

November 20, 1956

TO: Grand Junction City Planning Commission

FROM: The City Engineer and The Regional Planning Director

SUBJECT: Annexation of Barbour property (28 Road & Orchard Ave.)

Following your request to do so we have made a study of the feasibility of annexing the property shown on a preliminary plat as Virginia Village. The following is respectfully presented for your consideration relative to the requested annexation, and is in the form of probable advantages and disadvantages of annexing the property at this time.

Advantages:

1. Area would be a "planned" development under single ownership rather than an area with many owners and irregular property lines which tend to complicate annexation and development.

2. The present single owner is requesting annexation, whereas annexation might be opposed by future individual owners, particularly if all utilities are available.

3. Area is almost certain to annex at a future date, but in the meantime some tax returns would be lost to the city.

4. If area is annexed before improvements are built and sold, land for public purposes or an equivalent amount of money will be available to the city.

Disadvantages:

1. Utilities in the city adjacent to this area are already operating at capacity or are overloaded. The connection of an additional sixty eight houses would further aggravate this condition.

2. The location next to the Indian Wash would make it necessary to provide a pumping plant for the sewage from this area. Even if the cost of installation were paid for by the developer, maintenance of the plant would become the responsibility of the city and requests for use of other pumping plants would follow.

3. While there are no plans for immediate improvement of utilities in this area, utilities are being improved in other sections of the city or are not so overloaded as in this particular area. It would seem more feasible to encourage annexation of areas which can better be served.

November 20, 1956

-2-

4. If this area now requesting annexation is brought into the City, a precedent will be established, making it difficult to deny future requests for annexation which are certain to follow.

5. Possibilities for joint Grand Junction--Fruitvale sewage disposal plant and trunk lines are now being studied. This plant, if constructed by the City and Fruitvale or by Fruitvale alone could better serve this land.

6. The Indian Wash is a topographical boundary and would seem to be a natural line to use in squaring up the city limits until such time as the Wash is diverted elsewhere, piped or rebuilt.

7. Larger annexations should be encouraged particularly where a well established tangent City limit line is to be crossed for annexation.

8. If the city limits cross the Wash it is assumed that the City of Grand Junction and the Irrigation Company would be responsible for improving the Wash whereas at the present time Mesa County is also responsible.

9. Besides lack of sewer facilities as outlined above other city services are not readily available to isolated corners of a city. Extensions of the city limits may be expected with progress, but perhaps not before areas closer to the "city plant" are developed. In view of the controversy over fire insurance rates and the apparent need for at least one fire sub-station consideration should be given to holding city limits within certain reasonable boundaries. Note accompanying map.

10. At the present time there are approximately five hundred thirty acres of other land available for development and or annexation which are at least as eligible, or, in most cases more eligible than the property in question. This other land has a total of approximately 411 dwellings on it now with a total potential or approximately 2000 dwellings. The majority of the 411 dwellings are comparatively new and would offer immediate tax returns.

In this report we have attempted to point out the apparent considerations but naturally do not present it as being all inclusive and would be pleased to discuss it or provide additional information.

Gene Allen,  
Planning Director

Carl Alstatt,  
City Engineer