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File 1981-0095
Date 4/26/02

Project Name: Western 6 Motel – Development in H.O.

Present	Scanned	
		A few items are denoted with an asterisk (*), which means they are to be scanned for permanent record on the in some instances, not all entries designated to be scanned by the department are present in the file. There are also documents specific to certain files, not found on the standard list. For this reason, a checklist has been provided. **Remaining items, (not selected for scanning), will be marked present on the checklist. This index can serve as a quick guide for the contents of each file.** **Files denoted with (**) are to be located using the ISYS Query System. Planning Clearance will need to be typed in full, as well as other entries such as Ordinances, Resolutions, Board of Appeals, and etc.**
X	X	***Summary Sheet – Table of Contents**
X	X	**Review Sheet Summary**
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		Receipts for fees paid for anything
		***Submittal checklist**
		***General project report**
		Reduced copy of final plans or drawings
X		Reduction of assessor's map
		Evidence of title, deeds
X	X	***Mailing list to adjacent property owners**
		Public notice cards
		Record of certified mail
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		Reduction of any maps – final copy
		***Final reports for drainage and soils (geotechnical reports)**
		Other bound or nonbound reports
		Traffic studies
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X	X	***Petitioner's response to comments**
		***Staff Reports**
		***Planning Commission staff report and exhibits**
		***City Council staff report and exhibits**
		***Summary sheet of final conditions**
		***Letters and correspondence dated after the date of final approval (pertaining to change in conditions or expiration date)**

DOCUMENTS SPECIFIC TO THIS DEVELOPMENT FILE:

X	X	Action Sheet	X		Avigation Easement
X	X	Review Sheet Summary	X		Fire Hydrant Placement Agreement
X		Review Sheets	X	X	Planning Commission Minutes - ** - 1/5/82
X	X	Geologic Investigation	X	X	Impact Statement
X		Memo from Bob Goldin to Western 6 Motel re: all requirements fulfilled with condition of maintenance of landscaping – 3/2/83	X		Public Notice Posting – 10/16/81, 10/27/81 & 12/22/81
X	X	Letter from Donald Allgeier, Wonderland Landscaping to West-Cal Construction Co. re: development schedule and plant list for landscaping-9/23/82	X	X	Western 6 Motel - Hydrology
X		Letter from Ron Rish to Arnold Hottovy re: review of revised construction plans for storm sewers and other site work with comments – 7/27/82, 5/18/82	X		Newspaper Articles – "Council Oks more revenue bonds"-11/2/81 and "Horizon Drive Motel Project Rejected"-10/29/81
X	X	Power of Attorney - **	X	X	Planning Commission Minutes - ** -
X		Deed	X		Development Application
X		Subsurface Soils Investigation – 11/3/80	X		Gamma Ray Radiation – 9/28/81
X		Adjacent Property Owners	X		Commitment for Title Ins.
X		Request for Treasurer's Certificate of Taxes Due	X		Peak Demand – Data Sheet

X	X	Site Plan	X	X	Memo from Ron Rish to Jim Patterson re: Points of agreement on best estimate on actual design – 11/2/81
X	X	Letter from Alex Candelaria to Planning – City Council gave final approval to request – 4/30/82			

California 6 MOTELS Western 6 MOTELS

Executive Offices:
1156 So. 7th Ave. • P. O. Box 5248 Hacienda Heights, Ca. 91745 • (213) 961-1681

IMPACT STATEMENT

PROPOSED WESTERN "6" MOTEL

The proposed motel facility is typically an allowed use in an H-O zone in any other area of Grand Junction other than along Horizon Drive which has been acknowledged to be an area of specific growth concern. Horizon Drive between G. Road and Walker Field is rapidly developing as the primary tourist service area of Grand Junction. A strong demand for additional facilities is readily apparant and has been specifically addressed in studies prepared for the potential Walker Field expansion.

Anyone who has tried to obtain a motel room in this area without making advanced reservations can testify to the difficulty of finding vacancy.

Having established a need for the facility, the primary concern becomes the compliance with design standards established by the City. Concerns would include pedestrian and vehicular traffic flow and compatibility with adjacent property of both like and conflicting use.

Horizon Drive, G. Road and their intersection have recently been given a priority by the City Council for full street improvements. The widening of Horizon Drive to a four lane major arterial will certainly accomodate the additional traffic to be contributed by this proposed development. With service stations, restaurants, Walker Field and I-70 all located north of G. Rd. on Horizon Drive, the traffic impact to any other area of the City will be minimal.

The signalization of the intersection of Horizon Drive and G. Road will solve two problems. First it will provide a protected left hand turn pocket for south bond traffic on Horizon Drive desiring access to the project. It also makes this an ideal location for a motel as far as pedestrian traffic is concerned. Motel clientele are going to walk to neighboring restaurants when possible. The signalized intersection will provide a convenient location to cross Horizon Drive when patronizing restaurants on the west side.

Property to the north and west is currently zoned H-O also. Property to the south is zoned PB (Business). The property immediatly east is existing single family residential. Fortunately these will be a grade differential at this property line with the motel finish grade being a minimum of 10 ft. below the residential property. A 6 ft. high screen wall is to be placed at the top of the bank. This combination should eliminate any visual or audible impact on the roof of the motel and directed downward.

California 6 MOTELS Western 6 MOTELS

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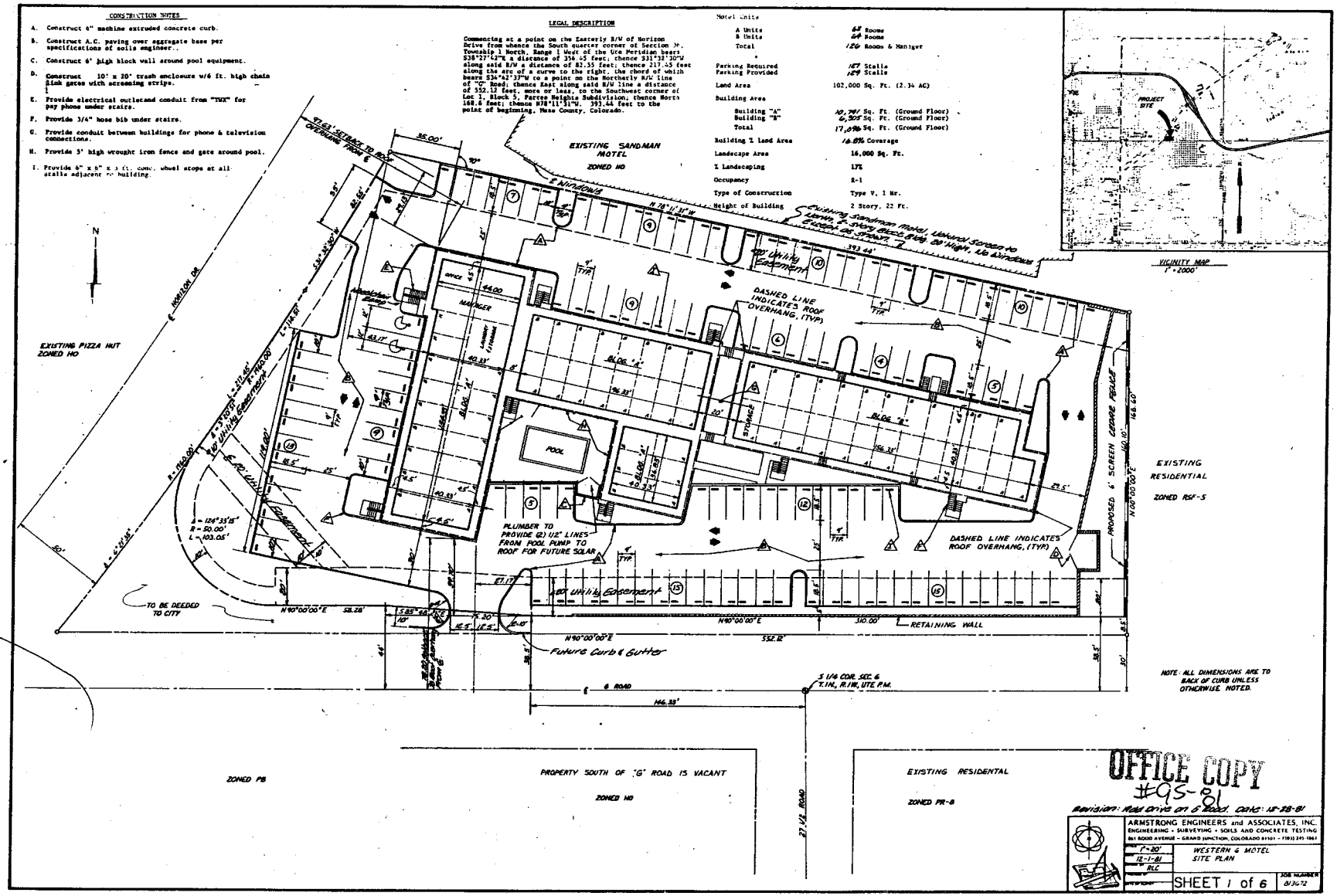
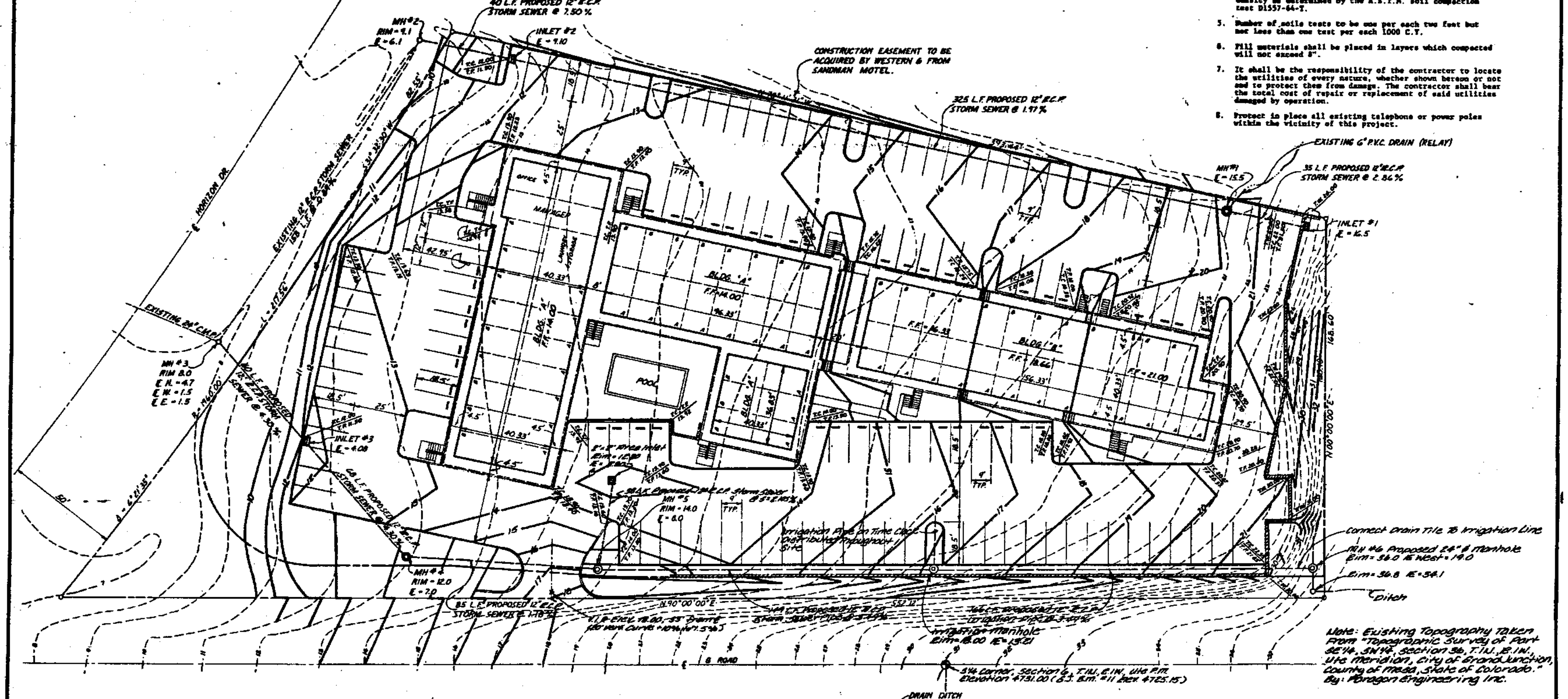
All utilities are currently available to the site and will not require any major off-site improvements other than those proposed for Horizon Drive and G. Road.

Our intentions are to be the owner of the motel in a single phase. If the necessary government approvals are obtained in a timely manner, construction could begin as early as January 1982.Weather permitting, our normal course of construction runs approximatly 5 months. Therefore, the facility could be open and operating in time for the summer vacationing season sometime in June 1982.


