

Table of Contents

File 1981-0097

Project Name: 748 Horizon Drive – Conditional Use in H.O. zone

Date 4/30/02

P	S	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
X		Application form
X		Review Sheets
		Receipts for fees paid for anything
X	X	*Submittal checklist
X	X	*General project report
		Reduced copy of final plans or drawings
		Reduction of assessor's map
		Evidence of title, deeds
X	X	*Mailing list to adjacent property owners
		Public notice cards
		Record of certified mail
X		Legal description
		Appraisal of raw land
		Reduction of any maps – final copy
		*Final reports for drainage and soils (geotechnical reports)
		Other bound or nonbound reports
		Traffic studies
		Individual review comments from agencies
		*Consolidated review comments list
		*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	X	Improvements Agreement – ** - (to be scanned) - 11/3/81
X	X	Review Sheet Summary	X	X	Building Permit Guarantee - ** - (to be scanned)
X		Review Sheets	X	X	Geotechnical Information
X		Gamma Radiation Survey	X		Peak Demand – Data Sheet
X		Request for Treasurer's Certificate of Taxes Due	X	X	Proposed Site - Landscaping and Drainage Swale
X	X	Letter from James Patterson to Planning Dept. re: one access approved – 12/3/81	X	X	South and East Elevation
X		Development Application – 11/2/81			
X		Impact Statement			
X	X	Power of Attorney - **			
X	X	Letter from E.N. Haase, Eng., CO State Dept. of Highways to Laird Smith re: have agreed to an access plan for serving property			
X	X	Planning Commission Minutes - ** - 1/5/82			
X		Public Notice Posting – 11/9/81			
X		Memorandum of Agreement from the Dept. of Highways – 1/7/63			

IMPACT STATEMENT FOR PROPOSED AUTOMOTIVE SERVICE CENTER

The proposed development is for the construction of an automotive service center to be built on an existing vacant lot located on the east side of Horizon Drive directly north of I-70. Such a center would provide specialized mechanical and service work catering mostly to automobiles and light duty trucks.

The reason for choosing this particular site for the proposed development is basically two fold. First, the area north of 12th Street along Horizon Drive to the airport is currently experiencing very rapid growth, especially with office buildings and motels. This means the number of people working and staying in the area is ever increasing and in turn the demand for local services in the area is increasing. An automotive service center at the proposed location would give people working and staying in the area a place to get specialized work done on their vehicles without having to drive out of the area. This would be especially advantageous to the person driving into the area for work who will then be able to drop their car off at the service center, have the work performed during the day, and then pick it back up for the trip home in the evening. Also, any motel guests or traffic off I-70 will be able to take advantage of this service, again without having to drive outside the area.

The second main reason for this particular location is that the proposed owners of the service center are currently the lessee's/operators of Horizon Drive Standard which is the Amoco Station directly across from the Holiday Inn. The lot for which the service center is proposed directly adjoins the Amoco Station on its south property line. Therefore, the service center would be a convenient expansion of the proposed owners existing business and would enable them to provide expanded services to their existing customers beyond those that a service station can provide. It is anticipated that to some degree both businesses would share the same employees with the net increase to be two, possibly three employees, and these would actually be working at the service center.

The actual lot is triangular shaped with an access road and I-70 to its south, Horizon Drive to the west, and as mentioned above the Amoco Station adjoining to the north. Currently the lot is vacant and its area is approximately 16,500 square feet. The proposed building will be a Butler metal building having approximately 2,700 square feet with some small office space and 5 bays for working on vehicles. As presently designed outside the building there would be 11 parking spaces provided.

Access to the property initially will be provided via the existing driveways to the Amoco Station. Also, the access road south of the property currently exists as an unimproved gravel road. It is understood that this road (known as Skyline Court) will eventually be upgraded and access could and probably will be provided off this road at such time that the improvements to it are made.

All utilities are existing in the area with water and sewer in Horizon Drive, and gas and electric along the east side of Horizon Drive. There is existing fire protection within 300 feet of the northwest property corner on the west side of Horizon Drive. However, should the Fire Department determine that further fire protection is needed, an additional fire hydrant will be installed on the property as directed and the owners will enter into an improvement guarantee for the same. Additionally they will also sign a Power of Attorney for future improvements to Horizon Drive.

As for actual construction of the proposed development, it is anticipated that construction will start immediately upon receiving development approvals and upon obtaining a building permit. Length of construction should then take approximately 3-4 months, except for asphalt paving which will have to be done in the spring when the weather permits.

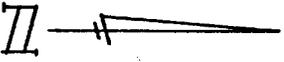
Smith, Laird K. & C. Biggs
c/o Western States Motels
1926 E. Meadowmere
Springfield, MO 65804

Currier, Bruce C.
Western States Motels
1926 E. Meadowmere
Springfield, MO 65804

Skyline Office Park
P.O. Box 2665
Grand Junction, Colorado 81502

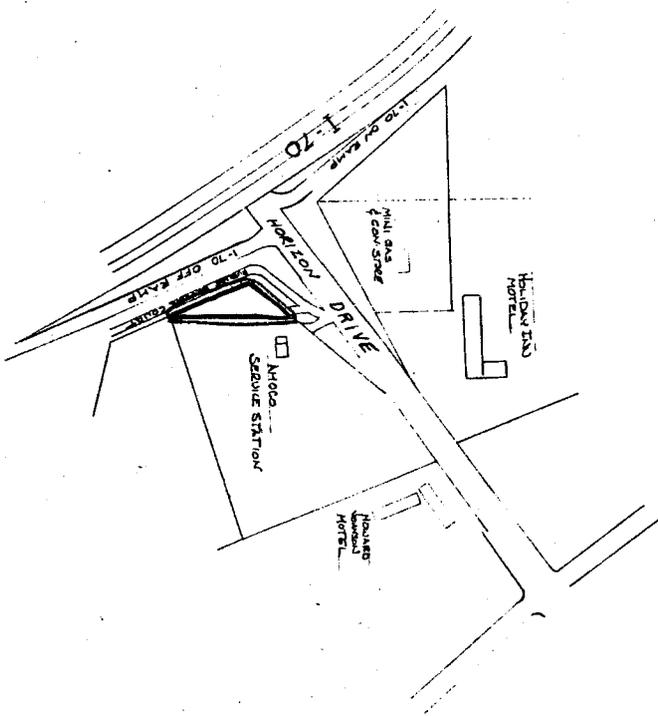
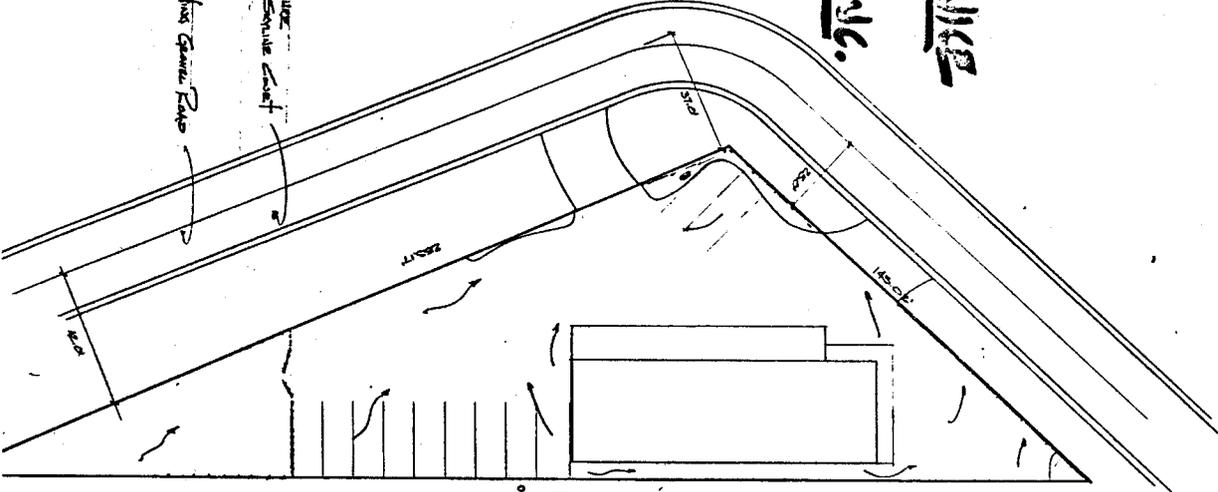
REPERD AUTO SERVICE
CENTER FOR 27. INC.
748 HORIZON DR.

