborhood have concerns about the potential groundwater issues and the vague reclamation plans. In past years the operating county landfill was adjacent to this property and has since then be reclaimed. If the natural filtration system of the gravel is removed we are concerned for the potential of contaminated groundwater seepage into the Orchard Mesa Canal System and the return waste water ditches that are currently open trenched. While the irrigation season is beginning now in the later part of the year the groundwater is significantly higher in the area. The alkali patches in the area are larger than they were a few years ago, and yes while there are other environmental contributors, they are the tell tale signs that the groundwater is rising to the surface. With this being a rural residential neighborhood, there are many backyard gardens and orchards with the residences using water from the canal.

There are conflicting protective measures in the application for a Conditional Use Permit that is now being considered by the City of Grand Junction. In the background section of the City Planners report it states that final elevations will be reduced by 75' to 90' lower, therefore there will not be any earth berms in place. While also stating the most of the residences sit below the starting elevations. We interrupt that as saying the hill that buffers the residences from the potential contaminated groundwater will be removed; thus placing the current county compost facility closer to the dwellings and the irrigation canal. We believe that the opening of the pit is being pushed through quickly on the premise that the material that is to be excavated will be used on the 29 Road Overpass and with some of the environmental protections that are normally imposed will be waved because of the location of this property and the fact of the low population ratio. This premise was mentioned several times in the Vortex Engineering report presented with CUP application. The current reclamation plans are vague as to the site cleanup and potential flooding and further contamination of the groundwater. As the proposal states there will be minimal equipment left on site, however the magnitude of heavy truck traffic lends to potential surface water runoff pollution. We feel that our neighborhood will be just collateral damage for the profit of the owners of this pit.

We ask that you please take the time and investigate this proposal while considering what the environmental ramifications and any ill effects that it may have on our little community, not to mention our personal well being and those of our families.

We the undersigned believe this letter to represent the majority opinion of this neighborhood.

Respectfully,

Matt & Carol Zehner
114 29³/₄ Rd
Grand Jct, CO 81503

Jim BEANERS
2977 HAYDEN
GR. Jct CO 81503

Mary A Shipley
2981 Hayden
GJct, CO 81503

Eric Shipley
2981 Hayden
Grand Junction Co 81503

Wendy A. Shipley
2981 Hayden
Grand Jct 81503

Erlene M. Campbell
2980 Hayden
Grand Jct., Co. 81503

Stephen & Thelma McElhinney
101 29³/₄ Rd
Grand Jct, CO 81503

Charles & Sandra DeCray
117 29³/₄ Rd
GRAND Junction Co 81503

Donald & Beverly Cuelson
124 29³/₄ Rd
Hud jet colo
81503
Sabrina Babson
2975 melker st
GJCO

Cecilia Bels
2975 melker st
GJ, CO 81503

Jim Brady
2984 melker st
GJ, CO 81503

Thomas & Violet Meehan
2976 melker st
Grand Jct, Co. 81503

We ask that you please take the time and investigate this proposal while considering what the environmental ramifications and any ill effects that it may have on our little community, not to mention our personal well being and those of our families.

We the undersigned believe this letter to represent the majority opinion of this neighborhood.

Respectfully,

Robert & Shelley Smith
135 29 1/2 Road
Grand Junction, CO 81503

Jerry & Linda Gordon
2975 Craig St.
Grand Jct CO 81503

Linda Gordon

Jerry Gordon

Edward & Wanda

3976 Craig St.
Grand Jct CO 81503

Cindy Wilson
2978 Craig St
Grand Junction, CO 81503

Cindy Wilson

NIK ROSS

2980 Craig St
Grand Jct CO 81503

M. P.

Ann Anderson
2977 Hwy 80
Grand Junction, CO 81503

Pete & Sandy Steves
2982 Craig St.
Grand Jct, CO 81503

Jenny Jackie Bishop
108 Whitehead Dr
Grand Jct CO 81503

Brian + Charleen Clapper
113 Whitehead Dr
Grand Jct. Co. 81503

Keven Mye
110 Whitehead Dr
Grand Junction 81503

Angel & James Stern
116 Whitehead Dr
81503

We ask that you please take the time and investigate this proposal while considering what the environmental ramifications and any ill effects that it may have on our little community, not to mention our personal well being and those of our families.