CONSTRUCTION NOTES
A. Construct 6" machine extruded concrete curb.
B. Construct A.C. paving over aggregate base per specifications of soils engineer.
C. Construct 6' high block wall around pool equipment.
D. Construct 10' x 20' trash enclosure w/6 ft. high chain link gates with screening strips.
E. Provide electrical outlet and conduit from "TNK" for pay phone under stairs.
F. Provide 3/4" hose bib under stairs.
G. Provide conduit between buildings for phone & television connections.
H. Provide 5' high wrought iron fence and gate around pool.
I. Provide 6" x 6" x 3 ft. conc. wheel stops at all stalls adjacent to building.
LEGAL DESCRIPTION
Commencing at a point on the Easterly R/W of Horizon Drive from whence the South quarter corner of Section 36, Township 1 North, Range 1 West of the Ute Meridian bears S38°27'42"E a distance of 356.45 feet; thence S31°32'30"W along said R/W a distance of 82.55 feet; thence 217.45 feet along the arc of a curve to the right, the chord of which bears S34°42'37"W to a point on the Northerly R/W line of "G" Road; thence East along said R/W line a distance of 552.12 feet, more or less, to the Southwest corner of Lot 1, Block 5, Parrea Heights Subdivision; thence North 168.6 feet; thence N38°11'51"W, 393.44 feet to the point of beginning, Mesa County, Colorado.
Motel Units
A Units 68 Rooms
B Units 64 Rooms
Total 126 Rooms & Manager
Parking Required 127 Stalls
Parking Provided 129 Stalls
Land Area 102,000 Sq. Ft. (2.34 AC)
Building Area
Building "A" 10,296 Sq. Ft. (Ground Floor)
Building "B" 6,355 Sq. Ft. (Ground Floor)
Total 17,096 Sq. Ft. (Ground Floor)
Building % Land Area 16.8% Coverage
Landscape Area 16,000 Sq. Ft.
% Landscaping 17%
Occupancy R-1
Type of Construction Type V, 1 Hr.
Height of Building 2 Story, 22 Ft.
EXISTING SANDMAN MOTEL ZONED HO
EXISTING PIZZA HUT ZONED HO
EXISTING RESIDENTIAL ZONED RSF-5
PROPERTY SOUTH OF "G" ROAD IS VACANT ZONED HO
ZONED PB
EXISTING RESIDENTAL ZONED PR-8
HORIZON DR.
G ROAD
27 1/2 ROAD
BLDG "A"
BLDG "B"
POOL
MANAGER
OFFICE
STORAGE
DASHED LINE INDICATES ROOF OVERHANG, (TYP)
PLUMBER TO PROVIDE (2) 1/2" LINES FROM POOL PUMP TO ROOF FOR FUTURE SOLAR
PROPOSED 6' SCREEN CEDAR FENCE
RETAINING WALL
Future Curb & Gutter
TO BE DEEDED TO CITY
20' Utility Easement
5 1/4 COR. SEC. 6 T.1N., R.1W., UTE P.M.
VICINITY MAP 1" = 2000'
NOTE: ALL DIMENSIONS ARE TO BACK OF CURB UNLESS OTHERWISE NOTED.
OFFICE COPY
#95-81
Revision: Add drive on G Road. Date: 12-28-81
ARMSTRONG ENGINEERS and ASSOCIATES, INC.
ENGINEERING • SURVEYING • SOILS AND CONCRETE TESTING
861 ROOD AVENUE - GRAND JUNCTION, COLORADO 81501 - (303) 245-7861
1" = 20'
12-1-81
RLC
WESTERN 6 MOTEL
SITE PLAN
SHEET 1 of 6
JOB NUMBER 81-372

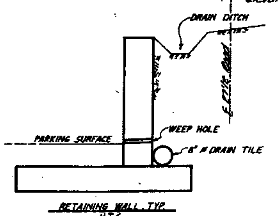
GENERAL NOTES

1. No fill shall be placed until preparation of ground is approved by a qualified soils engineer.
2. No rock or similar material greater than 8" in diameter will be placed in the fill unless recommendations for such placement have been submitted by soil engineer and approved by the building official.
3. All work shall conform to the requirements & specifications of the U.B.C. and state and county requirements.
4. Fill to be compacted to not less than 90% of maximum density as determined by the A.S.T.M. soil compaction test D1557-64-T.
5. Number of soils tests to be one per each two feet but not less than one test per each 1000 C.Y.
6. Fill materials shall be placed in layers which compacted will not exceed 8".
7. It shall be the responsibility of the contractor to locate the utilities of every nature, whether shown hereon or not and to protect them from damage. The contractor shall bear the total cost of repair or replacement of said utilities damaged by operation.
8. Protect in place all existing telephone or power poles within the vicinity of this project.



LEGEND

—10—	EXISTING CONTOUR
—10—	PROPOSED CONTOUR
	PROPOSED STORM SEWER
	EXISTING STORM SEWER
o	EXISTING MANHOLE
O	PROPOSED MANHOLE
■	PROPOSED INLET
	RETAINING WALL
T.C.	PROPOSED TOP OF CURB
T.P.	PROPOSED TOP OF PAVEMENT
T.W.	PROPOSED TOP OF WALL



RETAINING WALL TYP.
N.T.S.

BENCH MARK
TOP OF BRASS CAP
CORTLAND & 27 1/2 RD.
ELEV. 4737.00

Revision: Add Drive on G Road. Date: 12-28-81

ARMSTRONG ENGINEERS and ASSOCIATES, INC.
ENGINEERING • SURVEYING • SOILS AND CONCRETE TESTING
GRAND JUNCTION, COLORADO

1" = 20'	WESTERN G MOTEL GRADING PLAN
12-1-81	
RLC	
SHEET 2 of 6	813672

Owners, Names and Addresses for
Locations Surrounding Western 6 Property

North:

2701-364-00-074 Sandman Motel	Sarti Aldino Et Al 236 Kibboom Street Sacramento, CA 95818
2701-364-00-073 Sambo's Restaraunt	c/o Samrock, Inc. P.O. Box 446 Carpintenia, CA 93013
2701-364-00-081 Ramada Inn	Grand Junction Investor LTD. c/o U.S. Bank-Escrow Department P.O. Box 908 Grand Junction, CO 81502

East:

2701-364-05-001	Mr. Kenneth Logan 702 Putter Drive Grand Junction, CO 81501
2701-364-05-002	F.R. & M.E. Steinbeck c/o Ed Andrews 2711 Midway Drive Grand Junction, CO 81501
2701-364-05-003	Donald F. & Arlene G. Vogel 705 Putter Drive Grand Junction, CO 81501
2701-364-05-004	Francis & Flora Lee McCallister 707 Putter Drive Grand Junction, CO 81501
2701-364-04-001	Willard H. & M.B. Pease 702 Putter Drive Grand Junction, CO 81501
2701-364-04-002	L.D. & Minerva O. Robinson 704 Putter Drive Grand Junction, CO 81501

South:

2945-012-00-071	Emanuel Epstein 1900 Quinton Road Brooklyn, NY 11229
2945-012-00-072	K.L. & J.L. Etter c/o Tom Younge P.O. Box 1768 Grand Junction, CO 81502

2945-012-00-073	Emanuel Epstein 1900 Quinton Road Brooklyn, NY 11229
2945-012-00-074 008	K.L. & J.L. Etter c/o Tom Younge P.O. Box 1768 Grand Junction, CO 81502
2945-011-00-097	Lloyd E. & Leland E. Unfred 3900 Applewood Street Grand Junction, CO 81501

West:

2701-363-27-001 Pizza Hut	George S. Demos P.O. Box 1342 Glenwood Springs, CO 81601
2701-363-27-002) 2701-363-27-003) 2701-363-27-004)	Larjer Investment LTD. P.O. Box 1727 Grand Junction, CO 81502

Lincoln DeVore
1000 West Fillmore St.
Colorado Springs, Colorado 80907
(303) 632-3593
Home Office

November 3, 1980

Mr. W. Buttolph
7037 Lakeside Ct.
Grand Junction, Colorado 81501

RE: SUBSURFACE SOILS INVESTIGATION

2.3 ACRE SITE

N.E. CORNER OF G ROAD AND HORIZON DR.

GRAND JUNCTION, COLORADO

Gentlemen:

Transmitted herewith are the results of a subsurface soils investigation and foundation recommendations for a proposed three story motel. The 2.3 acre site is located on the north east corner of the intersection of G Road and Horizon Drive in the city Grand Junction, Colorado.

Respectfully submitted,
LINCOLN-DeVORE TESTING LABORATORY, INC.

By: Walter E. Vanderpool
Walter E. Vanderpool -- Civil Engineer

Reviewed by: Leon R. Watts
Professional Engineer

SEP 16 1981

WEV/pt
J-2011, 36528

602 East 8th Street, Pueblo, Colo 81001, (303) 546-1150
P.O. Box 1427, Glenwood Springs, Colo 81601, (303) 945-6020
86 Rosemont Plaza, Montrose, Colo 81401, (303) 249-7838
P.O. Box 1882, Grand Junction, Colo 81501, (303) 242-8968
P.O. Box 1643, Rock Springs, Wyo 82901, (307) 382-2649

ABSTRACT:

The contents of this report are a subsurface soils investigation and foundation recommendations for the proposed construction of a 3-story motel. The half basement, 2-1/2 story frame structure is to be located on a 2.3 acre site at the northeast corner of the intersection of G Road and Horizon Drive. This site is in the northern portion of the City of Grand Junction, Colorado.

The upper 1 to 9 feet of the soils profile encountered during drilling were noted to consist of a re-worked lean clay. This possible fill material was encountered in a low density, moderate moisture condition where it extended to a depth of 10 feet near the middle of the site.

After consideration of the investigation and testing program described herein, it is our recommendation that a suitable shallow foundation system, consisting of continuous wall footings beneath all bearing walls and isolated spread footings beneath columns, if any, be used to carry the weight of the proposed structure. Where foundation components do not fully penetrate the soft, surface soils, a compacted structural fill mat may be required to reduce the risk of differential movement.

Foundation components resting on the dense, weathered shale encountered at a depth which ranged from 1 to 9 feet below the present ground surface should be proportioned on the basis of an allowable bearing capacity of 4000 psf maximum

with a minimum dead load pressure of 900 psf being maintained at all times.

Foundation pressures should be balanced within ±300 psf for load bearing walls. Isolated columns or points of concentrated load should be balanced at a pressure approximately 200 psf greater than the average selected for the exterior bearing walls.

A similar bearing capacity would be associated with granular soil materials when used as structural fill, assuming that the soil is compacted to at least 95% of its maximum Proctor dry density, ASTM D-698.

Because of the expansive nature of the foundation materials, we would recommend that the foundation system be well balanced and heavily reinforced.

All floor slabs on grade must be constructed to act independently of other structural portions of the buildings.

Surface and subsurface drainage must be carefully designed and controlled. A perimeter drain would be recommended around the building exterior.

A Type II Cement would be recommended in all concrete in contact with the soil on this site.

More detailed recommendations can be found within the body of this report. All recommendations will be subject to the limitations set forth herein.

GENERAL:

The purpose of this investigation was to determine the general suitability of the site for construction of a 3-story motel, consisting of a half basement and 2-1/2 stories, of wood framing. Characteristics of the individual soils found within the test borings were examined for use in designing foundations on this site.

Although Lincoln-DeVore has not seen a set of construction drawings for this structure, we believe that it will be of more or less conventional design. Typically, foundation loads for this type of building are low to moderate in magnitude.

Topographically, the site slopes gently down toward the west and south with approximately 5 feet of fall across the site. The site is bounded on the east by a somewhat steeper bank. Both surface and subsurface drainage are poor.

The soils in this area are almost entirely of a residually weathered nature. The soils classify as lean clays and have been derived from the parent Mancos Shale Formation. These formational materials underlie the entire site and serve as bedrock in this area. The zone of weathering in this area appears to be fairly consistent, with high density bedrock being encountered within 7 to 12 feet of the ground surface. It might be pointed out that we would anticipate no clear-cut transition between the residually weathered and formational materials. We would

rather anticipate that this transition would be gradual in nature, with the weathered soils becoming much firmer with increasing depth. The surface layer of what appears to be man-made fill may extend to a depth greater than 9 feet, particularly in the southwestern portion of this site.

The Mancos Shale can broadly be described as a thin-bedded, drab, light to dark gray marine shale, with thinly interbedded fine grain sandstone and limestone layers. Some portions of the Mancos Shale are bentonitic, and therefore, are highly expansive. The majority of the shale, however, has only a moderate expansion potential. Formational shale was encountered in the test borings placed on this site and outcrops on the site itself. The Mancos Shale bedrock will influence shallow foundations at this site and the expansive potential of this material must be considered in the design of foundations for this site.

BORINGS, LABORATORY TESTS AND RESULTS:

Five test borings were drilled across the 2.3-acre site and are located approximately as shown on the attached Test Boring Location Diagram. The five test borings were placed in such a manner as to obtain a reasonably good profile of the subsurface soils. All test borings were drilled with a power-driven, continuous auger drill. Samples were taken with a standard split-spoon sampler and by bulk methods.

The precise gradational and plasticity characteristics associated with the soils encountered during drilling can be found on the attached Summary Sheets. The representative number for each soil group is indicated in a small circle immediately below the sampling point on the Drilling Logs. The following discussion of the soil groups will be general in nature.

Soil Type No. 1 classified as a lean clay of fine grain size. Soil Type No. 1 is typical of the formational shale which underlies the site and serves as bedrock in the area. Soil Type No. 1 is plastic, of very low permeability and of high to very high density. The shales are expansive in nature with swell pressures on the order of 820 psf being measured. Should drilled piers be used for the building, the expansive nature of the fine grained bedrock must be given consideration. Owing to its initial high density condition, these soils would have virtually no tendency to long-term consolidate. At a penetration of 5 to 7 feet into the shale layer, tip bearing capacities on the

order of 8000 psf could be achieved. Soil Type No. 1 was found to contain sulfates in detrimental quantities.

At shallow foundation depths, Soil Type No. 1 was found to have a maximum allowable bearing capacity of 4000 psf. A minimum dead load pressure of 900 psf should be maintained at all times.

Soil Type No. 2 also classified as a lean clay (CL) of fine grain size. Soil Type No. 2 was noted to contain sand and silt size particles and with slight changes in gradation would have classified as a silty clay (CL/ML). Where Soil Type No. 2 was encountered in Test Boring No. 5, moisture content increased and density decreased with increasing depth. The red color and low density condition of this soil type suggests that this soil type may have been placed on this site as a man-made fill. In any event, these materials are somewhat sensitive to changes in moisture content with swell pressures of 400 psf being considered typical. This magnitude of expansion is generally judged to be sufficient to affect the lightly loaded structural portions of the building as well as floor slabs on grade and other flatwork. Foundations resting on this material must be designed with the expansive nature of the soils in mind. This soil type would have a distinct tendency to long-term consolidate, particularly if overloaded or if found in a low density condition. Soil Type No. 2 was found to have a maximum allowable bearing capacity of 1200 psf provided any low density areas encountered during excavation are adequately densified.

No free water table was encountered in any of the test borings to the depths drilled on this site. Free water in this area should be fairly deep and should not affect construction. However, the residually weathered and formational soils do tend to carry water in cracks, fissures and seams as if it were in small pipelines. The direction and occurrence of this moisture is quite unpredictable and can possibly be encountered at any elevation throughout the profile. If such seepage moisture is noted during excavation for foundation construction, it must be drained from the building area. Because of the expansive nature of the foundation materials, recommendations pertaining to drainage are considered very important and should be followed if at all possible. Surface runoff from areas to the north and east passes through this site. The drainage ditches along the south and west boundaries of the site are partially clogged with cattails. These ditches should be cleaned and provisions made to direct all surface runoff away from the proposed structures.