INDICATING TO THE DISTRICT
 THE NEW SPILT RAIL TRACK
 AS SHOWN

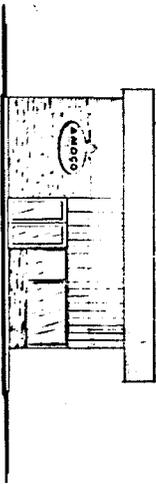
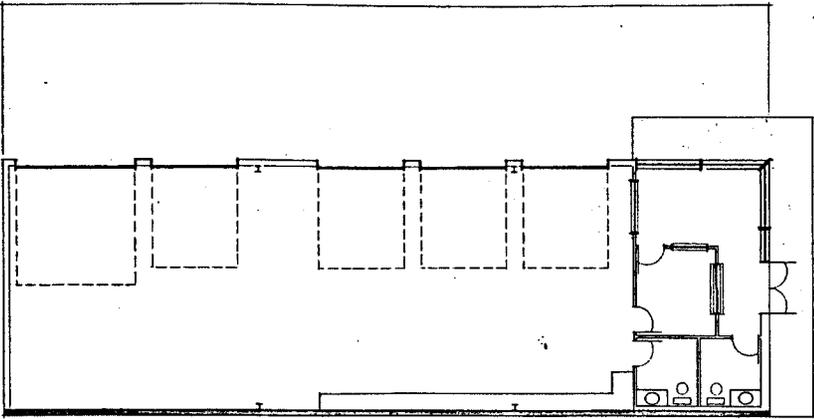


SCALE: 1" = 20' 0"

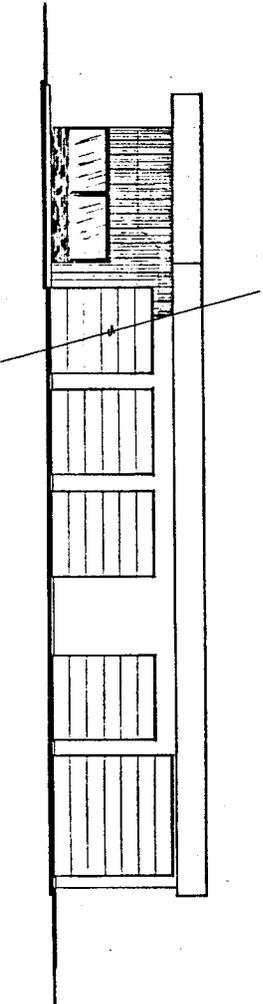
TRYING
 SQUARE CORNER
 SECTION QUARTER RAIL



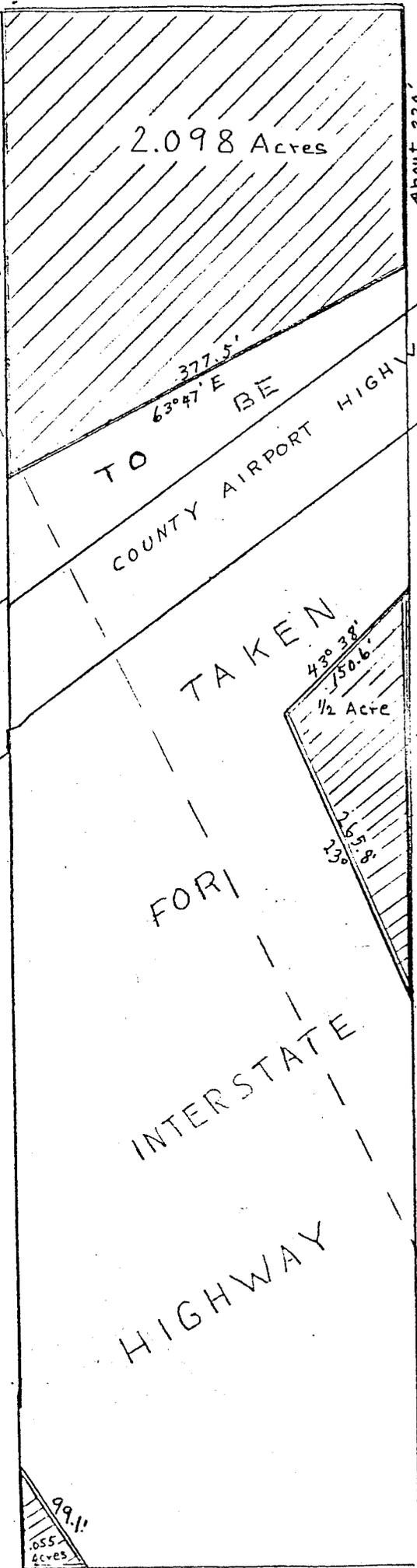
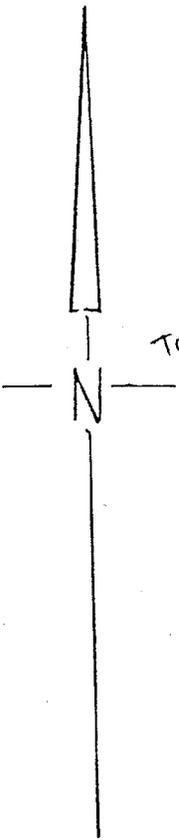
INDICATE AS SHOWN



EAST ELEVATION



SOUTH ELEVATION



2.098 Acres

About 393'

To Be A Fence Line

TO BE TAKEN

COUNTY AIRPORT HIGHWAY

FOR INTERSTATE HIGHWAY

43° 38'

150.6'

1/2 Acre

255.8'