We the undersigned believe this letter to represent the majority opinion of this neighborhood.

Respectfully,

Rosalie Basch
112 Whitehead Dr
Grand Jct CO 81503
Ph 970-241-1038

Thomas Garner
Crystal Garner
Thomas Garner Jr.
Sylvia Garner
2981 Hwy 50 81503
Crys (970) 216-6764
Tom (970) 216-9565

Earlene Davis
Mary L. Davis
127 Whitehead Rd.
Grand Jct, CO 81503
343-6353
Kia Decker
2980 Hwy 50 South
Grand Junction, CO 81503

Mrs. Bern E. Pyle 314-2037
112 Whitehead Dr.
Rosa C Ward
121 Burns Drive
GJT CO.

Len Chesney
PO Box 253
Grand Jct, CO 81502
(935 Burns Dr.)
970-255-6813

Alex Warford
2995 Lubrock
J. J. Co.
243-6096

Michele Elder
2997 Burns Dr.
Grand Jct, CO

81503
Jose Flores
Maria Flores 115 Burns Dr

Shirley + Ray Drake
113 Burns Dr
Grand Jct Co 81503
970-212-9277

Kenneth L. Stadtman

120 Whitehead Dr.

GT, CO 81503

DEAN G SHARPE

124 1/2 WHITEHEAD DR
GRD JCT CO 81503

William & Helen Hoodby

2979 Hwy 50

Grand Jct. Co. 81503

Frank & Linda Kirley

130 29 3/4 Rd

Grand Junction, Co. 81503

Barbara J & Lewis J
118 Whitehead Dr
GT CO 81503

To: City of Grand Junction-Planning Commission
Department of Public Works and Planning
250 North 5th Street
Grand Junction CO 81501

Attention: Brian Rusche – Senior Planner

Subject: Conditional Use Permit No. CUP-2010-008

From: Red Tail Ridge Home Owners Association
637 North Avenue
Grand Junction CO 81501
(970) 242-8450

Date: May 22, 2010

Sir,

It has come to the attention of the Board of Directors of the Red Tail Ridge Homeowners Association that the City of Grand Junction-Planning Committee is considering the issuance of a conditional land use permit (No. CUP-2010-008) for the establishment of a commercial gravel pit at the south end of 29th Road (refer to Background section for additional information).

Although, the Red Tail Ridge (RTR) subdivision's proximity to the site of this proposed business does not meet the current criteria specified in the City of Grand Junction's *Zoning and Development Code* (Section 21.02.080 e-1), it would, nevertheless, be greatly impacted by its commercial activities.

Currently, the RTR has only two egress and ingress points (29th Road and US-50 Frontage Road). Consequently, any increased traffic along 29th Road (as proposed by the conditional use permit) would directly affect the residents of RTR.

Therefore, the RTR has a **nexus in this matter and, subsequently, the Board of Directors of RTR (the Board) request the Planning Committee deny the issuance of a permit based upon legal, safety, environmental and liability concerns (refer to the Issues section for additional information) unless certain remedies are agreed to and implemented prior to the operation of the proposed commercial activity (refer to the Remedies section for additional information).**

BACKGROUND INFORMATION ON PROPOSED CONDITIONAL USE PERMIT

On January 6, 2010, the Schooley-Weaver Partnership applied to the City of Grand Junction for the issuance of a conditional use permit to allow the establishment and operation of a commercial/business activity located at the south end of 29th Road.

Specifically, the permit would allow 8 acres of the existing 16 acres to be converted into a gravel extraction site to be in operation for 5 years with a possible extension of an additional 2 years.

Additionally, it was estimated up to 150 truck loads of gravel, per day during normal business hours, would be transported from the site along 29th Road to US-50 (total number of round trips would include an additional 150 "empty trips" to the quarry site).

For additional information refer to City of Grand Junction CUP-2010-008.

