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File 1983-003 36

Project Name: Kar Mart - Fisher Subdivision - Final Plan

P r e s e n t i t d		<p>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.</p> <p>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.</p> <p>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.</p>
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		*General project report
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<u>DOCUMENTS SPECIFIC TO THIS DEVELOPMENT FILE:</u>		
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X	X	Planning Commission Minutes - ** - 7/26/83
X	X	Planning Commission Hearing Agenda - ** - 7/26/83
X		Development Application - 6/30/83
X	X	Impact Statement - 6/30/83
X	X	Development Schedule - 6/30/83
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X		Chicago Title Insurance Co. - Commitment for Title Insurance
X		Landscape Plan
X	X	Site Plan
X		Handwritten Notes to file

CONTRACTORS/DEVELOPERS

303-241-1650

June 30, 1983

City Planning Department
City of Grand Junction
P. O. Box 897
Grand Junction, CO 81502

IMPACT STATEMENT FOR PROPOSED DEVELOPMENT ON LOT 5 OF FISHER SUBDIVISION

Proposed is the construction of two non-combustible single story buildings to facilitate a car wash, mini-market, and self-service gas station by the name of Kar Mart. Construction will be on Lot 5 of Fisher Subdivision and will begin within 180 days of approvals.

The existing zoning of Fisher Subdivision is H.O. with the surrounding uses being undeveloped land zoned Planned Business to the north, undeveloped land zoned APT and Planned Business to the east, and to the south and west is the Mesa Mall. Other developments within Fisher Subdivision are the Sears Service Center to the west on Lot 1 and Fisher Liquor Barn, Color Tile, and Oil Express to the south on Lot 5.

In addressing the impact of services and facilities that this development will create, we have done so individually as follows:

SEWER: The project will be served by an 8" sewer line on the west side of 24½ Road which flows south into a 10" line in Mesa Mall and eventually to the 54" River Road interceptor. At present, service hooked onto this 8" line is the Fisher Liquor Barn, Color Tile, and Oil Express. The line should more than adequately handle any flows generated by the project. Based on figures from the State Department of Health, the rated treatment capacity of the Persigo Wash Plant will be 12.5 million gallons per day. As a percentage of this capacity, the effluent produced by this project will be negligible.

WATER: Water for the project will be provided by an 8" line that will loop on the north side of F Road and will be fed from a 12" high pressure line which is on the east side of 24½ Road and just north of F Road. This line will more than adequately handle demand generated by the project.

TRAFFIC: The 1977 traffic counts for F Road and 24½ Road indicates 900 ADT and 950 ADT figures respectively. These counts, however, were taken before the addition of Mesa Mall and so they need to be revised upwards. Since 1977, to help handle this increased traffic, improvements have been made to both F and 24½ Roads. In the case of F Road, it has been improved to four lanes between 24½ and 24 Roads and 24½ Road itself has been improved to four lanes with a divider strip between F Road and Highway 6 & 50.

As the site plan shows, access for traffic has been addressed to both F Road and 24½ Road. These driveway locations were previously submitted to the Planning Department in July of 1982, and received their tentative approval at that time. Also, executed at the time of subdivision recording was a power of attorney for the future improvements of 24½ Road north of F Road. Based on these above items, coupled with future planned improvements to 24 Road, the traffic generated by this project has been adequately planned for.

POLICE

PROTECTION: Based on information obtained at the police department, in 1981, the city police responded to 19,689 non-criminal incidents from a city population of 29,670 living in 12,639 dwelling units. These figures translate into an average of 664 calls per 1,000 population. Making some conservative assumptions that the project, when complete will have an average of 5 employees per business, there would be a total of 10 employees. Further assuming that one-half or 5 employees will be new to the area, these figures can then be used to compute the increased police calls from the project as being less than 4 per year.

FIRE

PROTECTION: Based on conversations with representatives of the fire department, in 1981 there were 648 fire calls and 1919 rescue calls in the city. Using 29,670 as the 1981 population, the above figures compute to 21 fire calls and 64 rescue calls per 1,000 population. Following the same assumptions that were made for police protection, a population increase of 5 will result in the addition of less than one fire call and one rescue call per year. The fire department has also assured us that adequate fire protection can be provided to the project.

The above figures for both police and fire protection could have a large variance in either direction, they are presented here only to be used as a guideline.

FISCAL
IMPACTS:

A project such as this should prove to be an excellent source of revenue for the city as there will be several areas of its structure which will be revenue producing. First and most apparent will be property taxes assessed against the property. Based on information gathered from the Assessors' office, the following mill levys apply to the property:

FISCAL
IMPACTS:

City	12.00
School District	47.44
Ute	2.00
County	17.33
Drainage	2.92
Colo.River Water	.36
Total Mill Levy	<u>82.05</u>

As can be seen, there is direct benefit to the city in the 12.00 mills.

Another major source of revenue will come from sales tax that the retail business will generate. This tax is 7% of which 2% goes to the city.