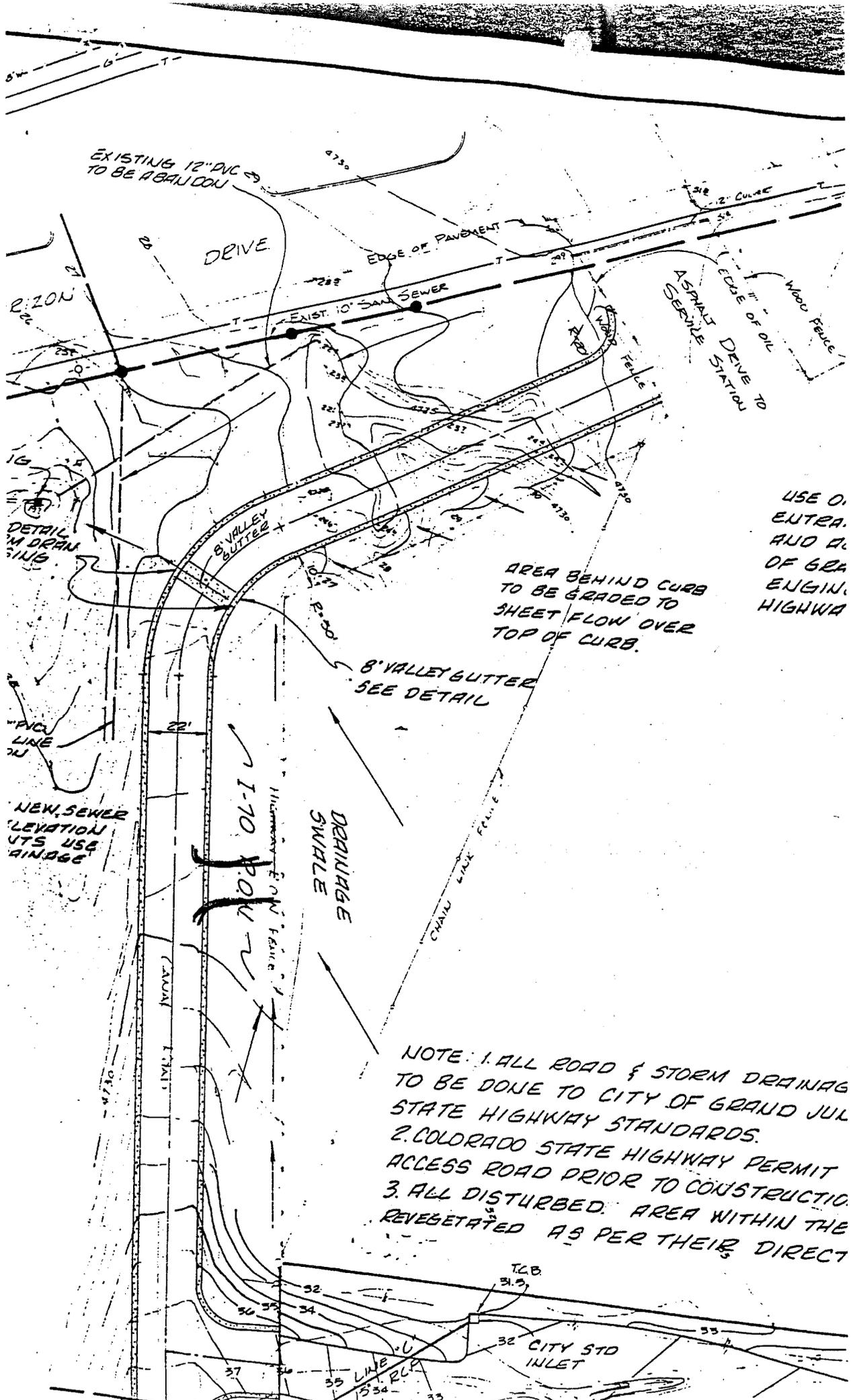
23°

About 345'

Beyond This Line, Access will Be Unlimited

"LINE OF NO ACCESS"

99.1'
.055 Acres



EXISTING 12" CURB
TO BE ABANDONED

DRIVE

EDGE OF PAVEMENT

EXIST. 10" SAN SEWER

ASPHALT DRIVE TO
SEWER STATION

USE OF
ENTRA.
AND PL.
OF GRA.
ENGIN.
HIGHWA

AREA BEHIND CURB
TO BE GRADED TO
SHEET FLOW OVER
TOP OF CURB.

8" VALLEY GUTTER
SEE DETAIL

DRAINAGE
SWALE

NOTE: 1. ALL ROAD & STORM DRAINAGE
TO BE DONE TO CITY OF GRAND JULE
STATE HIGHWAY STANDARDS.
2. COLORADO STATE HIGHWAY PERMIT
ACCESS ROAD PRIOR TO CONSTRUCTION.
3. ALL DISTURBED AREA WITHIN THE
REVEGETATED AS PER THEIR DIRECT

CITY STD
INLET

DETAIL
IN DRAIN
SING

NEW SEWER
ELEVATION
PTS USE
RAINAGE

LINE
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CAV
17.1

LINE
15.34

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12.5

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10 AUTO SERVICE
R FOS Z. Z. INC.
HORIZON DR.

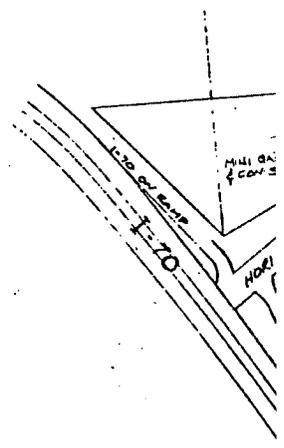
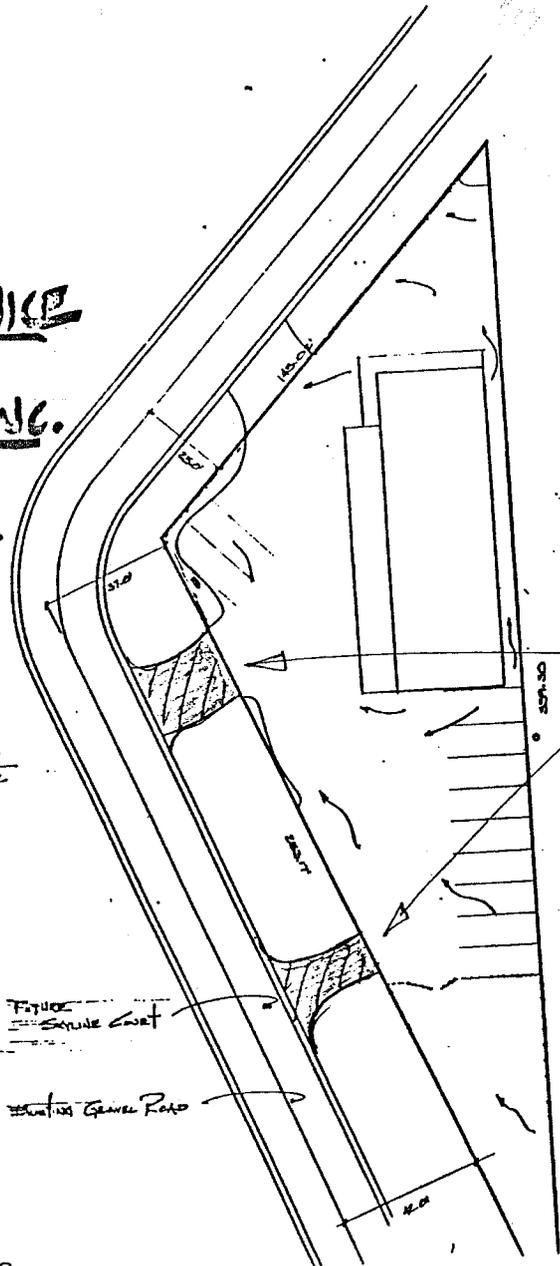
LANDSCAPING TO BE DONE
THIS WITH SPIRIT RAIL FENCE
AS SHOWN