CONCLUSIONS AND RECOMMENDATIONS:

Since the exact magnitude and nature of the foundation loads are not precisely known at the present time, the following recommendations must be somewhat general in nature. Any special loads or unusual design conditions should be reported to Lincoln-DeVore so that changes in these recommendations may be made, if necessary. However, based upon our analysis of the soil conditions and project characteristics previously outlined, the following recommendations are made.

The presence of the surface veneer of variable density, man-made fill will complicate the foundation design for this building to some degree. It is anticipated that a shallow foundation system on this site would rest partially on the weathered shale and partially on the low density soils. Where foundation components rest on the fill material, foundation soil improvements will be required to reduce the risk of differential movement. This could be accomplished by overexcavating the low density soils and placing a coarse grained, non-free draining, non-expansive structural fill beneath all footings resting on the low density soils. This structural fill should extend a minimum of 4 feet below the foundation or to the dense weathered shale and be of an equal width.

The structural fill should be placed in lifts not to exceed 6 inches in compacted thickness while maintaining at least 95% of its maximum Proctor dry density, ASTM D-698.

All structural fill soil must be placed and compacted by mechanical means at approximately its Proctor optimum moisture content, ±2%. To ensure the quality of the compacted soil, we must recommend that frequent density checks be taken during the placement of fill.

After the steps outlined above have been taken, we would recommend that a shallow foundation system, consisting of continuous footings beneath all bearing walls and isolated spread footings beneath columns and other points of concentrated load be used to carry the weight of the proposed structure. Although the allowable design bearing capacity would depend somewhat upon the gradational nature of the soil, we feel that a bearing value of 3000 psf could be utilized when designing foundations for this option. A minimum pressure of 900 psf should be maintained at all times, dictated by the remaining swell potential of the underlying clays. All foundation components should rest a minimum of 1-1/2 feet below finished grade for frost protection.

Where shallow foundation systems are used, we would recommend the contact stresses be balanced beneath the foundation components. Most buildings are invariably more heavily loaded on some walls and columns than on others. The amount of this variation may tend to be quite high. We would recommend that the size of the foundation component be varied in direct relationship to the actual load being carried, thus maintaining approximately the same pressure on the soil at all points. Using the criterion of dead load plus one-half the live load for the

proposed 3-story structure, we would recommend that the contact stresses beneath the load bearing walls be balanced to within ±300 psf at all points beneath the foundation wall. Isolated interior column pads should be designed for pressures of about 200 psf less than the average of the pressures beneath the load bearing walls.

Stem walls for a shallow foundation system should be designed as a grade beam capable of spanning at least 15 feet. These "grade beams" should be horizontally reinforced both near the top and near the bottom. Major reinforcing should be near the top. The horizontal reinforcement required should be placed continuously around the structure with no gaps or breaks unless specially designed. Additional slant reinforcing (at 45°) should be placed at any step in the foundation walls. Vertical reinforcing will not be required to resist lateral pressures unless the loaded wall exceeds 5 feet in height.

Where floor slabs are used, they may be placed directly on grade or over a compacted gravel blanket of 4 to 6 inches in thickness. Under no circumstances should this gravel pad be allowed to act as a water trap beneath the floor slab. A vapor barrier is recommended beneath any and all floor slabs on grade which will lie below the finished exterior ground surface. All fill placed beneath the interior floor slabs must be compacted to at least 90% of its maximum Proctor dry density, ASTM-D-698.

Any interior, non-load bearing partitions which will be constructed to rest on the floor slab

should be constructed with a minimum space of 1½ inches at either the top or bottom of the wall. The bottom of the wall would be the preferred location for this space. This space will allow for any future potential expansion of the subgrade soils and will prevent damage to the wall and/or roof section above which could be caused by this movement.

Adequate drainage must be provided in the foundation area both during and after construction to prevent the ponding of water. The ground surface around the building should be graded so that surface water will be carried quickly away from the structure. The minimum gradient within 10 feet of the building will depend upon surface landscaping. Bare or paved areas should maintain a minimum gradient of 2%, while landscaped areas should maintain a minimum gradient of 5%. Roof drains must be carried across all backfilled areas and discharged well away from the structure.

A subsurface peripheral drain, including an adequate gravel collector, sand filter and perforated drain pipe, should be constructed around the outside of the building at foundation level. Dry wells should not be used anywhere on this site. The discharge pipe should be given a free gravity outlet to the ground surface. If "daylight" is not available, a sealed sump and pump should be used.

To give the building extra lateral stability and to aid in the rapidity of runoff, all backfill around the building and in utility trenches in the vicinity of the structure should be compacted to at least 90% of its maximum Proctor dry density, ASTM D-698. The native materials encountered on this site may be used for backfilling purposes, if so

desired. All backfill must be compacted to the required density by mechanical means. No water flooding techniques of any type should be used in the placement of fill on this site. The only exception to this would be the components of the peripheral drain.

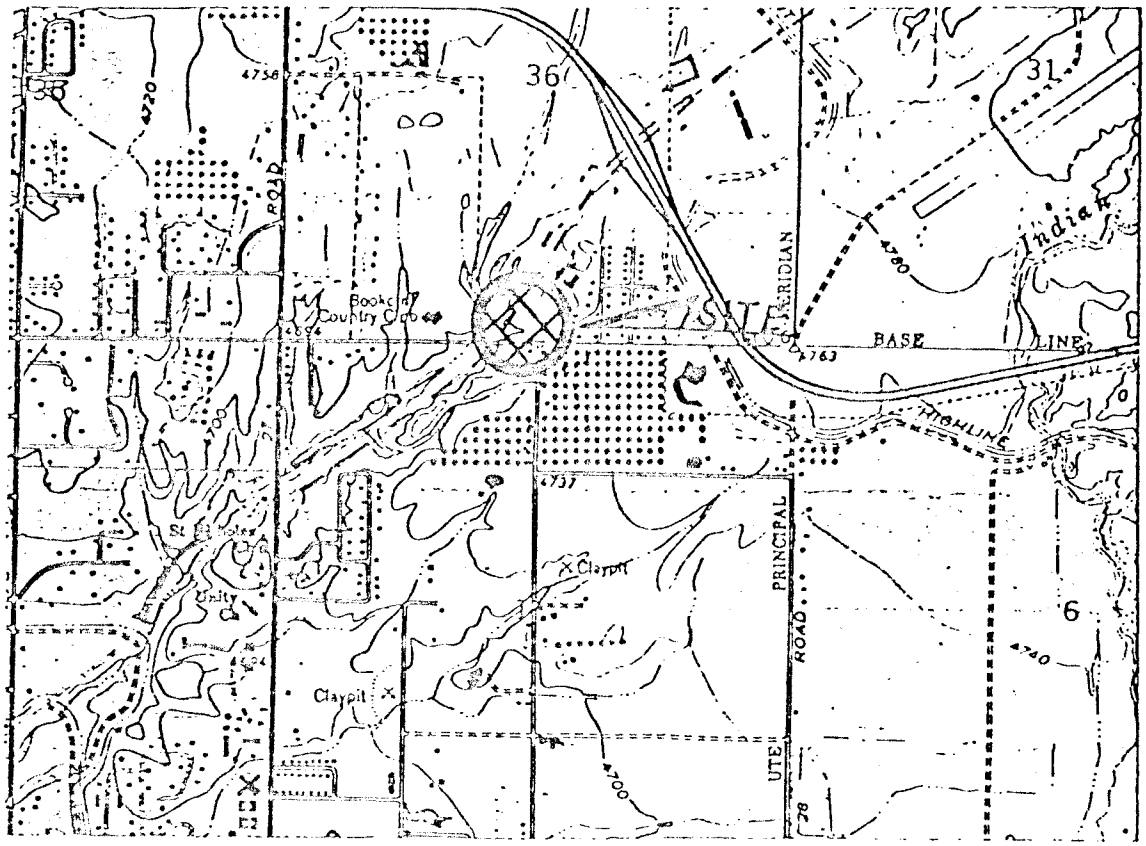
The soils on this site were found to contain sulfates in detrimental quantities. Therefore, a Type II Cement would be recommended in all concrete in contact with the soil. Under no circumstances should calcium chloride ever be added to a Type II Cement. In the event that Type II Cement is difficult to obtain, a Type I Cement may be used, but only if it is protected from the soils by an impermeable membrane.

The open foundation excavation must be inspected prior to the placing of forms and pouring of concrete to establish that adequate design bearing materials have been reached and that no debris, soft spots or areas of unusually low density are located within the foundation region. All fill placed below the foundations must be fully controlled and tested to ensure that adequate densification has occurred.

It is extremely important due to the nature of data obtained by the random sampling of such a heterogeneous material as soil that we be informed of any changes in the subsurface conditions observed during construction from those outlined in the body of this report. Construction personnel should be made familiar with the contents of this report and instructed to relate any differences immediately if encountered.

It is believed that all pertinent points concerning the subsurface soils on this site have been

covered in this report. If questions arise or further information is required, please feel free to contact Lincoln-DeVore at any time.



SCALE

1"=2000'

ADAPTED FROM

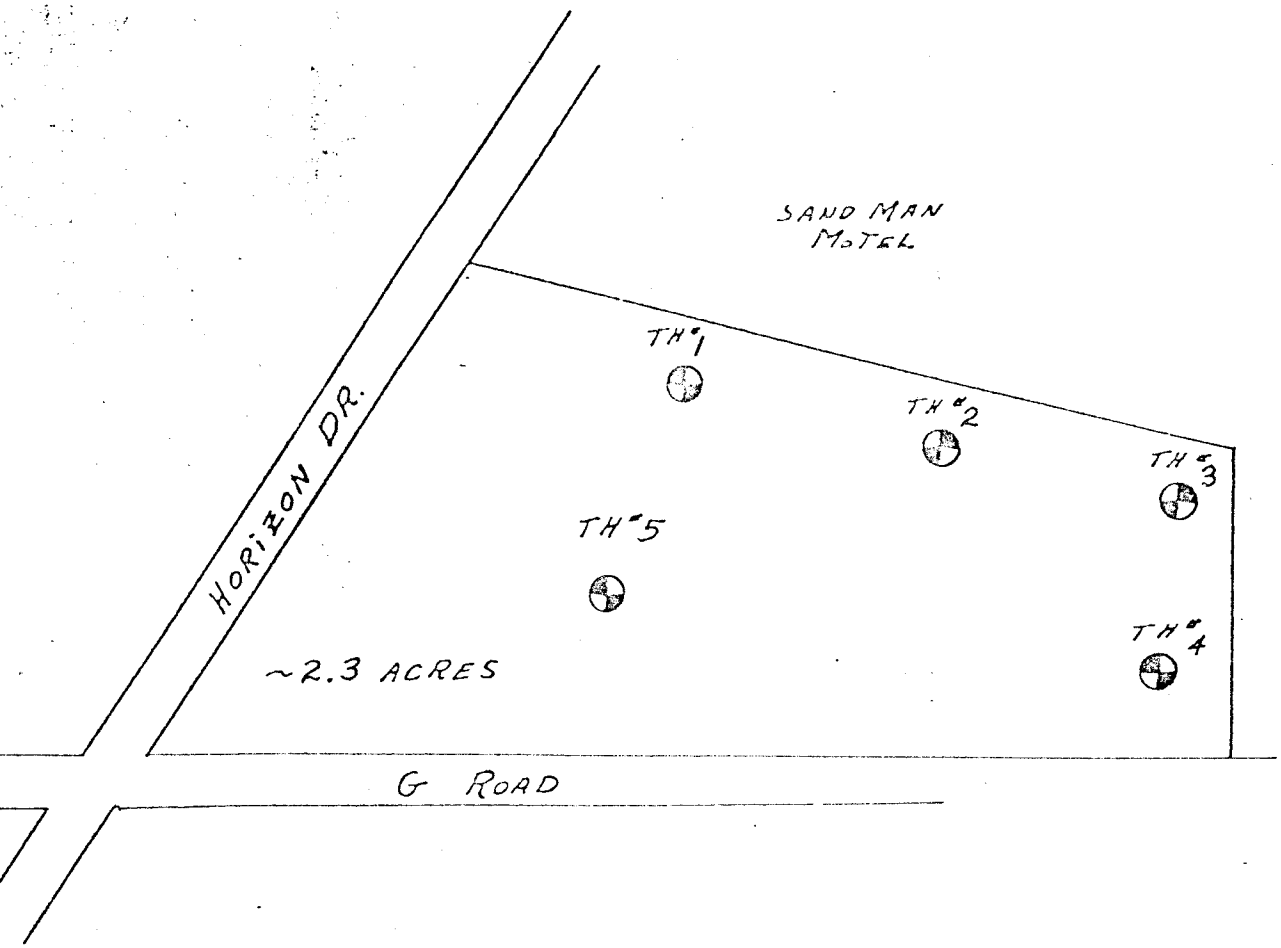
U.S.G.S. 7½' Quadrangles

N

SITE LOCATION MAP

LINCOLN DeVORE ENGINEERS-GEOLOGISTS

COLORADO: COLORADO SPRINGS, PUEBLO, GLENWOOD SPRINGS, GRAND JUNCTION, MONTROSE, WYOMING: ROCK SPRINGS



BUTTOLPH COMMERCIAL SITE
G ROAD & HORIZON DR., G.J., CO.