Additional revenue will come from a Plant Investment Fee of \$7650. per sewer tap which will be used towards the capital expenditure of the Persigo Wash Plant. Monthly income will be produced through city sewer service fees and city trash collections.

In summary, when complete, this project will be a first class facility which will compliment the mesa Mall and surrounding areas. From these areas, it will also serve as an appropriate transition to planned business and multi-family residential uses to the north. All services and facilities necessary for the project presently exist or have adequately been planned for and there are no significant adverse impacts which can be anticipated at this time.

Sincerely,



Ken Hecht

KH:wk

FISHER SUBDIVISION LOT 5

KAR MART

DEVELOPMENT SCHEDULE 6-30-83

From Approval Date:

Begin Construction	2 weeks
Set Utilities	3 weeks
Construction Complete	11 weeks
Paving Complete	12 weeks
Landscaping Complete	13 weeks
Grand Opening	14 weeks

Fourscored #35-83
P. O. Box 654
Grand Junction, CO 81502

* Mesa Mini Mall Properties
c/o Robert E. Hirons
P. O. Box 2026
Grand Junction, CO 81502
#35-83

Mesa Broadcasting #35-83
P. O. Box 340
Grand Junction, CO 81502

C and A Enterprises
727 23 Road
Grand Junction, CO 81505
#35-83

Mesa Mall Sub Partnership
P. O. Box 40
Grand Junction, CO 81502
#35-83

Mall Investors
P. O. Box 2026
Grand Junction, CO 81502
#35-83

24 Road Partnership
P. O. Box 40
Grand Junction, CO 81502
#35-83

~~MESA COUNTY PLANNING DEPT.
559 White Ave., Room 60
Grand Junction, Colo. 81501
#35-83~~

#35-83
Tomichi Investments
c/o Michael Bussey
2150 Shenandoah
Grand Junction, CO 81501

MESA COUNTY PLANNING DEPT.
559 White Ave., Room 60
Grand Junction, Colo. 81501
#35-83

C.B.W. Builders, Inc.
P. O. Box 2163
Grand Junction, CO 81502
#35-83

* Logos Construction Co.
P. O. Box 2893
Grand Junction, CO 81502
#35-83

Dayton-Hudson Corporation
c/o L.F. Crane Jr.
777 Nicollett Mall
Minneapolis, MN 55402
#35-83

* Mr. Ken Hecht
727 23 Rd.
Grand Junction, CO 81505
#35-83

General Growth Properties
215 KEO
P. O. Box 1536
Des Moines, IA 50306
#35-83

The Sterline Company
P. O. Box 756
Grand Junction, CO 81502
#35-83

Western Fed. Savings & Loan
H.T. Puckett #35-83
700 Seventeenth St.
Denver, CO 80202

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#35-83

REVIEW SHEET SUMMARY

FILE NO. #35-83 TITLE HEADING Kar Mart DUE DATE 7/15/83

ACTIVITY - PETITIONER - LOCATION - PHASE - ACRES Development in H.O. Zone - Kar Mart -
Mesa Mini Mall Properties - Lot 5, Fisher Subdivision (N of F, W of 24½) - Final

PETITIONER ADDRESS c/o Robert Hirons, P. O. Box 2026, G.J.

ENGINEER _____

<u>DATE REC.</u>	<u>AGENCY</u>	<u>COMMENTS</u>
7/7/83	City Fire <i>agreed →</i>	This office has no objections to this development. Plans submitted showed one existing fire hydrant in front of property on F Rd. One additional fire hydrant is needed at the entrance to the property off of 24½ Rd. Please submit plans showing fire hydrant. A fire flow must be computed. Plans showing building size, construction type, etc.
7/11/83	Public Service <i>being requested →</i> <i>see plan</i>	Gas: No objections. Electric: U.G. power line to be 5 (five) ft. east of Westerly property line. Customer to relocate flag pole and fountain out of utility easement. Public Service will require that gas and electric meter point on convenience store be on west side of building in line of sight of proposed and existing gas and electric facilities
7/14/83	City Planning	Impact Statement: The proposed development is compatible with surrounding uses. The surrounding zoning is Planned Business and AFT. -SITE PLAN: In general, customers prefer to park directly in front of a convenience store for ease of access. Can this be accommodated by modifying the position of the building and gas pumps? 1. How will the landscaping be maintained? Specifically, how will the drainage/seepage of the fountain be controlled? The City Engineer should be contacted for coordination in this matter. Can the landscaping be tied into surrounding uses for a more unified appearance? Also, more landscaping is needed in the vicinity of the buildings. <i>F.U. C22-77</i> 2. The site appears to be at a lower elevation than neighboring sites. Will fill be used? How will the drainage of the site occur? The City Engineer should be contacted for specifics regarding this matter. 3. A curb cut permit must be obtained from the City Transportation Engineer. Curb cuts must be constructed to City Standards. 4. Trash pickup needs to be coordinated with the City Sanitation Engineer, if City. 5. Signage must conform to current City Sign Standards. 6. Buildings must meet all fire and building codes. 7. Construction must begin within 1 year of approval by City Council. 8. All other agency concerns must be resolved.