SCALE: 1" = 20' 0"

EXISTING SQUARE COURT

EXISTING GRAVEL ROAD



Approximate location of access p

DRAINAGE TO STREET

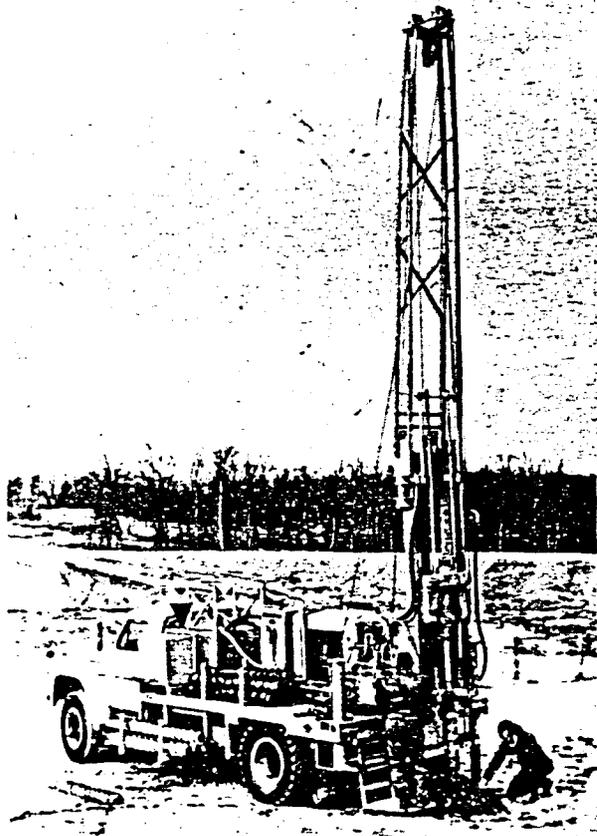
GT GEO TESTING Geotechnical Engineering and Materials Testing **LABORATORIES, INC.**

2 November 1981

CBW Builders, Inc.
2784 Crossroads Blvd.
Grand Junction, Colorado

Zarlingo Property, I-70 and Horizon Drive
Grand Junction, Colorado

Job #4-7



P.O. Box 3142 • 3224 Highway 6 & 24, No. 3 • Grand Junction, Colorado 81502 • 303 - 434-9873

TABLE OF CONTENTS

Introduction	Page 1
Proposed Construction	Page 1
Site Conditions	Page 1
Sub Soils	Page 1
Foundations	Page 2
Floor Slabs	Page 3
Site Grading	Page 3
Paved Areas	Page 3
Wetting of Foundation Soils	Page 4
General Information	Page 4
Appendix	
Geologic Hazards and Mineral Resources	

INTRODUCTION

We made this study to assist in your preliminary determination of the best type and depth of foundation for the structure and design criteria for them. Data from our field and laboratory work are summarized on Figures #1 through #3 and the attached Appendix.

PROPOSED CONSTRUCTION

We understand the proposed structure will be a single story metal building, similar to several in the valley.

For the purpose of our preliminary analyses, we assumed maximum column loads on the order of 10 kips and wall loads of 1 kip/ft.

If final designs vary from these assumptions, we should be advised to permit re-evaluation of our recommendations and conclusions.

SITE CONDITIONS

The site is generally flat lying with slight drainage to the west. Vegetative cover consisted of evenly scattered grasses and a few bushes up to about 2 to 10 feet in height. An existing gas station to the northeast, was observed to be performing satisfactorily from the foundation point of view. No bedrock outcroppings were observed on the site; however, the Highline Canal is nearby to the north and groundwater fluctuations can be expected.

SUB SOILS

Our test hole showed about 2 feet of medium dense, clayey silts over about 12½ feet of soft, wet clayey silts over about

5½ feet of medium hard, weathered Mancos Shale over about 4 feet of very hard Mancos Shale. The Mancos Shale is known to be locally expansive in varying degrees and should be evaluated should you decide upon a drilled pier or driven pile foundation.

Groundwater was encountered at about 5½ feet and could create construction and long term problems due to the extreme fluctuations associated with the use of the nearby Highline Canal.

FOUNDATIONS

We have considered several types of foundations for the proposed building, including spread footings, structural raft, drilled piers, and driven piling. Founding the building with spread footings on the natural medium stiff clayey silts involves a "normal" risk of foundation movement. Founding the building with a structural raft or deep foundation would reduce the risk of foundation movement. We believe considering safety, economy, and the ever present risk of movement involved in any type of foundation, spread footings on the natural medium dense clayey silts would be the most practical. The foundation criteria included herein is for spread footings only. However, should you decide upon a lower risk alternative, such as a structural raft, drilled piers or driven piling, we would be happy to discuss the criteria for them with you.

Spread footings placed below frost depth of about 3 feet should be designed for a maximum soil bearing pressure of 500 psf. Placement of pit run on a commercially available geotextile mat, such as Mirafi 500X, would help to stabilize the soft soils encountered at the site, reduce the susceptibility to frost heaving and increase the allowable bearing pressure to somewhere on the order of 1,500 to 2,000 psf, dependent on the depth of pit run placed over the stabilizing mat. We recommend a minimum depth of fill equal to one footing width.

FLOOR SLABS

We believe the most practical type of floor used in conjunction with spread footing foundations would be a floating slab-on-grade. For slab-on-grade construction, we suggest the following:

1. Place a minimum of 4" of gravel beneath the slab compacted to a minimum of 70% relative density (ASTM D-2049) of 95% of Proctor density (ASTM D-698) whichever applies to the chosen material.
2. Provide moderate slab reinforcement and carry the reinforcement through the interior slab joints, but not to foundation walls or load bearing walls.
3. Omit under slab plumbing. Where such plumbing is unavoidable, pressure test it during construction to minimize the possibility of leaks that result in foundation wetting. Utility trenches should be compacted to a minimum of 95% maximum dry density as determined by ASTM D-698.

SITE GRADING

The site was found to be very soft upon wetting, as witnessed by your Mr. Patterson, and measures should be taken to improve the drainage of surface water away not only from the structure, but also away from any proposed parking areas.

PAVED AREAS

Based on the results of our preliminary field and laboratory studies, we recommend you design for a dynamic bearing ratio of 2 or an R-value of 9.