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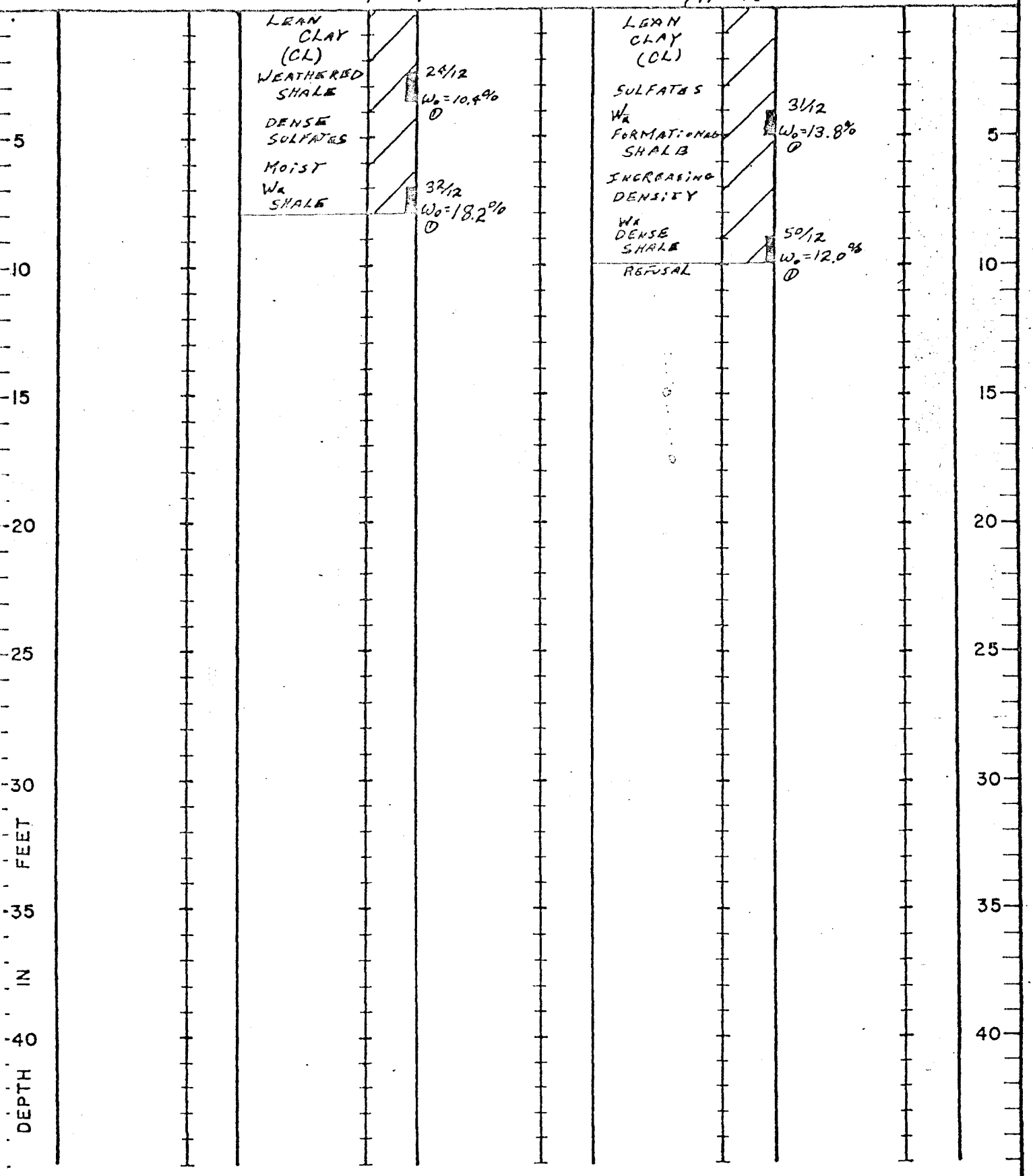
WYOMING: ROCK SPRINGS

TEST HOLE NO.
TOP ELEVATION



DRILLING LOGS

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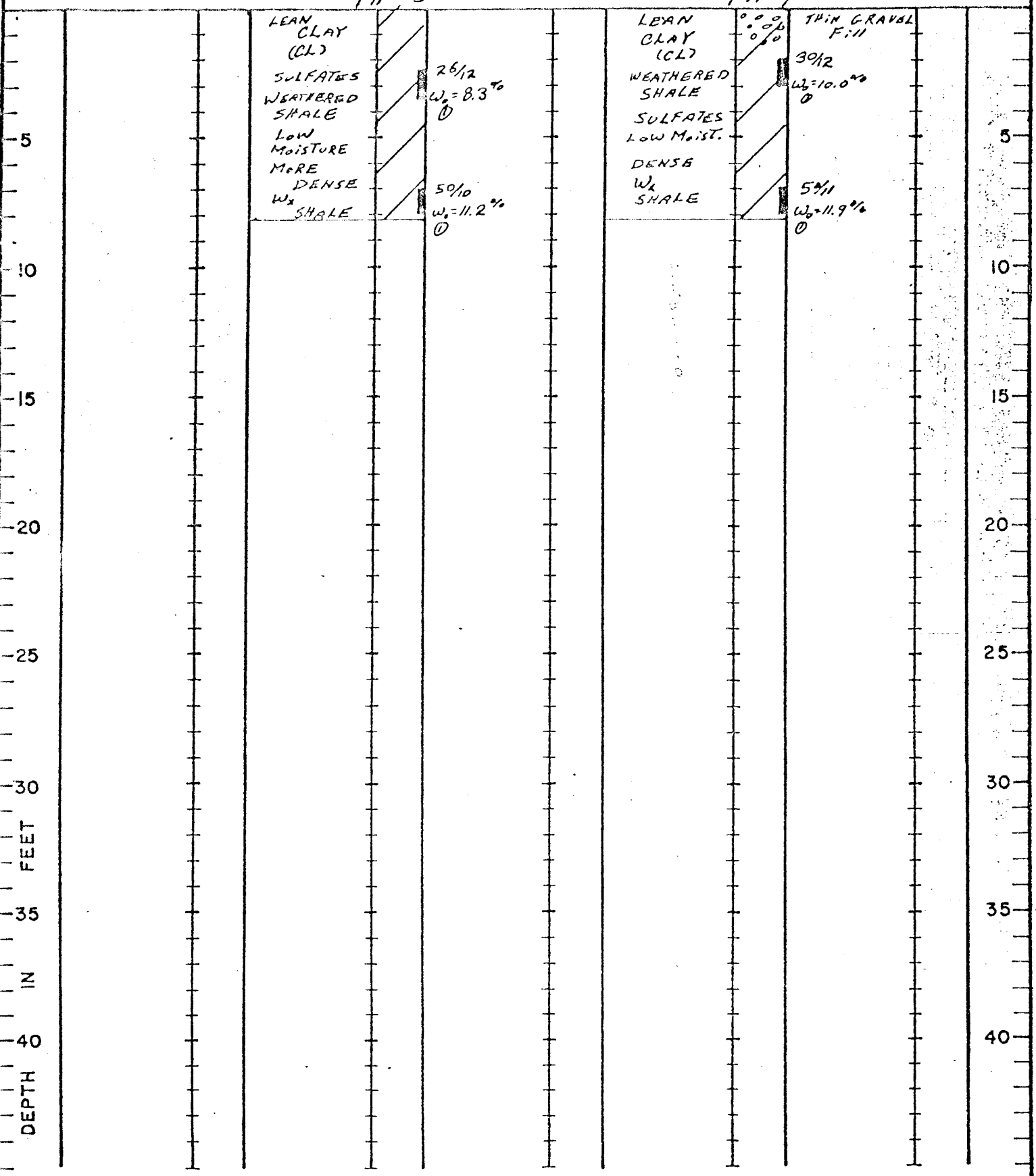
TEST HOLE NO.
TOP ELEVATION

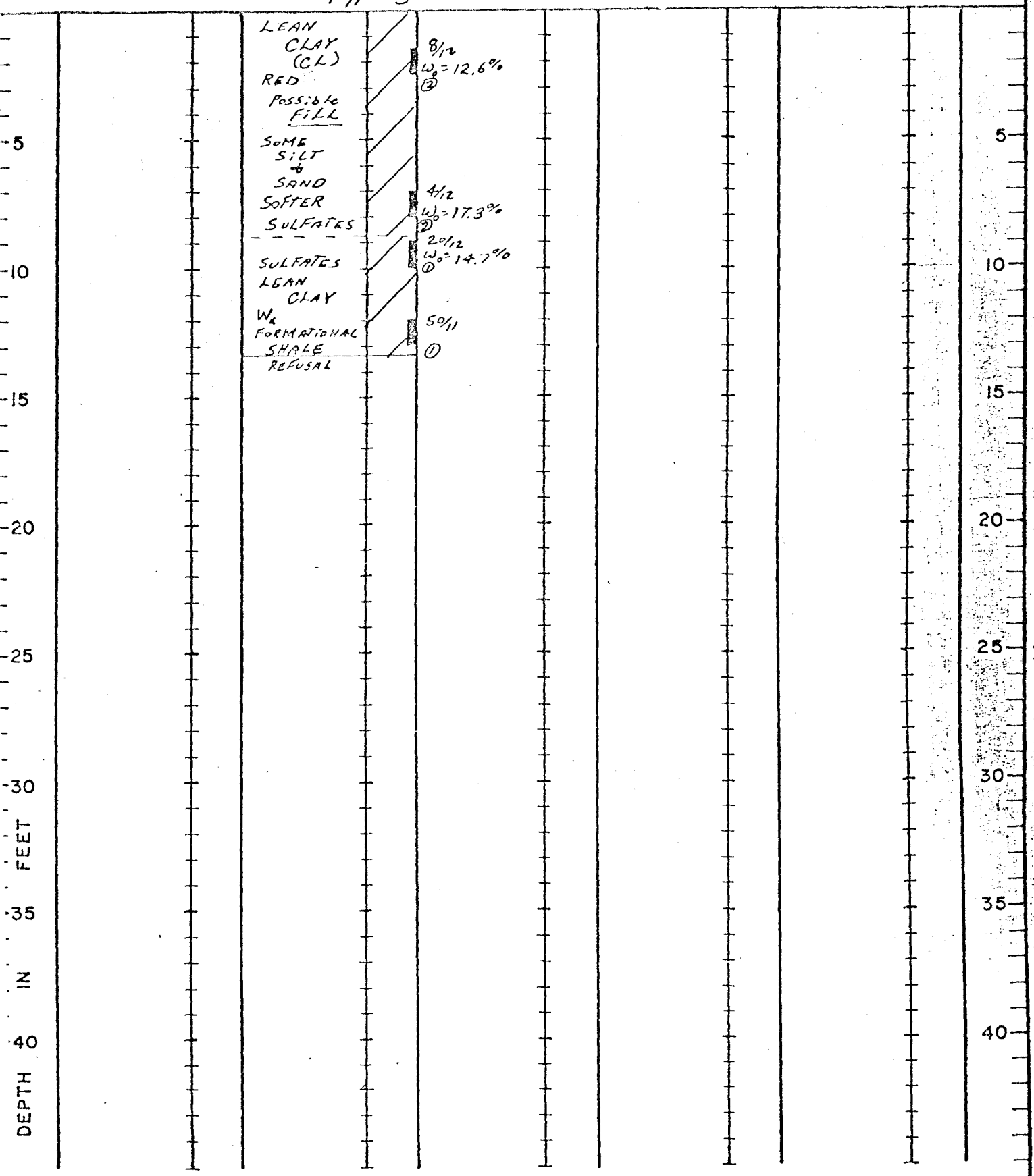


DRILLING LOGS

LINCOLN DeVORE ENGINEERS · GEOLOGISTS

COLORADO: COLORADO SPRINGS, PUEBLO, GLENWOOD SPRINGS, GRAND JUNCTION, MONTROSE, WYOMING: ROCK SPRINGS

TEST HOLE NO. TH # 5
TOP ELEVATION



DRILLING LOGS

LINCOLN DeVORE ENGINEERS · GEOLOGISTS

COLORADO: COLORADO SPRINGS, PUEBLO, GLENWOOD SPRINGS, GRAND JUNCTION, MONTROSE, WYOMING: ROCK SPRINGS

SUMMARY SHEET

Soil Sample LEAN CLAY (CL) Test No. J-2011

Location N.E. CORNER GRAND & HORIZON DR. GJ, CO Date 10-17-80

Boring No. TH #1 Depth 2½' (TYPICAL)

Sample No. SOIL TYPE #1 Test by S.L.W./D.L.W.

Natural Water Content (w) 10.3 %

Specific Gravity (Gs) 2.59 In Place Density (γ_o) _____ pcf

SIEVE ANALYSIS:

Sieve No.	% Passing
1 1/2"	
1"	
3/4"	
1/2"	
4	100
10	97.7
20	94.6
40	92.1
100	86.8
200	80.4

HYDROMETER ANALYSIS:

Grain size (mm)	%
.05	64.5
.02	55.3
.005	31.3

Plastic Limit P.L. 23.6 %

Liquid Limit L. L. 38.5 %

Plasticity Index P.I. 14.9 %

Shrinkage Limit 17.2 %

Flow Index _____

Shrinkage Ratio _____ %

Volumetric Change _____ %

Lineal Shrinkage _____ %

MOISTURE DENSITY: ASTM METHOD

Optimum Moisture Content - w_o _____ %

Maximum Dry Density - γ_d _____ pcf

California Bearing Ratio (av) _____ %

Swell: (FHA) 1 Days 2.1 %

Swell against 819 psf Wo gain 9.4 %

BEARING:

Housel Penetrometer (av) 4000 psf

Unconfined Compression (qu) _____ psf

Plate Bearing: _____ psf

Inches Settlement _____

Consolidation _____ % under _____ psf

PERMEABILITY:

K (at 20°C) _____

Void Ratio _____

Sulfates 2000* ppm.

SOIL ANALYSIS

LINCOLN-DeVORE TESTING LABORATORY
COLORADO SPRINGS, COLORADO

SUMMARY SHEET

Soil Sample LEAN CLAY (CL) Test No. J-2011

Location NE. CORNER G ROAD & HORIZON DR., GJ, CO. Date 10-15-80

Boring No. TH 5 Depth 9'

Sample No. 2 Test by SLW / DLW

Natural Water Content (w) 17.3 %

Specific Gravity (Gs) 2.64 In Place Density (γ_o) _____ pcf

SIEVE ANALYSIS:

Sieve No.	% Passing
1 1/2"	
1"	
3/4"	
1/2"	
4	100
10	98.7
20	97.3
40	96.3
100	83.3
200	65.7

HYDROMETER ANALYSIS:

Grain size (mm)	%
.07	70.7
.02	32.1
.005	12.8

Plastic Limit P.L. 13.7 %

Liquid Limit L. L. 22.5 %

Plasticity Index P.I. 8.8 %

Shrinkage Limit 14.7 %

Flow Index _____

Shrinkage Ratio _____ %

Volumetric Change _____ %

Lineal Shrinkage _____ %

MOISTURE DENSITY: ASTM METHOD

Optimum Moisture Content - w_o _____ %

Maximum Dry Density - γ_d _____ pcf

California Bearing Ratio (av.) _____ %

Swell: _____ Days _____ %

Swell against _____ psf Wo gain _____ %

BEARING:

Housel Penetrometer (av) 1200 @ <4' psf

Unconfined Compression (qu) _____ psf

Plate Bearing: _____ psf

Inches Settlement _____

Consolidation % under psf

PERMEABILITY:

K (at 20°C) _____

Void Ratio _____

Sulfates 2000+ ppm.