ISSUES IN REGARD TO THE ISSUANCE OF THE CONDITIONAL USE PERMIT

The following is a list of concerns (in no particular order of precedence) in regard to the issuance of CUP-2010-008.

1) LEGAL:

- 29 $\frac{1}{2}$ Road (in the effected area) is designated a residential road. It does not meet current truck route standards (signage, width, roadway composition, etc.). Subsequently, to issue the requested use permit would be in conflict with current law(s).

- The intersection of northbound 29 $\frac{1}{2}$ Road and US-50 (between the Frontage Road and the eastbound lanes of US-50) does not meet current Federal Highway standards (and/or truck route standards) for heavy truck use. Subsequently, to issue the requested use permit would be in conflict with current law(s).

(Note: that intersection, maintained by CDOT, is currently permitted pursuant to a wavier or "grandfather clause" granted by the USDOT many years ago, any change in the usage or designation of 29 $\frac{1}{2}$ Road would void the wavier and require it to adhere to current highway standards.)

- The 29 $\frac{1}{2}$ Road bridge/over-crossing of the Orchard Mesa Irrigation District (Canal No. 2) does not meet current truck route standards (roadway markings, signage, guard rails, etc.). Subsequently, to issue the requested use permit would be in conflict with current law(s).

2) SAFETY:

Roadway Design: 29 $\frac{1}{2}$ Road (in the area of concern) is a north-south, narrow, two-way, asphalt composite roadway. Furthermore, the roadway traverses a densely populated residential area and has no shoulders, curbs, gutters, sidewalks, street lights or roadway markings. Additionally, the roadway includes a bridge/over-crossing of an irrigation canal that currently does not meet truck route standards (i. e. - roadway markings, signage, guard rails, etc.).

(Note: two full size trucks, with or without trailers, traveling in opposite directions could not safely pass each other and that is not including any oversized vehicles.)

Traffic Accidents: With the increased traffic volume, the occurrence of traffic accidents is a statistical certainty. The only variable will be as to the severity of the accident(s) and the resulting damage. An additional variable will be as to the involvement of children and/or pets.

(Note: this will require response by public safety and emergency personnel at an unknown cost to all taxpayers.)

Road Blocked By Disabled Vehicle(s): With the increased traffic volume, the occurrence of a vehicle becoming disabled in that section of roadway, is a statistical certainty. Any

vehicle blocking the roadway will create a traffic incident and inconvenience to residents and other motorists (refer to the Miscellaneous Section for additional information).

(Note: this will require response by public safety personnel at an unknown cost to all taxpayers.)

Increased Response Time By Emergency Personnel/Equipment: With the increased traffic volume, response time (to and from) the above described area may be effected, especially in the event that emergency vehicle(s) must get around another vehicle(s) as described above.

Hazardous Material Spills/Incidents: With the increased truck traffic volume, the occurrence of a hazardous material spill/incident (independent of a traffic accident) is a statistical certainty. Trucks by design, transport hazardous/regulated fluids in quantities that any leak (in a gas tank, gas line, transmission, radiator, hydraulic line, etc.) could result in a qualified hazardous material incident (the resulting effects cannot be fully detailed in this section).

(Note: this would require response by public safety, medical and special clean-up personnel at an unknown cost to all taxpayers, not including the damage to the environment.)

Leakage, Debris, Mud/Dirt From Trucks: With the increased truck traffic volume, the accumulation of fluids (oil, radiator coolant, gasoline, etc.), vehicle parts (nuts, bolts, tire tread, etc.) and debris (mud, dirt, gravel, etc.) upon the roadway will occur. This will require frequent removal for safe travel upon the roadway and prevention of environmental contamination (refer to the Environmental section for additional information).

(Note: this will require an increased response from the Road Department personnel for street cleaning and debris removal, at an unknown cost to all taxpayers.)

Miscellaneous:

29 $\frac{1}{4}$ Road, as described above, has sections that have a greater than 5% grade. During times of incimate weather (snow, ice, standing water, etc.) traction upon the roadway will be reduced and stopping distances will be increased. Fully loaded trucks will have difficulty going up/down the road and stopping (especially at the intersection with the Frontage Road to the south of US-50).