WETTING OF FOUNDATION SOILS

Wetting of foundation soils always causes some degree of volume change in the soils and should be prevented during and after construction. Methods of doing this include compaction of "impervious" backfill around the structure, provision of an adequate grade for rapid runoff of surface water away from the structure, and discharge of roof downspouts and other water collection systems well beyond the limits of the backfill.

GENERAL INFORMATION

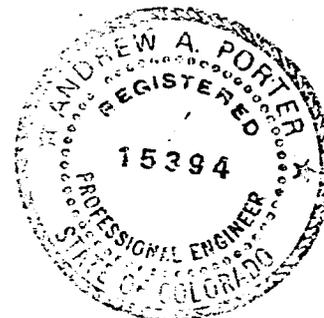
Our exploratory test hole was placed as closely as feasible to the proposed construction in order to obtain a preliminary picture of the sub soil conditions; however, erratic soil conditions may occur across the site. If such conditions are found in exposed excavations, it is advisable that we be notified to observe the conditions in the foundation excavation.

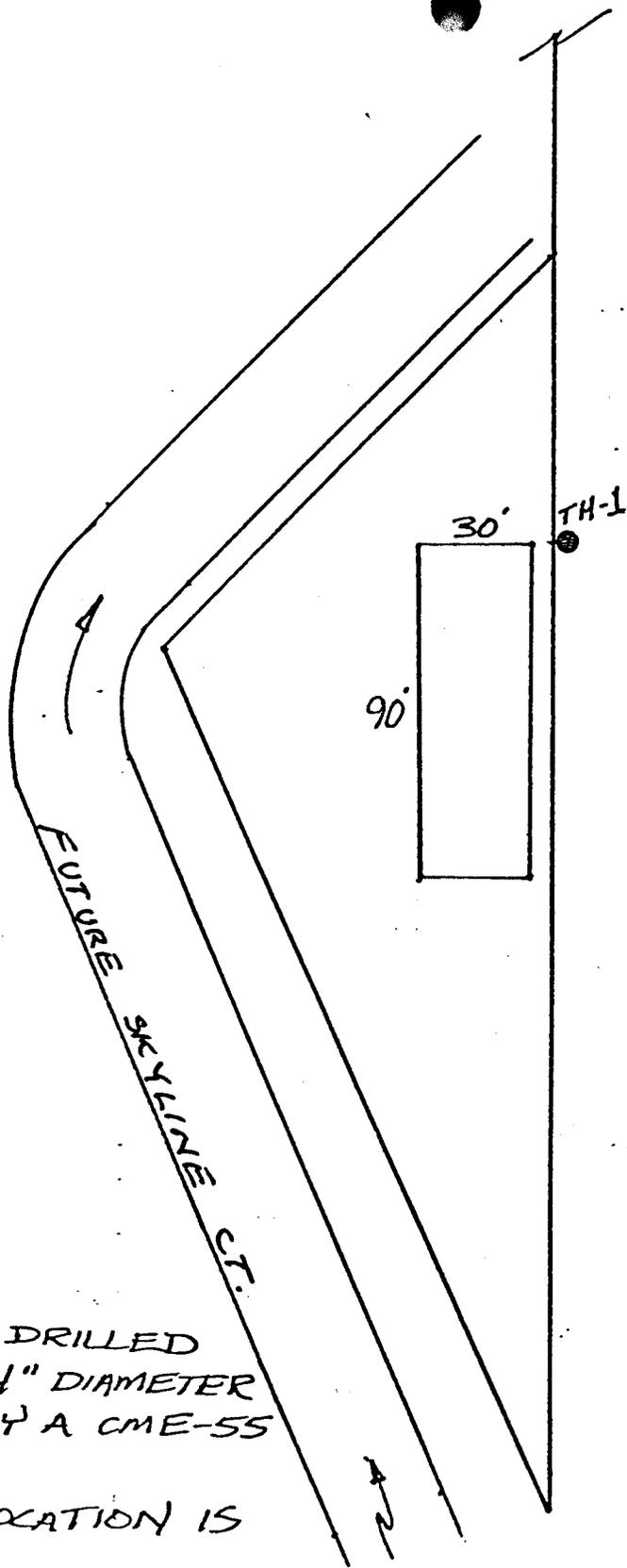
GEO TESTING LABORATORIES, INC.

Andrew A. Porter

Andrew A. Porter, P.E.
President

AAP/kr





NOTES:

- 1) THIS TEST HOLE WAS DRILLED ON 10-28-81 USING 4" DIAMETER AUGER POWERED BY A CME-55 DRILL RIG.
- 2) THIS TEST HOLE LOCATION IS APPROXIMATE.

GILGEO TESTING
Geotechnical Engineering and Materials Testing
LABORATORIES, INC.
 EARLINGO PROPERTY
 LOCATION OF TEST HOLES

CBW-9064-7 Fig.