SOIL ANALYSIS

LINCOLN-DeVORE TESTING LABORATORY
COLORADO SPRINGS, COLORADO

WESTERN 6 MOTEL

HYDROLOGY

History.

The proposed Western 6 Motel is located at the northeast corner of Horizon Drive and G Road. The area presently drains east to west with surface drainage going into the east ditch along Horizon Drive. There is an existing 12" storm sewer - waste irrigation line on the site. The utility composite shows the location of the pipe.

There are two outside drainage areas which effect the Western 6 Motel parcel of ground. For purposes of discussion the two contributing flows have been labeled Q_1 and Q_2. The flow, Q_1, comes from the area west of Putter Drive and east of the Sandman Motel. The flow goes to the existing 6" P.V.C pipe which goes into the 12" pipe on the Western 6 Motel site at the northeast corner of the site. This 6" P.V.C is utilized both for irrigation waste water and also storm runoff.

The flow, Q_2, comes from the lot immediately east of the proposed Western 6 Motel and west of Putter Drive. This flow presently sheet drains onto the Western 6 Motel site along the east property line. Not only storm runoff but also excess irrigation sheet drains onto the Western 6 Motel site.

Computation Factors

The factors used for computing the runoff from the area are as follows:

T_c = 1Q min.

$I_{2\ year}$ = 1.7in/hr.

$I_{1Q\ year}$ = 2.6 in/hr.

C (Residential) = 0.30

C (Motel) = 0.90

Q = CIA = cubic feet/second

Part of this hydrology report is a copy of the Orthophoto Map Topography, Number 353, Exhibit A. This map has been outlined with the areas effecting the Western 6 Motel site. The area contributing flow Q_1 is 3.20 acres and the area contributing flow Q_2 is 0.73 acres. The area within the Western 6 Motel site is 2.12 acres.

Based on the above information the following runoffs are calculated:

a. Area Q_1

2 year Outside Area 1 (Q_1) $Q_1 = CIA = (0.30)(1.7)(3.2)$

$Q_1 = 1.63$ cfs

10 year Outside Area 1 (Q_1) $Q_1 = CIA = (0.30)(2.6)(3.2)$

$Q_1 = 2.50$ cfs

b. Area Q_2

2 year Outside Area 2 (Q_2) $Q_2 = CIA = (0.30)(1.7)(0.73)$

$Q_2 = 0.37$ cfs

10 year Outside Area 2 (Q_2) $Q_2 = CIA = (0.3)(2.6)(0.73)$

$Q_2 = 0.57$ cfs

c. The storm runoff from the total area of Western 6 Motel is as follows:

2 year Storm : $Q = CIA = (0.90)(1.7)(2.12)$

$= 3.24$ cfs

10 year Storm: $Q = CIA = (0.90)(2.6)(2.12)$

$= 4.96$ cfs

d. The area along G Road and Horizon Drive have been considered to stay within the Road Right-of-way and should be considered with the road improvements being planned.

Storm Runoff Management

Part of this submittal includes a Drainage Plan, Sheet 5 of 5. The plan indicates the contributing flows outside the site and also the on-site flows. The existing 12" P.V.C. pipe along the northern boundary will serve as the storm sewer line for the water coming from area Q_1 and Q_2, together with picking up the runoff from the site. The storm runoff will be managed as follows:

a. The runoff from Q_2 will enter an inlèt behind the retaining wall. The inlet will also pick up seepage water which may accumulate behind the wall. The flow Q_2 will go to MH #1. Pipe sizing as follows:

MH 1 Flowline = 15.5

Inlet 1 Flowline = 16.5

Length from MH 1 to Inlet - 35'

Slope = 2.86%

Given: 12" diameter P.V.C. Pipe

n = 0.010, Slope = 2.86%

Capacity: 7.57 cfs, Mannings EO.

Computed Flow: Q_2 = 0.37 cfs (2 year)

Q_2 = 0.56 cfs (10 year)

Capacity OK for both 2 and 10 year storm.

b. At MH 1, in addition to flow Q_2, flow Q_1 enters. Pipe sizing from MH 1 to Inlet 2 is as follows:

Inlet 2 Flowline: 9.1

MH 1 Flowline: 15.50

Length between MH's = 325'

Slope = 1.97%

Given: 12" diameter P.V.C. Pipe

n = 0.010, Slope = 1.97%

Capacity: 6.46 cfs

Computed Flow: $Q_1 + Q_2 = (1.63) + (0.37) = 2.0$ cfs (2 year)

$Q_1 + Q_2 = (2.50) + (0.57) = 3.07$ cfs

Capacity OK for both 2 year and 10 year storm.

c. At Inlet #2, in addition to flow Q_1 and Q_2, flow Q_A enters Inlet 2. Pipe sizing from Inlet 2 to MH 2 is as follows:

Inlet 2 Flowline: 9.1

MH 2 Flowline: 6.1

Length between Inlet: MH = 40'

Slope = 7.56%

Capacity: 11.36 cfs

Computed Flow:

2 year: $(Q_1 + Q_2) + Q_A = (2.0) + (CIA)$

$= (2.0) + (0.9)(1.7)(0.68)$

$= (2.0) + (1.04)$

$= 3.04$ cfs

10 year: $(Q_1 + Q_2) + Q_A = (2.0) + CIA$

$= (2.0) + (0.9)(2.6)(0.68)$

$= (2.0) + (1.59)$

$= 3.49$ cfs

Capacity OK for both 2 and 10 year storm.

d. At MH 2, in addition to flow from "c" above, an amount of flow will be coming towards MH 2 from Horizon Drive. Pipe sizing from MH 2 to MH 3 is as follows:

MH 2 Flowline: 6.1 (existing)

MH 3 Flowline: 4.7 (existing)

Length: 158'

Slope = 0.89%

Given: 12" diameter P.V.C. Pipe, n = 0.010

Slope = 0.89%

Capacity: 4.23 cfs

Computed Flow: Same as "c" above + Horizon Drive

Capacity at this time is adequate to carry the projected 2 and 10 year storm. With the development of Horizon Drive and the amount of water brought to MH 2 may require relaying of the 12" P.V.C. Pipe.

e. At Inlet 3 located at southwest corner of the parking lot at the front of Building A, the flow from area D is picked up. The pipe sizing between Inlet 3 and MH 3 is as follows:

MH 3 Flowline = 1.5

Inlet 3 Flowline = 4.08

Length = 60'

Slope = 4.30%

Given: 12" diameter P.V.C. Pipe, n= 0.010, Slope = 6.0%

Capacity: 9.80 cfs

Computed Flow: $Q_A = CIA = (0.9)(1.7)(1.17)$

$= 1.79$ cfs (2 year)

$Q_A = CIA = (0.9)(2.6)(1.17)$

$= 2.74$ cfs 10 year

The capacity of the 12" P.V.C. Pipe has an excess of approximately 8 cfs. The additional capacity will adequately handle the irrigation waste water being bypassed from MH 4.

f. Flows Q_B and Q_C will sheet drain from the site onto the Horizon Drive Improvements.

g. The existing 24" CMP running across Horizon Drive is carrying the totals of the above flows. Those flows are as follows:

2 year Total Flow = 4.83 cfs*

10 year Total Flow = 6.33 cfs*

*These flows do not include the irrigation waste water coming from MH 4 or the additional water coming from Horizon Drive, and the amount of flow which will come from G Road after it is developed.

GEOLOGIC INVESTIGATION

WESTERN SIX MOTEL SITE

G ROAD AND HORIZON DRIVE
GRAND JUNCTION, COLORADO

Prepared for: Western Six Motels
P. O. Box 5248
Hacienda Heights,
California 91745

AEA Job # 813645

October, 1981

TABLE OF CONTENTS

LOCATION

The proposed location of the Western Six Motel is on the southwest corner of Horizon Drive and G Road in Grand Junction, Colorado. The 2.3 acre site slopes moderately toward the northwest with a total relief of about 15 feet.

GEOLOGIC FORMATIONS

The surface material of the site is a residual soil developed from the underlying Mancos Formation. The residual soil is an expansive clay which varies in thickness from 1 to 9 feet. Beneath the clay is an unknown thickness of the Mancos Formation of Cretaceous age. The Mancos Formation here consists of a gray to black marine shale.

GEOLOGIC STRUCTURES

There are no known geologic structures in the immediate area of the project site. Beneath the site, the Mancos Shale dips gently at a few degress toward the northeast. The nearest known fault is the inactive Redlands Fault about 7 miles to the southwest.

GROUND WATER

Ground water was not encountered during the soils investigation conducted by others at the project site which explored depths to 14 feet. Based on the topography and geology of the area, ground water is expected to be encountered at depths greater than 50 feet. However, minor amounts of water may be encountered in isolated areas at various depths in fractures and permeable bedding planes in the shale. Such minor flows would be periodic during times of precipitation and local irrigation.

GEOLOGIC HAZARDS

There are no known geologic hazards at the project site related to the geology or topography. Due to the limited drainage area above the site, flooding is considered unlikely.

CONSTRUCTION FACTORS

The soils and shale are considered to be suitable as foundation material for the proposed structure, however, careful consideration should be given to the swelling potential of the material. Although the soils and upper shales may be easily excavated, the sides of deep excavations should be given professional design considerations. Erosion during construction should not be a problem due to the limited drainage area above the project site.

WATER SUPPLY AND DISPOSAL

Water will be supplied by the Ute Water District and will be disposed of by a local system.

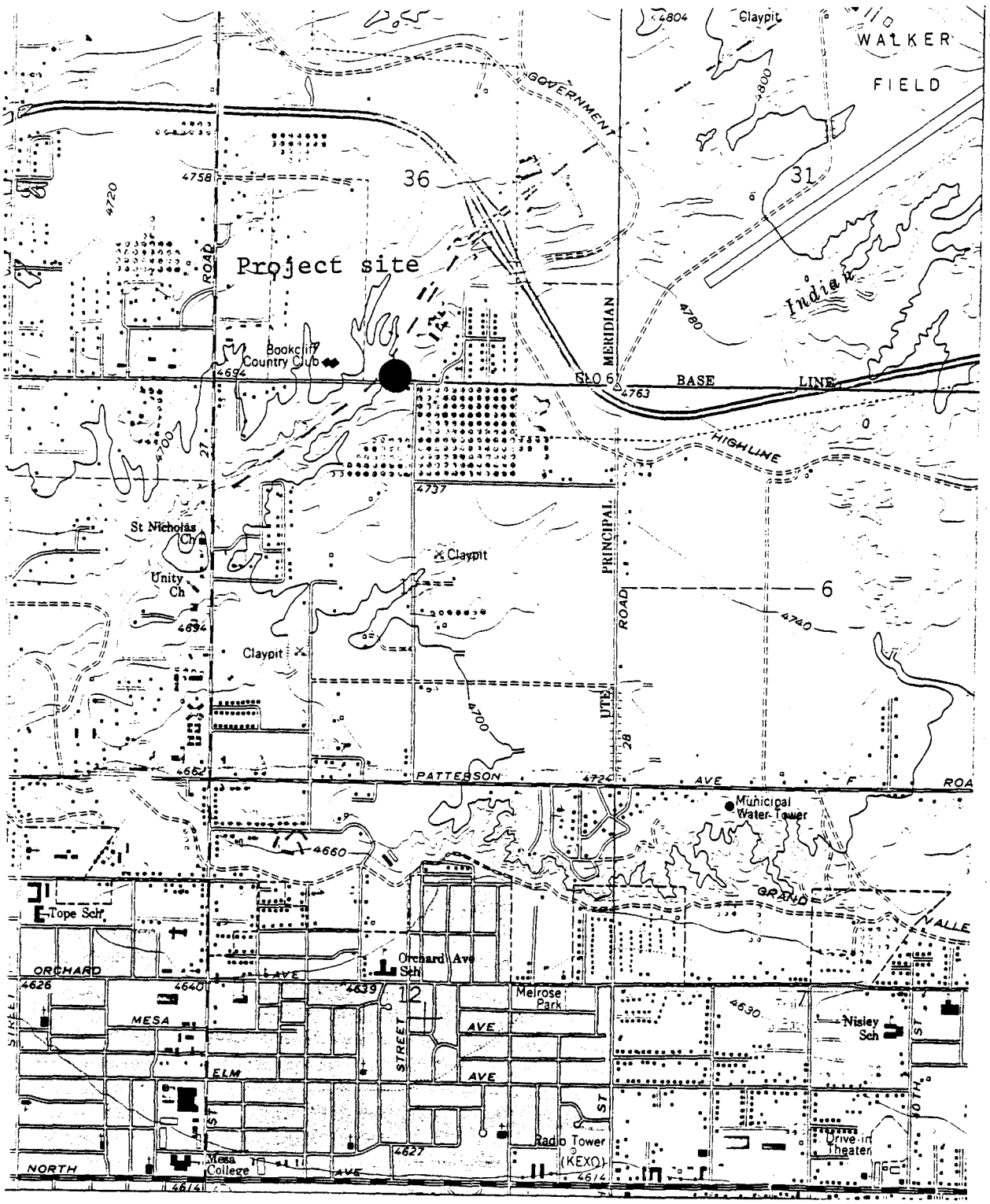
SUMMARY

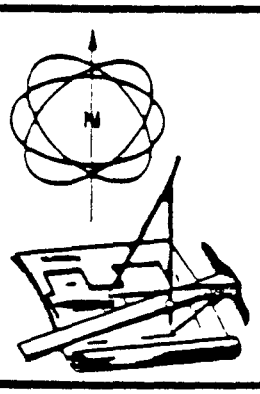
There is no geologic reasons why this development should not be approved. Although there are not any geologic hazards present, careful consideration should be given to the foundation design.