<u>DATE REC.</u>	<u>AGENCY</u>	<u>COMMENTS</u>
7/15/83	City Engineer	Developer should submit access agreement between ad-joiners for common driveways. Power-of-Attorney should be picked up for improvements in the future on F Road & 24½ Road, if not already in hand. Parking spaces are not functional or adequate in Northwest corner of site. Circulation on site for large trucks (gas or wash) does not appear adequate.
7/15/83	Transp. Engineer	Are there formal agreements for the common access drives with adjacent property/business owners? The four parking stalls for the convenience store/gas station would be almost inaccessible with vehicles at the gas pumps. Parking should not be inconvenient for a convenience store. Will tractor/trailer rigs be able to easily maneuver through the property to either deliver gasoline or use the wash bay? It appears to be very confining with a lot of obstacles.
7/15/83	Mtn. Bell	No comments.
7/15/83	Ute Water	No objection to project development. However, it seems that unless some re-platting has occurred previously, this project is more on Lot 4 than Lot 5. Domestic service (s) will originate from the 8" line in F Road and Ute will require a back-flow preventer installation adjacent to the meter. Policies and Fees in effect at the time of application will apply.
7/21/83 LATE	County Planning	Project appears to be consistent with County Land Use Policies, existing and proposed. The nearest county zoning is Planned Business to the north and AFT to the east. The Mesa County Commissioners & County Planning Commission are considering an F Road corridor policy. The proposed policy does not deal with this segment of F Road, however, since its land use has already been fairly well predetermined by past City & County zoning actions (Planned Business & Commercial zoning in the County and HO and Planned Business in the city).

GJPC MINUTES, 7/26/83

MOTION: (COMMISSIONER QUIMBY) "ON ITEM #35-83, DEVELOPMENT IN HO - KAR MART, I RECOMMEND SENDING THIS TO CITY COUNCIL WITH OUR RECOMMENDATION OF APPROVAL, CONTINGENT UPON THE REVIEW OF THE RELOCATION PROPOSAL FOR THE OPEN BAY BY THE TRANSPORTATION ENGINEER, AND OTHER STAFF COMMENTS."

COMMISSIONER LITTLE SECONDED THE MOTION.

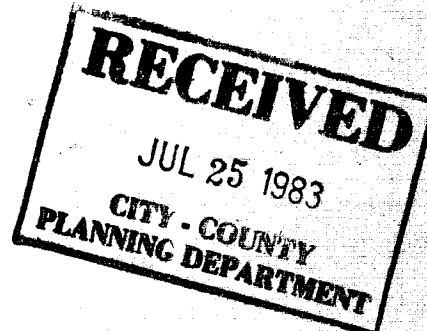
DISCUSSION FOLLOWED.

CHAIRMAN TRANSMEIER REPEATED THE MOTION AND CALLED FOR A VOTE. THE MOTION CARRIED 4-1 (COMMISSIONER O'DWYER VOTING AGAINST).

CONTRACTORS/DEVELOPERS

July 25, 1983

City of Grand Junction
Planning Department
File #35-83



Attention: Jan Stephens

RE: Answer to review sheet summary comments

Agency Answer

City Fire

Fire flow requirement will be met by developer. Plans showing exact building size are available and will be submitted before planning commission.

Public Service

Fountain and flagpole will be located out of easement. Meters will be located per request.

City Planning

1. Landscaping will be desert type compatible with Color Tile and Oil Express to the southeast. There will be no seepage from the fountain. They are a packaged system and a closed system. More landscaping near building is vague, we will work with whomever made the comment.

See Fisher
Sub file
C 22-79

→ 2. Drainage will comply with F Road requirements.

Transportation Engineer

There will be agreements for cross access as already commented. Once again, marketing of grocery items is not the primary objective of the market plan, rather marketing fuel. The layout is compatible with other layouts presently in service and does allow for full fuel drops.

CONTRACTORS/DEVELOPERS

RE: Answer to review sheet summary comments

7. Construction will begin within parameters.
8. All agency concerns will be resolved.

City Engineer

Road improvements to be handled by developer. Access agreement will be executed showing cross easements. We do not intend to have a drive-in convenience store but rather several grocery items with fuel purchases. Grocery items are not the primary target.

Transportation Engineer

There will be agreements for cross access as already commented. Once again, marketing of grocery items is not the primary objective of the market plan, rather marketing fuel. The layout is compatible with other layouts presently in service and does allow for fuel drops.

Mountain Bell

No comment.

Ute Water

We will comply with Ute policy on installations.

Please contact me if you foresee any problems with us staying on our scheduled meeting schedule.

Respectfully,


John Cavness

cc: Sam Haupt