TH-

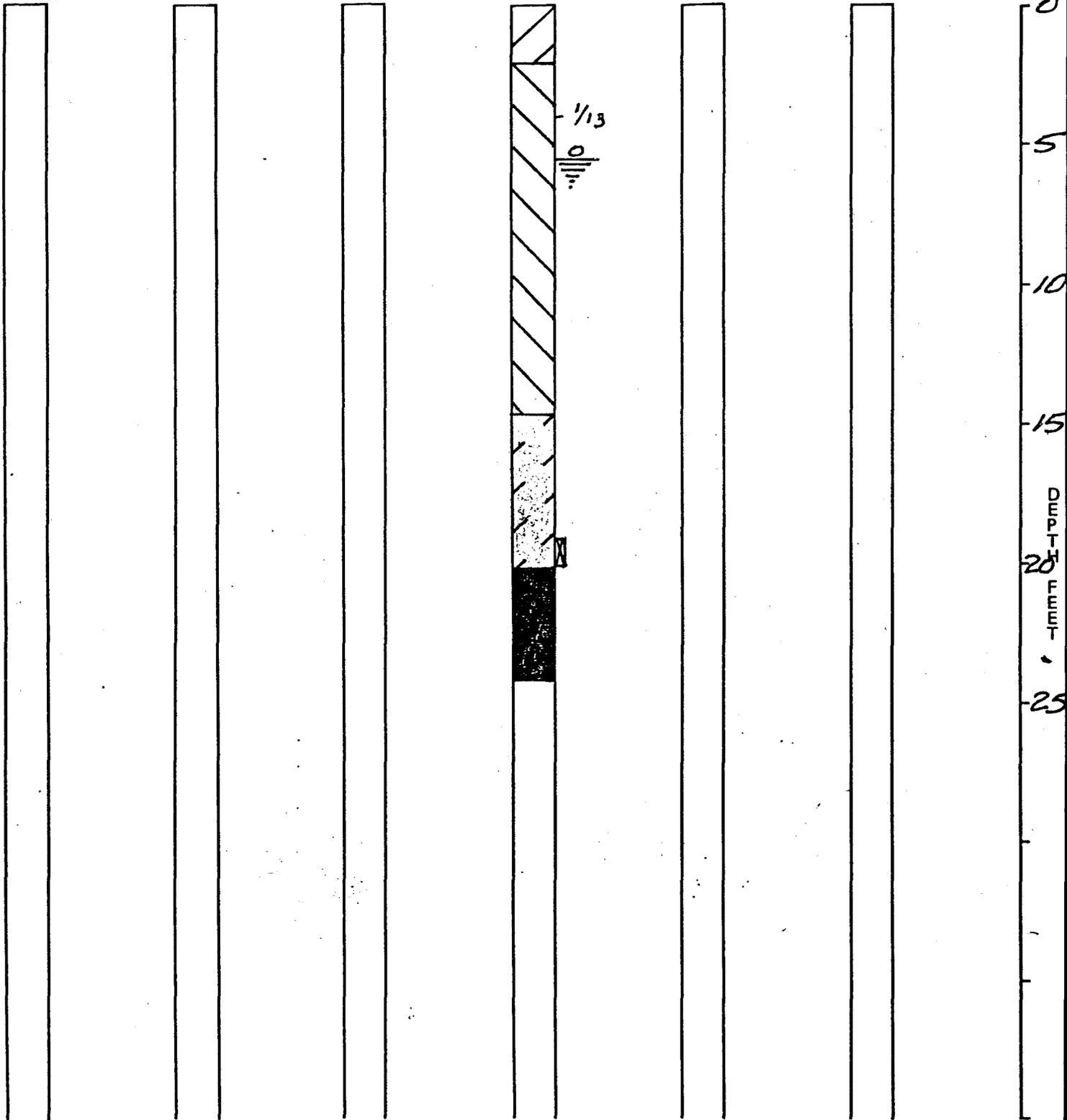
TH-

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TH- 1

TH-

TH-



GI GEO TESTING
Geotechnical Engineering and Materials Testing
LABORATORIES, INC.
Earlings Property
SUMMARY LOGS OF TESTS AND TEST HOLES

CBW-9064-7 Fig. 2

-  CL, CL-CH, CH
CLAY, medium stiff to very stiff
-  CL, CL-CH, CH
CLAY, soft to very soft
-  SP, SW, SP-SW, SP-SC, SP-SM, SW-SC, SW-SM
SAND, medium to very dense, clean to slightly dirty
-  SP, SW, SP-SW, SP-SC, SP-SM, SW-SC, SW-SM
SAND, loose to medium dense, clean to slightly dirty
-  SC, SC-SM
SAND, clayey, ~~loose to medium~~ *dense very* dense
-  SC, SC-SM
SAND, clayey loose to medium dense
-  ML, ML-CL
SILT, dense to very dense
-  ML, ML-CL
SILT, loose to medium dense
-  SM, SM-SC
SAND, silty, dense to very dense
-  SM, SM-SC
SAND, silty, loose to medium dense
-  GW-SW, GP-SP, GW, GP, SW-GW, SP-GP, GW-GC, GW-GM
GRAVEL and SAND, clean to slightly dirty, dense to very dense
-  GRAVEL and SAND, clean, loose to medium dense
-  GC-CL, GC
GRAVEL and SAND, very clayey, dense to very dense
-  GC-CL, GC
GRAVEL and SAND, very clayey, loose to medium dense
-  GM-ML
GRAVEL and SAND, very silty, dense to very dense
-  GM-ML
GRAVEL and SAND, very silty, loose to medium dense
-  CL-CH, CH, CL
CLAY (highly weathered claystone) or SHALE
-  SP, SM, SC, SW
SAND (highly weathered sandstone)
-  CLAYSTONE or SHALE firm to medium hard
-  SANDSTONE, firm to medium hard

-  SANDSTONE, CLAYSTONE, SHALE, or SILTSTONE, hard to very hard
-  CLAYSTONE, SHALE, or SILTSTONE, layered, firm to medium hard
-  SILTSTONE, firm to medium hard
-  CONCRETE or ASPHALT PAVING and BASECOURSE, etc.
-  TOPSOIL
-  FILL, man made, loose or unknown
-  FILL, man made, dense, controlled
-  GRANITE or similar hard competent rock
-  Gradual change in materials. Exact strata change not located.
-  Undisturbed sample taken by Shelby, Denison, Pitcher, etc.
-  Indicates practical Rig Refusal. More than one such symbol indicated depth in adjacent hole attempted at same location

-  Free water level and number of days after drilling that measurement was taken.
- 9/12 Indicated that 9 blows of a 140 pound hammer falling 30 inches were required to drive a 2-inch diameter sample 12 inches.
- WC = Water content percent
- DD = Dry density, PCF
- UC = Unconfined compression strength, PSF
- LL = Liquid limit, percent
- PI = Plasticity index, percent
- SS = Shear Stress, direct shear, torvane, etc. PSF
- 200 = Percent passing number 200 sieve

SCOPE OF REPORT

This report presents the results of our engineering geologic investigation of the "Zarlingo" property. It is our understanding that the property is for commercial development.

The objectives of this investigation are, 1) to determine and evaluate general engineering geologic conditions on the property, and 2) to formulate preliminary opinions on the impact of those conditions on site development.

This report is limited to and addresses existing or potential hazards related to localized geologic conditions and existing or potential mineral resources that may be present within the boundaries of the subject land parcel. This report complies with the provisions of House Bill 1041, also known as "The Land Use Bill," Chapter 106, Colorado Revised Statutes 1963, as amended, in identifying and assessing geological hazards and mineral resources and recommending proper methods of development in areas proposed for development.

Special publication No. 6 of The Colorado Geological Survey, entitled "Guidelines and Criteria for Identification and Land-Use Controls of Geologic Hazards and Mineral Resource Areas" served as an able reference and guide in the conduct of our investigation and preparation of this report. This report addresses those subjects listed in Special Publication No. 6, but is not limited to those subjects.

INTRODUCTION

The proposed conditional use development of approximately .385 acres now known as the "Zarlingo" property, is located approximately three and one-half miles northeast of downtown Grand Junction, north of I-70 and bounded on the south by Interstate off-ramp

to the regional airport known as Walker Field. More specifically, the subject property is located in a part of:

SE Corner of SE $\frac{1}{4}$ of
SW $\frac{1}{4}$ of NE $\frac{1}{4}$ of Sec 36,
T1N, R1W of the Ute PM,
Mesa County CO

GENERAL GEOLOGY

The Zarlingo property is located in the Grand Valley, a broad, east-west trending valley situated between the Uncompahgre Plateau and the Bookcliffs.

Structurally, the Grand Valley lies at the southern margin of the Piceance Creek Basin, a broad, inter-montaine, depositional basin trending northwest-southeast and formed during the late Cretaceous (Laramide) time.

The Colorado River has eroded the Grand Valley to expose bedrock of Mancos Shale (Cretaceous age) in many parts of the valley. Unconsolidated surficial deposits of Quaternary age (Pinedale and Bull Lake age) cover the valley where Mancos is not exposed. These gravels, alluviums and loess deposits cover the bedrock with thicknesses varying from a few feet to generally no more than 50 feet.

The area studied in this report is underlain by Mancos Shale. No bedrock outcrops were observed during the field examination. Soil cover is well developed and is composed of silt and clay.