ARMSTRONG & ASSOCIATES, INC.

Jeff Husband
Engineering Geologist

Raymond Hansen, PE
Chief Geotechnical Engineer





ARMSTRONG ENGINEERS and ASSOCIATES, INC.

JOB # 813645

APPR.

DATE 10/9/81

FIGURE 1

Location Map

Western Six Motel

G Road & Horizon Drive

Grand Junction, Colorado

ARMSTRONG & ASSOCIATES, INC.
861 Rood Avenue — Grand Junction, Colorado 81501 — (303) 245-3861

November 23, 1981

Grand Junction Planning Staff
Development Department
559 White Avenue
Grand Junction, CO 81502

Attn.: Bob Golden

Re: File 95-81 - Final Development Plan - Western Six Motel
Job # 813672

Dear Bob:

For your review we are submitting a revised site plan, grading plan, utility plan, landscaping plan and lighting plan for the above referenced project for your review.

The proposed entrance on G Road has been eliminated due to the steep slope from G Road to the parking lot and not adequate distance from the G Road and Horizon Drive intersection.

Listed below are responses to the review sheet comments:

Agency	Response
Ute Water	OK
Transportation Engineer	Additional R.O.W. along G Road has been provided and also R.O.W. for a right turn lane from G Road to Horizon Drive. This has been coordinated with the city engineer and he feels comfortable that adequate R.O.W. is provided. The first two parking stalls by the Horizon Drive entrance have been eliminated. Trash enclosure has been coordinated with Bill Reeves of the Sanitation Department.

	No provisions are made for truck or R.V. parking. The owner is aware that Horizon Drive has not been designed yet and a median cut may not be provided on Horizon Drive.
City Fire Department	The proposed water line has been changed to an 8" looped system. A fire hydrant will be placed near the entrance at Horizon Drive. Discussion with Wes Painter of the Fire Department indicates correct location of fire hydrants and no problem with the elimination of the entrance from G Road.
City Park and Recreation	OK
Mountain Bell	Because of the great grade difference between G Road and the proposed parking lot, a retaining wall will be required at the property line. Because of this obstacle, it is recommended that all lines remain in the Road R.O.W. for this stretch.
City Police Department	The manager will have a full time position. Adequate area lighting is supplied on the building. Locks will be provided for all rooms.
Staff Comments	1. Curb cut dimensions on Horizon Drive are shown on Site Plan. G Road entrance has been eliminated. 2. Trash pick-up has been coordinated with Bill Reeves of the Sanitation Department. 3. Structure setbacks are shown on the Site Plan. 4. Outdoor lighting is on the building roof by flood lights. Lighting is shown on Utility and Lighting Plan.

5. Handicap parking spaces will be designated with standard painted symbol. Handicap parking spaces are dimensioned on Site Plan.
6. A copy of the P.O.A for G Road and Horizon Drive are submitted. The P.O.A. will be executed upon approval of the Final Plan. Additional R.O.W. will be deeded to the city upon approval.
7. Bike racks will not be installed and are not necessary.
8. All construction will be done in a single phase.
9. Adjacent property to the West across Horizon Drive is a Pizza Hut, to the North is Sandman Hotel, to the East residential and to the South is vacant. Zoning of adjacent property is shown on Site Plan.
10. Property owner to North indicates no objection and will work with Western Six.
11. Parking requirements allow one parking space per until One additional parking space is provided.
12. Design of G Road and Horizon Drive has not been completed. City Engineer has indicated the amount of R.O.W. he needs for the design of these roads. The Site Plan showns the R.O.W. requested and will be deeded to the city.
13. Irrigation will be pumped from irrigation waste ditch and will be distributed on site to irrigate landscaping. Irrigation system will be on a timer.

City Engineer

The G Road R.O.W. has been discussed with the city engineer and the proposed R.O.W. shown on the Site Plan has been coordinated

with him. Trash collection has been coordinated with Bill Reeves and the trash enclosure location has been approved.

See hydrology report for drainage study. All drainage from site flows to Horizon Drive. The hillside seep will be collected with drain tile along the back side of the retaining wall. surface drainage will be collected by a drainage ditch at the top of the retaining wall.

Manholes and cleanouts have been added to the 6" lateral sanitary sewer system.

Public Service — Public Service will be contacted for service locations.

I feel all items have been addressed. If you have any questions please call.

Sincerely,

ARMSTRONG & ASSOCIATES, INC.

Arnold L. Hottovy

Arnold Hottovy
Project Engineer

ALH/sm

Encl.

cc: Ron Witney

REVIEW SHEET SUMMARY

FILE NO. 95-81 DUE DATE 10/15/81

ACTIVITY Development in H.O. - Western "6" Motel

PHASE Final ACRES

LOCATION N.E. Corner Horizon Dr. & "G" Road

PETITIONER Ron Whitney - Western 6 Motels

PETITIONER ADDRESS P.O. Box 5248, Hacienda Heights, CA 91745

ENGINEER

OVERALL CONSIDERATIONS

HAS BEEN ADDRESSED	HAS NOT BEEN ADDRESSED	
☐	☐	OVERALL COMPATABILITY
☐	☐	CONSISTENCY
☐	☐	ADJACENT PROPERTY
☐	☐	CHANGE IN THE AREA
☐	☐	TRAFFIC IMPACT

10/19/81

Design for Horizon Drive and G Road has not been determined as of today. Considerations of this should be taken into account.

DATE REC.	AGENCY	COMMENTS
10/7/81	Ute Water	The Ute District would have no objections to the proposed land use at this location. Existing transmission and distribution lines can meet the water requirements. A direct communication will be sent to Mr. Whitney, explaining water service prerequisities.
10/8/81	Transportation Engineer	G Road is classified as a minor arterial (77' R.O.W.). If the existing R.O.W. is only 60' then arrangements should be made for the additional width, there will probably be a right-turn lane from G Rd. onto Horizon Dr. in the N.E. Corner. This has not been designed yet, but it might require more of the corner than is indicated as a probable dedication. The first two parking stalls by the Horizon Dr. entrance should be eliminated to reduce conflicts. Alignment of trash enclosure should be checked with Sanitation Dept.. Will there be any provisions for RV or truck parking? Horizon Dr. has not been designed and there may or may not be a median cut in front of the property.
10/13/81	City Fire Dept.	The Grand Junction Fire Department will approve this final, with the following changes. The proposed 6" water line for looped fire system must be 8 inches. One new hydrant to be located at the entrance off Horizon Drive. The other fire hydrant locations as shown on utilities composit are in the correct location. This will make a total of 3 fire hydrants. The reason for the placement of fire hydrant at entrance off Horizon Drive is that when Horizon Drive becomes a divided 4 land, the hydrant across Horizon Drive will not be accessible. Fire flow requirement 3600 GPM. Hydrants to be installed before construction begins.

DATE REC.	AGENCY	COMMENT
10/14/81	City Parks & Rec.	No problem.
10/14/81	Mountain Bell	We would like to request a 10' utility easement on the south side of this project running parallel to G Rd.. We will need this to place a large telephone closure to serve this area. See plat for desired easements.
10/15/81	City Police Dept.	We are requesting additional information on building security.
10/15/81	Staff Comments SIC	1) Need dimensions for curb cuts on Horizon Drive and G Road. 2) Trash pick-up needs to be coordinated with Bill Reeves Sanitation Supervisor. 3) Setbacks of principal structures need to be designated on plan. 4) Lighting scheme needs to be shown on plan. 5) Handicap parking spaces needs to be designated and dimensioned. 6) P.O.A. need to be provided for G Rd. & Horizon Drive. 7) Bike racks should be provided (if necessary). 8) Does designation of Building "A" & Building "B" indicate phasing of development? If so, we would require a development schedule. Also, what is the uses for each structure? 9) Plan needs to indicate adjacent uses and zoning. 10) Neighborhood imput (if any). 11) Some parking in question. 12) Design for G & Horizon Dr. intersection may affect the setbacks and design, need to verify with C.E., exact proposed design. 13) How is landscaping going to be maintained and irrigated? Project must obtain building permit within 1 year of final approval or be scheduled for a rehearing.
10/16/81	City Engineer Late	What engineer prepared these plans? Access and parking configurations look reasonable. G Road half right-of-way should be increased to 36½' per T.E. ft.. G Road and Horizon Drive intersection is not yet designed. We plan to construct Horizon Drive including that intersection in 1982. The 50 ft. radius at the corner indicated for right-of-way dedication is reasonable with what we know today. Power of attorney should be furnished for full street improvement on both Horizon Drive and G Road. It would be a lot better if the trash enclosure was located close to the G Road entrance so the large trucks wouldn't have to go through the parking lot. The "Grading and Drainage Plan" includes no quantification of flows. Almost the entire site will become hard surface so these flows should be quantified. (submit drainage calculations) How will the hillside seep be controlled? The grading and drainage plan should also show the existing storm drain pipes which have been installed on the site. The proposed "6 inch lateral" sanitary sewer system shown on their property is considered a sewer tap. The City will not be responsible for the 6 inch sewer system. I do suggest they consider cleanouts or manholes at all those sewer intersections and bends to help them not have maintenance problems.
10/19/81	Public Service Late	Electric: No objection to development. Customer to contact PSCo. for point of service. Transformer and meter locations may be different from those shown. THI 10-6-81 Gas: No objection. Customer to contact PSCo. for service locations, may need easements depending on service location. CB 10-8-81.

DATE REC.	AGENCY	COMMENTS
10/21/81		QUIMBY/RINKER PASSED 5-0 A MOTION TO SUBMIT TO CITY COUNCIL FOR CONSIDERATION #95-81, DEVELOPMENT IN H O, WESTERN "6" MOTEL, PETITIONER, RON WHITNEY, LOCATED AT THE NORTHEAST CORNER OF HORIZON DRIVE AND G ROAD, WITH A RECOMMENDATION OF DENIAL OF THIS PROPOSAL AT THIS POINT, WAITING FOR THE DESIGN OF HORIZON DRIVE AND G ROAD, SO THAT WE NO LONGER COMPLICATE THE PROBLEMS WE ARE SEEING IN THAT AREA.

California 6 MOTELS Western 6 MOTELS

Executive Offices:
1156 So. 7th Ave. • P. O. Box 5248 Hacienda Heights, Ca. 91745 • (213) 961-1681

October 23, 1981

Mr. Alex Candelaria
City/County Planning
559 White Ave., Rm. 60
Grand Junction, Colorado 81510

Re: File No. 95-81, Development in HO
Western 6 Motel

Dear Mr. Candelaria:

Following are our comments to the items listed on the review summary sheet dated 10-15-81 for the above referenced project. I have listed the comments by review agency as they appear on the review sheet.

Ute Water;

No comment necessary

Transportation Engineer;

The requirement of a 77 ft. right-of-way on G. Road is in conflict with the original information we received from Engineering as well as the comments made by the City Engineer in a subsequent section of this review summary. The City Engineer has indicated a 33 ft. half right-of-way requirement for G. Road which would only entail a 3 ft. dedication. We could easily accomodate the additional 3 ft. if necessary.

The first two parking stalls by the Horizon Drive entrance can easily be eliminated. Our development plan currently indicates 6 more parking stalls than required.

We will try to have comments on the trash enclosure location before the hearing Tuesday, October 27th.

We have never found a need for RV parking and do not allow truck trailors on premises-tractors only.

City Fire Department;

We can comply with all of their requirements.

City Parks and Recreation;

Mp comment necessary.

Mountain Bell:

We can provide the 10 ft. utility easement on G. Road as requested.

City Police Department:

We have not received a formal request for additional information on the building security but will comply upon receipt.

Staff comments:

1. Proposed curb cuts on Horizon Drive and G. Road are 30 ft. wide.

2. We are currently seeking comments from the Sanitation Department.

3. Setbacks are designated on plan.

4. Lighting scheme is being added to the plan. Due to the timing involved in returning this response, the revised plan will not be included at this time. Our typical parking lot lighting consist of roof mounted lights directed downward to the parking lot. Because of the distance to surrounding properties and streets and the downward direction of light, they are not offensive.

5. Handicap stalls are indicated and dimensioned.

6. P.O.A. will be provided with approval of project.

7. Bike racks are not necessary for this facility.

8. The sole use of both buildings is a motel facility. Both buildings will be constructed as a single phase.

9. Adjacent use and zoning are indicated on the plan and in the impact statement.

10, 11 & 12. No comment necessary.

13. A landscaping scheme has been selected which requires minimum maintenance. A full irrigation system will be installed.

City Engineer:

The plans submitted to date were prepared in-house by Western 6 Motels, We will be contracting with Armstrong & Associates, Inc. to provide engineering services throughout the balance of the project.

Drainage calculations can be provided as necessary.

Public Service:

No comment necessary.

It is our understanding that this project may have to be continued if the right-of-way requirements for G. Road and it's intersection with Horizon Drive have not been determined. If possible, we would like to seek a conditional approval from the Planning Commission. The condition would be that right-of-way concerns be resolved prior to the City Council hearing or the project would have to be continued at that time. This would at least give us an indication of whether or not we can expect approval of the project before expending further time and expense.

Sincerely,

Ron Whitney

RW/tc

CITY OF GRAND JUNCTION, COLORADO

#95-81 Western 6 Motel

MEMORANDUM

Reply Requested
Yes ☐ No ☐

Date
Nov. 2, 1981

To: (From:) Jim Patterson From: (To:) Ron Rish RR

Subject: Horizon Drive and G Road Intersection

Last Thursday I met with Bob Goldin, Jim Bragden and Don Newton concerning the above. After studying the intersection briefly as it relates to the proposed Western 6 Motel on the northeast corner, we agreed on the following. These points of agreement are our best estimate of the situation based on what we know now. Actual design of the intersection and resulting resolution of physical details will not be completed until February, 1982.