(Note: 29 $\frac{1}{4}$ Road is not a primary county/city roadway and subsequently, is one of the last streets to get snow plowed or treated, if at all. The probability that one or more fully loaded trucks will "jack-knife" or "spin-out" during incimate weather, is a statistical certainty.)

3) ENVIRONMENTAL:

Drainage: Currently there is inadequate drainage along the east and west shoulders of 29 $\frac{1}{4}$ Road. With the increase in vehicle traffic (specifically truck traffic), an increased

amount of fluid and solid matter will accumulate upon the roadway and will eventually find its way onto and into the shoulders. Without an adequate drainage system, those fluids and solid matter (oil, radiator coolant, gasoline, etc.) will accumulate in uncontrolled quantities and, subsequently, impact the environment (i.e. – groundwater contamination).

Vibration/Seismic Damage: The increased volume of heavy truck traffic along 29 $\frac{1}{4}$ Road will result in an increased amount of ground vibrations and, subsequent, damage to residential foundations, roadway bed and structures in close proximity to the roadway.

(Note: this would result in increased road repair costs, home owner repair costs and/or a decrease in property values and ultimately, impact revenues collected by the City.)

4) **LIABILITY:**

Roadway Maintenance Costs: The allowed increased volume of traffic along 29 $\frac{1}{4}$ Road will result in greater wear and tear on the roadway surface, necessitating additional repair and maintenance.

(Note: this would result in increased roadway maintenance costs to the City, at an unknown cost to all taxpayers.)

Minor Claim(s) Against The City: The allowed increased volume of traffic along 29 $\frac{1}{4}$ Road would, potentially, result in greater number of claims against the City for damage caused by pot holes and other roadway defects.

(Note: this would, statistically, result in increased expenses to the City, at an unknown cost to all taxpayers.)

Major Claim(s) Against the City: The allowed increased volume of traffic along 29 $\frac{1}{4}$ Road would correspondingly increase the probability that one or more major claims against the City will occur for damage, injury or death caused by roadway defect(s), defective roadway design and/or failure to maintain the roadway to established standards.

(Note: Only one such successful lawsuit would be necessary to bankrupt the City.)

PROPOSED REMEDIES

The following is a list of proposed remedies designed to mitigate the issues/problems as listed above. The following is not all inclusive nor does it exclude other remedies and or concerns:

- Upgrade 29 $\frac{1}{4}$ Road to meet current truck route standards (i.e. - minimum 60 foot wide roadway with paved shoulder, curb, gutters, sidewalk, street lights, pavement markings, cross walks, etc.);
- Upgrade the intersection of 29 $\frac{1}{4}$ Road and US-50 to meet current Federal Highway standards (i. e. - full signalized intersection meeting current truck route standards);

Page 5

- Permit only trucks and trailers that have passed a current state/federal DOT safety inspection and display current safety inspection stickers/decals; and,
- No waivers or "grandfather clauses" allowed to mitigate the above concerns.

The Board realizes and acknowledges the current local and national economic conditions and does not wish to inhibit or interfere with revenue generated via legitimate business and government activities.

Additionally, the Board does not wish to indiscriminately interfere or infringe upon the rights of private property owners and/or business operators while conducting the lawful exercise thereof.


However, when an activity directly impacts the lives and property of RTR and/or its members, the Board is obligated to voice its concerns in an attempt to ensure, said activity is conducted - safely, responsibly and in accordance with law.

Furthermore, the Board realizes and acknowledges, the City Planning Committee is well within its purview to issue a conditional use permit without implementing one or more of the remedies recommended above.

However, the Board respectfully brings to the attention of the City Planning Committee, if it so chooses to do so, it will be unnecessarily exposing the City (and possibly the Committee itself) to potential administrative, civil and/or criminal liability in the event a major incident occurs upon or along 29th Road as referenced above.

One final issue, the Board again respectfully brings to the attention of the City Planning Committee, if it decides to issue the permit, notwithstanding the objections of the residents in the effected area, it may tarnish its reputation and status enjoyed by all residents of the City of Grand Junction, in the event of an incident as described above.