FINDINGS

The field inspection was conducted in late October, 1981. At this time there was no snow cover. Findings and conclusions follow:

1. The property is relatively flat-lying. Accordingly, no soil or ground movement due to steep slopes is expected.
2. Shallow ground water conditions may be encountered on this property. The area appears to be slightly drained to the west and with no nearby irrigated farmland or pasture in present use, this potential problem should be of minimal concern; however, the Highline Canal is nearby to the north and should be considered.
3. The clays and claystones composing and derived from the Mancos Shale are known to be locally expansive. In the Grand Valley area this can be a serious problem affecting some development. Because of the degree of soil development on the Zarlingo property, it is believed that expansive soils will not be a problem. It is recommended however, that tests be performed to evaluate this potential problem.
4. The property contains no commercially exploitable mineral resources under current and foreseeable economic conditions. Also, there is no natural radiation hazard on the property.

In recent years there has been an increase in oil and gas drilling activity in the region. Targets for this production are paleozoic formations at considerable depths. Considering the relatively small size of the subject property and the impracticalities of large scale drilling in commercial areas, the potential oil and gas resources of the areas pose little impact on the proposed development.

5. There appears to be no flood hazard in the area.

SUMMARY AND CONCLUSIONS

In summary, no geological hazards, with the exception of possible high ground water conditions due to infiltration from the Highline Canal, exist on the subject property. No mineral resources have been identified at current or foreseeable economic conditions.

The opinions, recommendations and conclusions presented in this report are based primarily on a field reconnaissance of the property. Evaluation of technical information gathered, an understanding of the proposed construction and general experience in geological engineering also contribute to this report.

This investigation should be augmented by appropriate subsurface investigations including drilling of test holes, laboratory testing of representative soil samples, analyses at each proposed construction site and any other detailed investigation that would provide specific criteria for building design. These tests should be performed by qualified engineers.

No guarantee is made regarding the performance of the proposed development in any respect; only that the geological engineering judgements rendered in the report meet the standards of the profession.

December 3, 1981

Planning Department

Attention: Alex
File #97-81

Request for Conditional Use in H.O. Zone.
Final Phase
Location: 748 Horizon Drive
Petitioner: C.B.W. Builders, Inc.
2784 Crossroads Blvd.
242-3517

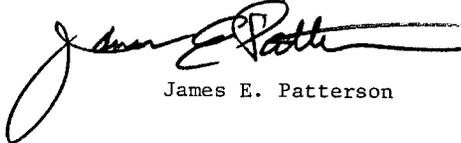
Alex,

I finally received the review comment from the Colorado State Highway Department.

They approved one access to the site from the I-70 right-of-way. You asked me for a letter from C.S.H.D. as to who would maintain the access road. I called Ed Gebardt (Highway Access) and asked him for a letter. Ed said the road was on highway right-of-way and that he was too busy to write letters to the City when everyone knows the land in question belongs to the Highway Department.

Enclosed is a copy of his review comment.

Sincerely,

A handwritten signature in black ink, appearing to read "James E. Patterson". The signature is fluid and cursive, with a large initial "J" and a long horizontal stroke extending to the right.

James E. Patterson



COLORADO STATE DEPARTMENT OF HIGHWAYS
DIVISION OF HIGHWAYS

January 7, 1982

Dev. m.H.O.

Mr. Laird K. Smith
1702 North 18th Street
Grand Junction, CO 81501

Dear Mr. Smith:

As a result of our meeting on January 7, 1982 we have agreed to an access plan for serving your property located in the north-west quadrant of the I-70 interchange at Horizon Drive. Your access will be as depicted on the attached drawings. Until the Canal Road is improved as required of the developer of the Skyline office building, access will be to the existing Canal Road. At no time during reconstruction of the Canal Road will we allow your access to be interrupted.

We have agreed to two driveways off of the Canal Road as depicted on the attached drawing.

I presume this answers the concerns registered in Mr. Turner's December 11th letter to me.

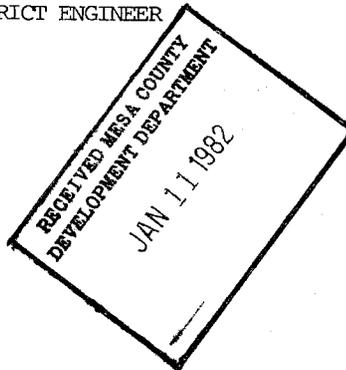
Thank you for taking the time to meet with us.

Very truly yours,

E. N. HAASE
CHIEF ENGINEER

BY *R. A. Prosenice*
R. A. PROSENICE
DISTRICT ENGINEER

RAP:lmw
XC: Warren L. Turner
Clinton A. Biggs
Gebhardt
file



P.O. Box 2107 GRAND JUNCTION, CO 81502 (303) 242-2862

*Will provide copy of exact locations of
curb cuts prior to CC. PH 1-20-82*

Robert and Larry Zarlingo
2278 Holland
Grand Junction, Colorado

Grand Junction City Council

RE: Planned Automotive Shop - Horizon Drive

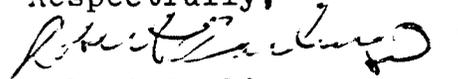
Board Members,

The planned automotive facility's business hours will not be during the late night. Normal operating hours will be from 7 a.m. to 8 or 9 p.m.

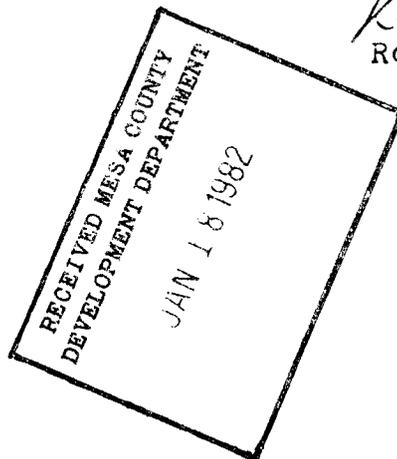
This facility is intended as an automotive repair shop, not an auto-body, junk or salvage operation. Accordingly the cars will not be stored longer than 30 days or of an unsightly type (wrecked, junked or salvage).

It is our intention to conform to the regulations set forth for this particular area.

Respectfully,



Robert Zarlingo



OOOOOOO submittal legend OOOOOOO

- A Application Form
 - B Impact Statement
 - C Plan (show adjacent uses)
 - ~~D~~ Plat
 - ~~E~~ Summary Form
 - F Improvements Agreement
 - G Improvements Guarantee
 - H Geology Report
 - ~~I~~ Appendix A (county only)
 - J Subsurface Soils Investigation
 - K Gamma Radiation Report
 - ~~L~~ Flood Hazard Report
 - ~~M~~ Utilities Composite
 - N Grading & Drainage Plan
 - ~~O~~ Roadway Plan & Profiles
 - P Screening & Landscaping Plan
 - Q Traffic Circulation Plan
 - R Development Schedule
 - S Ute Water Peak Demand Data Sheet
 - ~~T~~ Desert Landscaping or Irrigation Commitment Letter
 - U Evidence of Title
 - ~~V~~ Appraisal (county only)
 - ~~W~~ Draft of Covenants, Grants of Easements or restrictions to be imposed, Articles of Incorporation
 - X Legal Description*
 - Y Names & Addresses of adjacent property owners*
 - ~~Z~~ Names & Addresses of property owners within 300'*
- * Typed on form provided by the Dept.