This memo is intended as guidance for the development petitioners. We agreed on the following items:

1. My review comments of October 15, 1981, are in error on one point. The 33 ft. half right-of-way specified for G Road is incorrect. G Road is to be designated as a minor arterial in the current Comprehensive Plan, Jim Bragdon and I agree with that designation. This portion of G Road is a designated bikeway on the adopted Bikeway Plan. Therefore, the minimum right-of-way needed will be 77 ft. as per the adopted standard resulting in 38½ ft. half right-of-way. The other review comments stand as written.

2. The proposed driveways shown on the October development submittal are acceptable as to location and size. We did note that the Grading and Drainage Plan shows the G Road driveway at the wrong location.

3. To accommodate turn lanes on the east leg of G Road, the north half right-of-way should be 44 feet wide from Horizon Drive to a point approximately 170 ft. east of the existing property corner at G and Horizon and then should transition in 75 ft. to a half width of 38½ ft. The 38½ ft. half width would then apply to the east end of the property of Western 6 Motel.

4. The above-described 44 ft. offset right-of-way line and the 50 ft. offset right-of-way line on Horizon Drive should be joined with a 50 ft. radius curve. (ie the northeast corner of the intersection) to accommodate right turns. Recent traffic counts show this as the heaviest turning movement in the intersection.

5. The right-of-way for G Road outlined above will not encroach on the proposed parking layout for the motel but it will put the street sidewalk immediately adjacent to the parking lot edge. The submitted Grading and Drainage Plan shows a retaining wall at the southeast corner of the site. It appears the wall will need to be extended westerly to at least the driveway entrance because of the elevation difference between G Road and the proposed motel parking lot.

CITY OF GRAND JUNCTION, COLORADO

MEMORANDUM

Reply Requested
Yes ☐ No ☐

Date
Nov. 2, 1981

To: (From:) Jim Patterson

From: (To:) Ron Rish RPR

Horizon Drive and G Road Intersection (page 2)

The grade difference exists now and the proposed site grading for the motel shows about an additional 2 feet of cut along G Road. If the developer does not provide the retaining wall initially, it will undoubtedly have to be constructed when the G Road and Horizon Drive intersection are improved (tentative Fall, 1982). This would require excavating part of the parking lot and would create additional inconvenience and cost to the property owner. We would of course assess the cost of the wall since it would be to benefit that property.

In light of the above, I recommend the wall be part of the initial construction of the site if this development occurs prior to Fall, 1982.

cc - Jim Bragdon
Bob Goldin
Don Newton
Jim Wysocki
File

REVIEW SHEET SUMMARY

FILE NO. 95-81 DUE DATE 12/14/81

ACTIVITY Development in HO

PHASE Revised Final Plan ACRES

LOCATION N.E. Corner of Horizon Dr. and G Road

PETITIONER Ron Whitney - Western 6 Motels,

PETITIONER ADDRESS P.O. Box 5248, Hacienda Heights, CA 91745

ENGINEER Armstrong Engineers

OVERALL CONSIDERATIONS

HAS BEEN ADDRESSED	HAS NOT BEEN ADDRESSED		
☐	☐	OVERALL COMPATABILITY	With the previous submittal, the use was not in question. This plan looks to incorporate the City's concerns about the intersection which was the major concern for its denial at Grand Junction Planning Commission.
☐	☐	CONSISTENCY	
☐	☐	ADJACENT PROPERTY	
☐	☐	CHANGE IN THE AREA	
☐	☐	TRAFFIC IMPACT	

DATE REC.	AGENCY	COMMENTS
12/3/81	G.J. Police Dept.	What types of locks will be provided for all rooms?
12/10/81	Transportation Engineer	I can appreciate the problems with the elevations along G Road, however, a single access point is not adequate to provide proper traffic circulation and emergency vehicle access to 130 rooms. Another problem with the single access point also exists - there is a possibility that Horizon Drive will have a raised median in this area which would eliminate left turns out of or into the Horizon Drive entrance. This would cause confusion and encourage U-turns.
12/11/81	City Fire Dept.	We have met several times with the representative of this development and have worked out fire protection to our satisfaction. The 8 inch new line connecting to the Ute 18 inch in G Rd. and loop through property to the Ute 10 inch in Horizon Drive should provide adequate water. The three fire hydrants are required installed as to utility composit plan, sheet 3 of 6, 12/1/81, job number 813672. We would recommend that a second means of egress and access for emergency equipment be provided.
12/14/81	City Engineer	Another access should be provided to G Road. Street right-of-way widths are as recommended in my memo of 11/2/81 and discussed with the petitioner. Power-of-attorney should be executed and recorded for street improvements on G Road and Horizon Drive. This intersection will be improved by the City in 1982. As previously stated, I assume that 6 inch sanitary sewer is not a public sewer with the City having any responsibility for maintenance.

Continued on page 2

DATE REC.	AGENCY	COMMENTS
	City Engineer Continued	The PVC pipe proposed for the storm sewers is not in accordance with City specifications. Since portions of the storm sewers are under paved areas a different pipe material must be used at those locations. Hydraulic analysis of storm flows and proposed storm sewer system is accepted. 20 feet wide easements should be provided along all storm sewers. Detailed construction plans for the storm sewer system must be submitted for my review and approval prior to construction. Since anywhere from 6 to 9 feet of vertical difference will exist from the top of the wall to the G Road surface, and since the wall is located right at the property line, it is obvious the wall will have to be heightened when G Road is improved. Will provision be made in the foundation of this wall and at the top interface to accomodate this height extension or will it have to be completely reconstructed due to poor advance planning. The wall design and construction plan details should be submitted to the City Engineer for information since we will need to know what we have to work with when we improve the G Road intersection including this reach of G Road.
12/15/81	Staff Comments	How will landscaping be maintained? Low profile bushies at entry to parcel and what is the groundcover? What type of screening is provided on north side? Need something. Is there a ramp for Handi-capped parking? Is circulation ok per Fire Department for access? Need signage detail prior to Grand Junction Planning Commission public hearing for review What type of screen wall at east end of parcel? Is one access sufficient for 130 units? With lighting detail low level, directional so not to interfer with neighborhood, or adjacent property. Need copy of deed showing dedication of Right of Way prior to building permit. Street improvements to be coordinated with the City Engineer. An additional access on G Road should be provided to insure better circulation for fire and trash pick-up and service trucks. Project must obtain building permit within 1 year of final approval or be scheduled for a rehearing.

Date Review Sheets
Mo. Ball

Mailed review sheet summary to petitioner & engineer. 12/21/81

1/20/82 Minutes of 1/5/82 COMMISSIONER DUNIVENT: "I MAKE A MOTION ON ITEM #95-81 TO RECOMMEND APPROVAL SUBJECT TO ALL COMMENTS."

OFF ... tion sheet

Acres 2.34
Units 130 motel
Density ____

File No. #95-81
Zone H.O.
Tax Parcel Number ____

DEV. IN H.O.

Activity Dev. in H.O. 130 unit motel - Western "6" Motel
Phase ____
Common Location N.E. corner of Horizon Dr & G Rd.

Date Submitted 10/1/81 Date Mailed Out 10/5/81 Date Posted {12/24/81 called 10/16/81 10/19

10 day Review Period Return by 10/15/81 MCC Information Sent ____

Date Adjacent Property Owners Notified of MCPC/GJPC ____ Date Adjacent Property Owners Notitfied of MCC/CIC ____

review agencies

	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	AA	BB	CC	DD	EE	FF	GG
● Development Dept.	•	•	•	X	X	•	•	•	•	•	X	•	•	•	•	•	•	•	•	X	•	X	X	•			•	•			X	•	•
○ County Road	•	•	•	•	•	•		•	•			•	•	•		•	•										•						
○ County Health	•	•	•	•	•	•		•	•		•	•	•														•			•	•		
○ County Surveyor	•	•	•	•	•	•																					•						
○ County Parks/Recreation	•	•	•	•	•	•										•											•						
○ County Engineer	•	•	•	•	•	•		•	•	•	•	•	•	•		•	•										•						
● Transportation Engineer	•	•	•	•	•	•								•		•	•										•						
● City Engineer	•	•	•	•	•	•		•	•	•	•	•	•	•		•	•										•						
● City Utilities	•	•	•	•	•	•				•		•	•	•		•	•										•						
● City Parks/Recreation	•	•	•	•	•	•										•											•						
● City Police Dept.	•	•	•	•	•	•																					•						
○ County Sheriff	•	•	•	•	•	•																					•						
○ Floodplain Administration	•	•	•	•	•	•						•															•						
○ Comprehensive Planning	•	•	•	•	•	•																					•						
○ G.J. Dept. of Energy	•	•	•	•	•	•																					•						
● Fire CITY	•	•	•	•	•	•							•	•		•		•									•			•	•		
● Irrigation G.V.	•	•	•	•	•	•							•	•	•												•			•	•		
● Drainage GJ	•	•	•	•	•	•							•	•	•												•			•	•		
● Water (Ute) Clifton)	•	•	•	•	•	•							•	•					•	•							•			•	•		
○ Sewer	•	•	•	•	•	•							•	•	•												•			•	•		
○ G.V. Rural Power	•	•	•	•	•	•							•														•			•	•		
● Mountain Bell	•	•	•	•	•	•							•														•			•	•		
● Public Service (2 sets)	•	•	•	•	•	•							•														•			•	•		
○ Soil Conservation	•	•	•	•	•	•			•	•				•													•						
○ State Highway Dept.	•	•	•	•	•	•		•	•	•		•	•	•	•		•										•						
○ State Geological	•	•	•	•	•	•		•	•	•				•													•						
○ State Health Dept.	•	•	•	•	•	•		•	•		•	•															•						
○ Transamerica	•	•	•	•	•	•															•			•			•						
○ Water & Power Resources	•	•	•	•	•	•							•														•						
○ Mack, Mesa, Collbran, Palisade, Fruita, DeBeque, G.J., Mesa Cnty.	•	•	•	•	•	•																					•						
○ OTHER:	•	•	•	•	•	•						•		•													•						
● 1 GJPC																																	
● 1 CIC																																	
○																																	

totals

BOARDS

DATE		
10/27/81	GJPC	6-0 Denied
CC	11/18/81	pulled will resubmit
1/5/82	GJPC	Approved - subject to review comments & need for additional R.O.W. on G Rd.
1/20/82	CC	Appr. per staff comments & GJPC recommendations

STAFF

called re: deficiencies - Ron Whitney out-of-town left message to call

Rd. Pre-app. $100.00 (Rec # 144) 9/18/81

Construction will begen within a (1) one year period, if construction isn't underway within that time frame, the project will be revaluated. Set backs will be shown on the plan as per H.O. zone & Written response will be submitted prior to any Public hearing. At least 24 hr. prior.

Open Space Dedication (acreage) ____ 5% O. S. Fee Required $____ Paid Receipt # ____

Recording Fee Required $____ Paid (Date) ____ Date Recorded ____

Date Resolution Mailed ____

City
County 4/28/82 Recorded Quit Claim Deed K-L
Development
Department

ARMSTRONG & ASSOCIATES, INC.
861 Rood Avenue — Grand Junction, Colorado 81501 — (303) 245-3861

December 24, 1981

Grand Junction Planning Commission
and Planning Staff
559 White Avenue, Room 60
Grand Junction, CO 81502

Re: Western 6 Motel - NE Corner Horizon Drive & G Road 95-81
Job # 813672

Dear Commission Members & Staff:

The following is in response to the review comments for the above referenced project:

Agency	Response
Grand Junction Police Dept.	Privacy - Individual keyed locks will be installed for each room and office. Dead bolts will be avoided if possible.
Transportation Engineer	After discussion with the Transportation Engineer, City Engineer and Planning Staff members on December 22, 1981 a common location of a second access along G Road was determined. Four units on the South end of the West building have been deleted to accommodate the access. The City Engineer determined that a grade break can begin 10' South of the North ROW line on G Road. Using this point a 9 to 10% grade was maintained down the access. This solution seems to be the most acceptable solution with maximum traffic circulation and access and minimum amount of construction and design cost.

City Fire Department	Fire hydrants will be installed as indicated on utility composite. Another access is provided, see Transportation Engineer's response.
City Engineer	After a meeting with the City Engineer on December 22, 1981 another acceptable access has been provided along G Road (see Transportation Engineer Response).
	Power of Attorney will be executed for G Road and Horizon Dr. improvements prior to building permit being issued.
	The 6" sanitary sewer system will be privately owned and maintained by the owner.
	All storm sewer pipe will be reinforced concrete pipe except the drain tile behind the retaining wall will remain PVC. Because of a high point at the access drive, an additional inlet will be installed and piped to the storm sewer along the South property line. This extra inlet will pick up drainage south of the buildings and East of the G Road Drive. Hydrology analysis will not be affected greatly because the drainage will go to the same location. Storm sewer construction plans and details will be submitted for approval as per city regulations prior to construction.

The retaining wall will be designed with provisions for height extension when G Road is improved. Another alternative is to work with the City and construct the entire wall to the height of proposed G Road in lieu of future assessments for G Road Improvements. The owner will work with the City of Grand Junction for an agreeable solution. Retaining wall construction plans and details will be submitted for approval prior to construction.

Planning Staff

The existing irrigation ditch at the Southeast corner of the site will be underground to a point approximately 170' West of the East property line where an irrigation holding tank and a timed, pressurized irrigation system will be distributed throughout the site.

Low profile bushes will be placed at the entrances to allow sight clearance.

The Sandman Motel is approximately 5' North of the North parking lot and will act as a natural buffer. Building line is shown on the site plan. Since the parking lot has been put right on the North property line to allow maximum space along G Road, no screening area is allowed on the North side.

A sidewalk ramp for handicapped will be provided to the office and handicapped accessible rooms.

	With the additional access, the circulation is adequate for fire protection.
	Signage details have been submitted with the original submittal. Additional signage plans are submitted. Screen wall on the East property will be a 6' high cedar fence.
	Another access to G Road is being furnished.
	The direction of the lighting will be carefully spotted as not to interfere with residential or adjacent motel use. If required, directional reflectors will be installed.
	Copy of deed showing dedication of Right of Way will be submitted prior to building permit.
	Street improvements have been coordinated with City Engineer.
	Another access to G Road has been provided.
	Building permits will be obtained prior to 1 year of final plan approval.
Mountain Bell	Easements along G Road and Horizon Drive have been added as requested.

Eight copies of revised plan sheets 1 and 2 are submitted for your review. If more are required or additional information is needed, please call as soon as possible.