Respectfully submitted,


Gary E. Parrott, President
Red Tail Ridge Home Owners Association

cc: Teresa Coons - Mayor

Brian Rusche - Rezoning Request Hearing 104, 293/4 Rd 2943-324-10-001

From: "DAD" <weatherman_1@brcsnan.net>
To: "Brian Rusche" <Brianr@gjcity.org>
Date: 5/25/2010 3:24 PM
Subject: Rezoning Request Hearing 104, 293/4 Rd 2943-324-10-001

I am opposed to the request to rezone this residential property presently zoned by the city in its annexation RR to allow a non-conforming land use as a gravel pit. My reasoning:

1. *The owners bought the land in 2007 knowing it was zoned residential*
2. *The only access road to the property is narrow without curbes, sidewalks, or proper footing to withstand heavy equipment*
3. *Gravel trucks at the rate of one every two minutes traveling through residential neighborhoods should never be allowed in the city*
4. *The egress point for this truck traffic does not meet CDOT and Federal requirements*
5. *House values would be adversely affected*
6. *The watershed drainage systems ridgeline would be impacted adversely as well as subsoil infiltration*
7. *This land use does not fit well with the City Centre Zoning for neighborhood shopping on the North side of US50 where the trucks will exit*
8. *The noise, dust, and traffic will be continuous because of digging, sorting equipment and idling diesel trucks*
9. *Without water and sewer public health will be endangered*
10. *No current shortage of existing gravel pit operations in Mesa County*
11. *No resident that I know of views this as a positive change to the quiet, appealing, tranquility of this existing residential neighborhood and the newer R-4's which can see the property.*
12. *I suspect that the owners bought residential development land, paid too much, and are trying to recover the money in a way which works against the existing neighborhood of which they are not a part.*

*William D. and Jane E. Taylor
2961 Great Plains Drive
Grand Junction, Co 81503*

1.

To whom it may concern:

5-26-10

I am concerned about the proposed gravel pit on 29 ¾ rd. There are many children that ride bikes, play and walk these roads; I am concerned that a gravel truck could not stop in time if one of these kids ran out in the road. (This could be a liability for the city if they permit this.) I am also concerned about the intersection on highway 50, at times we get 2 or 3 cars stacked up trying to get out on highway 50 due to traffic coming from one direction or another. Trucks cannot take off as quickly as a car can, so we will need a traffic light there which I feel the gravel pit should have to pay for, as they are the ones that are profiting from this (why should my tax dollars pay for something that one or two people are actually going to profit from.) Our road is only 22' wide on the pavement and a gravel truck is 11' wide, this will make it almost impossible for 2 trucks to pass each other on this road without running into a mailbox or someone's yard or a car, this could be dangerous. I feel 29 ¾ road should not be the access for the gravel pit if it goes through, they should use the dump road.

I am against the gravel pit coming in as right now we have a nice quiet community and it would be nice to leave it this way. Maybe you should look at it the way we do, would you want gravel trucks running up and down your road all the time just so a couple of people could profit from it? Also I am concerned about the environmental issues this may cause for the people in our community. I am an environmental inspector so I will be watching this quite closely.

Sincerely,

Linda Gordon

May 26, 2010

City of Grand Junction
Planning Commission
250 N. 5th Street
Grand Junction, CO 81501

RE: File No. CUP-2010-008
Schooley Weaver Partnership 114 29 ¾ Road
Proposed Gravel Pit

We are writing to you with our many concerns and protests of the operation of this proposed pit. With the proximity of the Mesa County Landfill and Compost Facility, we as residence of this established neighborhood have concerns about the environmental hazards and damages that may occur. The length of the proposed haul road and the placement of the entrance have many safety concerns. There are a few liberties and untruths stated in the application for this permit.

In past years the operating county landfill was adjacent to this property and has since been reclaimed. If the natural filtration system of the gravel is removed, we have concerns of contaminated groundwater seepage, methane gas issues, surface runoff water, air quality and noise pollution. Our irrigation water is provided by the canal that is on the border of this property and is 100' lower than the elevation of this knoll. On moist cool days plus the wind circulation that is always present the odor from the landfill/compost facilities is very odorous. Add to that the magnitude heavy traffic and dust that will be generated the area quickly becomes intolerable. Several of the homes lie within a ravine just southwest of the entrance and where the air is the heaviest.