- AA Location & Vicinity Map
- BB Assessor's Map with subject property outlined in red
- CC Reduction of Assessor's Map (Not larger than 11 1/2"x14")
- DD Reduction of Plan (Same)
- EE Reduction of Plat (Same)
- FF Action Sheet
- GG County Treasurer tax certification

OOOpre-application conference OOO

Date 10/16/81
 Development Proposal Dev. in H.O.

Location S.E. cor. of Harrison Dr. & I-70

Conference Attendance J. Dow - Allentown

TRANSPORTATION - ACCESS

Class of R.O.W. Harrison Major Rd. 100' R.O.W.

Interior Road Sizing N/A

Curb Cuts Existing cut on Harrison Dr. to the E. side

Parking 10 or 15 spaces will be provided.

Bikeways & Pedestrian Access N/A

COMPATABILITY WITH SURROUNDING USES

Buffering - screening May be required.

IRRIGATION & LANDSCAPING

Landscaping will be provided as per H.O. req. - see ~~map~~ as undetermined.

COUNTY/CITY POLICIES APPLYING TO THIS PROPOSAL

Small-Cooley Airport Flood Agricultural Mineral Resource

Corridor Policies Growth & Density Vicinity Studies

POSSIBLE REQUIREMENTS

+ 1 yr. construction clause.

+ Harrison curb cut policy.

NECESSARY REQUIREMENTS

**Written response to review agency comments prior to public hearing

Request for Conditional Use in H.O. Zone

748 Horizon Drive

Petitioner Larid Smith

Staff Comments:

1. Landscape shall include split rail fence with Russian Olive trees (9), moss rock, mountain mahogany and colored rock - water from hose bibs on building.
2. Split rail cedar - 2 rail type.
3. Parking lot will be paved and striped.
4. The fenced storage area is for overnight auto storage.
5. No curb cuts are needed.
6. The 2 spaces will be deleted.
7. North corner of lot will be used for drive-thru to service station.
8. Prior to City Council we will have Power of Attorney for Horizon Drive.
9. There will be flood lights on each corner of building.
10. No free standing sign.
11. Utilities composit was submitted.
12. Transportation Engineer:
Move access point 12' east.
13. City Engineer:
Owners of property have drawing from state of Colorado as to access on State land to Horizon Drive.
14. Additional Staff Comments:
 - a. Drainage as shown on print.
 - b. Will work out with State of Colorado prior to City Council Meeting.

REVIEW SHEET SUMMARY

FILE NO. 97-81 DUE DATE 11/13/81
 ACTIVITY Request for conditional use in H.O. zone
 PHASE Final Phase ACRES .385
 LOCATION 748 Horizon
 PETITIONER C.B.W.
 PETITIONER ADDRESS 2784 Crossroads Blvd., Grand Junction, CO 81501
 ENGINEER _____

OVERALL CONSIDERATIONS

OVERALL COMPATABILITY

CONSISTENCY

Being that this proposed development is located in a major entrance to the City aesthetic issue be addressed.

ADJACENT PROPERTY

CHANGE IN THE AREA

TRAFFIC IMPACT

HAS NOT BEEN ADDRESSED
 HAS BEEN ADDRESSED

<u>DATE REC.</u>	<u>AGENCY</u>	<u>COMMENTS</u>
11/12/81	City Parks/Rec.	Desert landscaping should include dryland plants such as Yucca, Rabbitbrush, cactus, sage, mormon tea, mountain mahogany, paperflower, or pinyar pine.
11/12/81	City Fire	Hydrant placement as shown on site plan OK. Hydrant to be on minimum 8 inch main. Hydrant to be installed before construction begins.
11/12/81	Public Service	Gas & Electric: No objection to "final phase" - customer to contact PSCO for electric service point and gas service point. HT 11/6/81 THI 11/12/81
11/12/81	Staff Comments	1) As per section 5-6-6 desert landscaping shall not be used in lieu of specific landscaping. 2) What type of fencing is being proposed? 3) Is the parking area going to be paved and striped? 4) What is the fenced area for and what type of storage is proposed? 5) All improvements (i.e. curb cuts) will be to city standards. 6) The 2 parking spaces in front won't work - creates traffic hazard of backing into ingress/egress in lot and building. 7) What will the north corner of the lot be used for? 8) Need Power of Attorney for Horizon Drive prior to City Council. 9) Lighting detail needed. 10) Will there be any free standing signs - if so, need detail and they must conform to City standards. 11) Is utilities composit required and adquate addressed? If not, may require one to be submitted. Project must obtain Building Permit within 1 year of final approval or be scheduled for a rehearing.

<u>DATE REC.</u>	<u>AGENCY</u>	<u>COMMENTS</u>
11/13/81	Mountain Bell	No requests.
11/13/81	Ute Water	No objections.
11/13/81	Transportation Engineer	Internal circulation is very limited initially. Because of the shape of the lot and the size of the building. The proposed access points onto Skyline Court should be moved away from the curve.
11/16/81	City Engineer Late	No utilities (sewer and water) are shown on this plan. What are the sizes and locations of the existing and/or proposed utility lines? I am unclear about who will ultimately maintain the proposed "future Skyline Court". As stated in my plan review letter to Paragon of September 15, 1981, I assume Colorado Division of Highways will have complete jurisdiction over this road since it is on I-70 right-of-way. The only thing the City has addressed to-date on that road is its connection at Horizon Drive. If it is determined we have more responsibility, I have several concerns about that road.
11/17/81	Additional Staff Comments	1) Detail drainage plan should be submitted. 2) Proposed access on the existing gravel road should be coordinated with the State Highway Dept. prior to City Council.
11/30/81	State Highway Dept. Late	One two-way access onto the Canal Road located approximately as shown in red on the attached plan designed, constructed and maintained in accordance with the Access Code.
1/20/82 Minutes of 1/5/82		COMMISSIONER DICK LITTLE: "MADAM CHAIRMAN, I MOVE THAT IN THE CASE OF FILE #97-81, CONDITIONAL USE IN HO, REPORT TO THE CITY COUNCIL FOR APPROVAL, SUBJECT TO STAFF CONDITIONS CONCERNING AN ACCESS STATEMENT FROM THE CITY HIGHWAY DEPARTMENT AND PROPERTY OWNER AND THE STATEMENT REGARDING SOME OF THE QUESTIONABLE USE BY MR. ZARLINGO."

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- OVERALL COMPATABILITY
- CONSISTENCY
- ADJACENT PROPERTY
- CHANGE IN THE AREA
- TRAFFIC IMPACT

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OK

in file
 1) need map (revised) showing new curb
 2) state highway ok + pet.
 3) paving issue of frontage rd (state law is state's obligation)
 4) per staff comments
 in writing of the agreement between City / state & petitioner

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