Sincerely,

ARMSTRONG & ASSOCIATES, INC.

Alois A. Hottovy, PE
Design Director

AAH/sm

Development Department

CITY - COUNTY PLANNING
grand junction-mesa county 559 white ave. rm. 60 grand jct.,colo. 81501
(303) 244-1628

April 30, 1982

To Whom It May Concern:

As reqeusted by Jeff Ollinger, from Armstrong and Associates Inc., the following is a status report of the Western 6 Motel:

On January 20, 1982, the Grand Junction City Council gave a final approval to a request for Development in H.O. to file #95-81. This approval was subject to Grand Junction Planning Commission recommendation, review comments, and staff comments.

If you have any questions pertaining to the above, you may contact this department.

Sincerely,

Alex Candelaria

Alex Candelaria
Staff Planner

AC/vw

xc: File #95-81
Bob Goldin

Western 6' motel

City of Grand Junction, Colorado 81501
250 North Fifth St.

May 18, 1982

Mr. Arnold Hottovy
Armstrong & Associates, Inc.
861 Rood Avenue
Grand Junction, CO 81501

Dear Arn:

Re: Western 6 Motel - G Road and Horizon Drive

As requested, I have reviewed the detailed construction plans for storm sewers and other site work for the above as submitted on April 6, 1982, and have the following comments:

1. Transmitted herewith are prints of drawings showing plan, profile, and typical section for the proposed improvements on G Road as they relate to the wall proposed by your client. The wall should be designed based on these drawings and either(a) should be constructed by your client's contractor prior to our construction of G Road this summer. (We plan to bid the street work in July.) or
(b) could be constructed by the street contractor at the expense of your client. (We would need detailed plans and a temporary construction easement to be furnished to us prior to bidding the street project.)

2. As indicated on the enclosed drawings the City will have curb, gutter and sidewalk and pavement widening installed on your client's G Road frontage for the entire length of the property as part of the Horizon Drive project to be constructed this summer.

3. Standard concrete aprons as per Standard Drawing ST-1 will be provided as part of the Horizon Drive project at the driveway entrance locations shown on your plans. The on-site curbing should end at the back of apron. Please revise your drawings accordingly.

4. There appears to be a mistake concerning elevations shown on your plans for the existing storm sewer manholes in Horizon Drive. Our field survey data vs the elevations shown on your plan sheets follows:

Location	City Survey	Armstrong Plans
S¼ Cor. Sec. 36	4725.23	4725.15
MH 3 Rim	4702.57	08.0
MH3 FL North	4700.33	04.7
MH3 FL West	4694.93	01.5
MH2 Rim	4703.50	09.1
MH2 FL	4700.50	06.1

As you can see, there appears to be a major "bust". You should research this matter and adjust plan elevations and proposed pipe profiles accordingly.

5. Plan sheet 2 shows reinforced concrete pipe and plan sheet 3 shows polyvinyl-chloride pipe for the storm sewers. As stated in planning commission review comments, PVC is not acceptable under paved areas.

6. As stated in planning commission review, 20 ft. wide easements should be provided along the storm sewers for the entire length of the property since these pipes will carry flows from the Partee Heights neighborhood to the east.

7. Add the following note to plan sheets 2 and 3:

   "All construction on the storm sewer system shall be in accordance with City of Grand Junction Standard Details Drawing ST-2 and shall conform to City of Grand Junction 'Standard Specifications for Construction of Waterlines, Sanitary Sewers, Storm Drainage and Irrigation Systems', 1981, and City of Grand Junction General Contract Conditions for Public Works and Utilities Construction GC-37, GC-50 and GC-65."

8. It is understood the on-site sanitary sewer system is considered to be private service connections and the City has no review nor maintenance responsibilities toward those lines. Add the following note to plan sheet 3:

   "The sewer contractor shall contact City Utilities Superintendent, Mr. Ralph Sterry, (244-1568) prior to any disturbance of the existing sanitary sewer including the tie-in at Horizon Drive. Existing sanitary sewer flows shall be maintained at all times."

9. Sheet 2 shows a 12 inch RCP entering Manhole #5 from the north but sheet 3 shows a 4 inch PVC.

10. Although I am not reviewing the landscape plan shown on sheet 4, I offer the following for your consideration:

a. How will those pine trees fare in a few years planted against a relatively high retaining wall?

b. Will not the root system from all those trees, etc., penetrate the joints of the storm sewer especially since the pipe will be fed by relatively frequent irrigation runoff flows? This could become a serious maintenance problem.

When the above comments have been addressed, submit the easements and revised plans for approval prior to construction.

Very truly yours,

Ronald P. Rish

Ronald P. Rish, P.E.
City Engineer

RPR/hm

Enclosure

cc - Bob Goldin
John Kenney
Don Newton
Jim Patterson
Ralph Sterry
File

(file)

City of Grand Junction, Colorado 81501
250 North Fifth St.,

July 27, 1982

Arnold L. Hottovy
Armstrong & Associates, Inc.
861 Rood Avenue
Grand Junction, CO 81501

Dear Arn:

Re: Western 6 Motel - G Road and Horizon Drive

I have reviewed the revised construction plans for storm sewers and other site work for the above as submitted June 30, 1982, and have the following comments:

1. We have reviewed the retaining wall geometry only and take no exception to the geometry proposed.

2. I assume Jim Patterson and Gerry Ashby will be addressing the cost sharing on the wall.

3. The 20 ft. "Utility" easements should be modified as follows. The easements should be "Drainage" easements. The easements shown along G Road are not necessary since you have revised the irrigation return flow routing. However, an easement should be provided across the east edge of the site to accommodate the revised routing. The drainage easements should be recorded prior to City-acceptance of the completed storm sewers. Darrel Lowder of our office should be contacted concerning recording the easements.

4. The driveway entrance to G Road is still shown incorrectly on the plans. The concrete drive apron will be constructed by the City as part of the G Road improvements and will be in accordance with Standard ST-1. Plans sent to you on May 18, 1982, will govern the grades. The centerline of the G Road driveway has back of apron at approximately 40 ft. from centerline of G Road and at elevation 4713.19. The grade from lip of gutter to back of apron is 6%.

The Horizon Drive apron back will be at 47.5 ft. from centerline of Horizon Drive and at elevation 4704.62. The grade from lip of gutter to back of apron is 6.2%.

The elevations and contours shown on your plans should be revised accordingly.

5. I hope it is clear that only those pipes carrying flows through the site from the east (Partee Heights) are considered public storm sewers. All other inlets and pipes are the private property and responsibility of your client.

6. All other review comments of my May 18, 1982, letter have been addressed.

When the above comments have been addressed, submit the appropriate revised plan sheets and at that time consider the storm sewer plans to be approved by this office for construction.

Upon completion of construction, please notify this office to arrange for a final inspection of the completed storm sewer facilities. As is standard policy, City-acceptance of any facilities depends on:

a. Design in accordance with our requirements
b. Construction in accordance with the City-approved design
c. Submission of documented construction test results
d. Submission of mylar-type as-built drawings for the public records
e. Final inspection of completed improvements
f. Recording of drainage easements

Thanks for your continued cooperation.

Very truly yours,

Ronald P. Rish

Ronald P. Rish, P.E.
City Engineer

RPR/hm

cc - Ron Whitney, Western Six Motels
Bob Goldin
John Kenney
Don Newton
Jim Patterson
File

WONDERLANDSCAPING
3162 Patterson Road
Grand Junction, Colorado 81501
Telephone: 303-434-6258

September 23,1982

Western 6

West-Cal Construction Co.
1156 South 7th Ave.
Hacienda Heights, California
91745

Attention: Don Shaeffer
Western 6 Motel- Horizon Dr.
Grand Junction, Colo.

WONDERLANDSCAPING proposes to supply and perform the following materials and labor&bring the following services to 100% completion:

- SPRINKLERS AND SHRUB IRRIGATION
Install a 1 HP submersible irrigation pump into the water supply manhole located at the rear corner of the property.
Install a controller clock in a convienient location near the electrical panel. The controller will automatically control 4 seperate electric valves which will control watering function to 4 independant irrigation lines. (1 impact, 3 drip)
A 1½" PVC mainline will be used to supply the 4 sprinkler laterals.
12 Rainbird Mini-Paws will be used to water the front lawn area. The shrub areas will be irrigated with a low gallonage Roberts Spot-spitter emmiter system.
The lawn and shrub areas will be irrigated, through timed watering applications, to recommended precipitation levels by means of automatic application from the controller clock.

- PLANTS, TREES AND SHRUBS
All greenery provided for these services are chosen for suitable application in the Grand Junction Valley, and are guaranteed to be of a good standand of quality. All of the below listed will be planted in a mixture of peat-moss, wood mulch and local dirt mixture. Trace minerals will be added to the planting areas to ensure strong plant growth, and composted dairry manure will be used to act as the seed cover and fertilizer for the front lawn area. All areas not specified for lawn and the small areas designated for red lava rock will have a red-brown bark to be used as ground cover and as a moisture retention barrier.

12 Cottonwoods
6 Globe Willows
17 Poplars
100 Tam Juniners
100 Blue and Green Pfitzers
20 Crawling vines

All ground and planting areas will be leveled to grade before the application of planting materials.
Clean-up of landscape related debris will be performed on a dailly basis and will be placed at the end of each working day in a designated receptical; or removed from the job site.

WONDERLANDSCAPING warrants that all services will be performed in a competant and proffesional manner in accordance with industry practices. All services, plants, and associated materials are guaranteed to be of customer satisfaction for a period no greater than 1 year from the date of final completion of said services.
WONDERLANDSCAPING PROPOSES THE FOLLOWING AND ABOVE FOR THE TOTAL CONTRACT AMOUNT OF $16000.00. (SIXTEEN THOUSAND DOLLARS) WONDERLANDSCAPING REQUESTS THAT ½ of the contract amount be made available after the commencement of the services to cover the expense of materials and labor, and consideration during the progression of said services for an additional withdrawal from the contract amount may it deem necessary. The remainder to be made available as quickly as possible at the completion of the contracted services. Any changes of the above will be of mutual consent by means of a change order.

THANK YOU
Donald Allgeier
Donald Allgeier
WONDERLANDSCAPING
3162 F Road
Grand Junction, Colo.

D E Schaeffer
ACCEPTANCE OF CONTRACT PROPOSAL DATE

landscaping will be completed in 6 months of today's date 12-1-82
D E Schaeffer For West Cal Const.

AVIGATION EASEMENT

BOOK 1357 PAGE 679

STATE OF COLORADO, COUNTY OF MESA
RECORDED AT 3:38 O'CLOCK P M FEB 18 1982
RECEPTION NO. 1283243 EARL SAWYER, RECORDER

This EASEMENT is made and entered into by and between the WALKER FIELD, COLORADO, PUBLIC AIRPORT AUTHORITY, a body corporate and politic and constituting a political subdivision of the State of Colorado, hereinafter called GRANTEE, and Herrick and Campbell, a general partnership hereinafter, GRANTOR;

WHEREAS, Grantee is the owner and operator of Walker Field Airport situated in the County of Mesa, State of Colorado, and in close proximity to the land of Grantor, and Grantee desires to obtain and preserve for the use and benefit of the public a right of free and unobstructed flight for aircraft landing upon, taking off from, or maneuvering about said airport; and

WHEREAS, Grantor is the owner in fee simple of that certain parcel of land situated in the County of Mesa, State of Colorado, to wit:

NOW, THEREFORE, in consideration of the sum of One Dollar ($1.00) and other good and valuable consideration, the receipt of which is hereby acknowledged the Grantor, for himself, his heirs, administrators, executors, successors and assigns, does hereby grant, bargain, sell and convey unto the Grantee, its successors and assigns, for the use and benefit of the public, an easement and right of way appurtenant to Walker Field Airport, for the passage of all aircraft ("aircraft" being defined for the purposes of this instrument as any device known or hereafter invented, used or designed for navigation or flight in the air) by whomsoever owned and operated, in the navigable airspace above the surface of Grantor's Property to an infinite height above said Grantor's property, together with the right to cause in said airspace such noise and vibrations, smoke, fumes, glare, dust, fuel particles and all other effects that may be caused by the normal operation of aircraft landing at or taking off from or operating at or on said Walker Field Airport, and Grantor hereby waives, remises and releases any right or cause of action which Grantor now has or which Grantor may have in the future against Grantee, its successors and assigns, due to such noise, vibrations, smoke, fumes, glare, dust, fuel particles caused by the normal operation of such aircraft.

FURTHER, Grantor hereby covenants, for and during the life of this easement, that Grantor:

(a) shall not hereafter construct, permit or suffer to maintain upon said land any obstruction that extends into navigable airspace required for use of said airport runway surfaces; (Navigable airspace is defined for the purpose of this instrument as airspace at and above the minimum flight altitudes, including take off and landing, as prescribed in Federal Aviation Administration Federal Air Regulations Part 91, and as such regulations are amended.)

(b) shall not hereafter use or permit or suffer use of said land in such a manner as to create electrical or electronic interference with radio communication or radar operation between the installation upon Walker Field Airport and aircraft, or to make if difficult for flyers to distinguish between airport lights and others or to result in glare in the eyes of flyers using the said airport, or to impair visibility in the vicinity of the airport, or otherwise to endanger the landing, taking off or maneuvering or aircraft.

Grantor agrees the aforesaid covenants and agreements shall run with the land for the benefit of Grantee, its successors and assigns, until said airport shall be abandoned and shall cease to be used for public airport purposes.

IN WITNESS WHEREOF, the Grantor has hereunto set his hand and seal on this 27th day of January, A.D. 1982.

William J. Herrick, Partner

Jack B. Campbell, Partner

STATE OF ~~COLORADO~~ California)
County of Los Angeles) ss:

The foregoing instrument was acknowledged before me this 27 day of January, A.D. 1982, by William J. Herrick & Jack B. Campbell

My Commission expires: Jan. 26, 1984.

Naomi Willis
Notary Public

OFFICIAL SEAL
NAOMI WILLIS
NOTARY PUBLIC - CALIFORNIA
LOS ANGELES COUNTY
My comm. expires JAN 26, 1984

Copies to Airport - Darrel Zander
2-25-82

H95-81