The proposal states that the load count would be 150 loads per day in a 12 our period. That puts a truck traveling in each direction every 2.4 minutes. With that amount of heavy truck traffic the exhaust fumes, dust and noise will be unbearable, the air quality will be hazardous and not to mention the added ground pollution from the trucks that will be washed into the waste water ditches. The proposed haul road is 29 ¾ Road which is only 4/10 of mile long and is the main travel road in and out of our rural residential neighborhood. There are not any sidewalks, street lights or curb and gutters. We have fear for the kids that have to walk on this road to get to and fro the bus stop. It is our understanding that the applicant will not have to provide any off site storm water management or other safeguards.

WE understand that with each agency involved, they are only concerned with what their own regulations, but you need to look at the whole picture before lending your support. We as residences will have to endure the whole picture. We ask that you take the time to truly investigate this proposal. Take the time to compare the many inconsistencies that appear in each of the applications. The owners have deliberately molded their responses to each proposal or applications. They have implied that the

DuCray's maintain a vibrant trucking and gravel pit operations while using 29 ¼ Road daily for many loads and that is simply not true. They do own the operations, but they do not by any stretch use 29 ¼ Road to the amount of trucking that is stated. They do respectfully observe that 29 ¼ Road, which is a Mesa County Road, was closed to heavy truck traffic many years ago. There are documents on file with the Mesa County Planning department.

Schooley-Weaver have taken liberties with the intended use of the pit run aggregates. More than once they were using it for the 29 Road Overpass project and when we spoke with the contractor for the project he said that there was not a purchase order written to any company for that project. Once it was mentioned that the aggregates were to be used for the county road projects. Since when is a private individual promised work by any government agency. It just simply is if they take this many liberties and exaggerations to get the pit, what are they really going to maintain after they get it. Who of any of the regulating agency are going to police this? Who is going to make sure that they only mine 7.63 acres and then just walk away and call that huge hole "rangeland"?

If you would like to visit with any of the residences, please feel free to contact us. Or better yet take a field trip and visit our neighborhood. Come see what all the concerns are about. We would be more than hospitable and share our front porch view with you.

Respectfully,
Matt & Carrol Zehner
114 29 ¼ Road
Grand Junction, CO 81503
(970) 314-2758

Brian Rusche - RE: Proposal to Rezone Property 2943-324-10-001

From: Kimberly Hoyt <kdreher22@hotmail.com>
To: <brianr@gjcity.org>
Date: 5/26/2010 10:06 PM
Subject: RE: Proposal to Rezone Property 2943-324-10-001

Dear Mr. Rusche,

I am writing you in regards to the recent proposal to rezone the 16 acre parcel of land located at 104 29 3/4 Rd in Orchard Mesa. My husband and I live in the Red Tail Ridge subdivision just down the road. We are very concerned about this proposal. When we bought our house three years ago the reason we chose this neighborhood was because it was a quiet, family oriented community. Rezoning that property to allow a gravel pit to be developed will drive down our property values and create much unwanted traffic, noise and dust. The quiet, peaceful neighborhood that we live in will be transformed into a noisy, dirty, unappealing place to live. Rezoning a residential area to allow a gravel pit that will affect so many families is a gross misuse of government authority. It should not be allowed to happen.

This is a very family friendly neighborhood with lots of children. The only road that accesses that property will go through a residential area where kids are walking to and from the bus stop and playing. Currently there are no sidewalks to allow safe passage of children or pedestrians along that road. The large trucks that will be travel up and down that road all day long will pose a threat to the safety of our children.

Please take into consideration all the families that will be adversely affect by this decision. Thank you for time and consideration in this matter.

Kimberly Hoyt
2957 Great Plains Dr.
Grand Junction, CO 81503
970-640-3624
kdreher22@hotmail.com

Hotmail has tools for the New Busy. Search, chat and e-mail from your inbox. [Learn more.](#)