

Alternative #2 – Cul-de-sacs with access spacing > 150 feet.

- This alternative would require standard cul-de-sacs in lieu of the loop lanes for King's Glen Loop and Monarch Glen Loop in order to maintain the number of lots necessary to make this development economically viable. A standard cul-de-sac in lieu of Regal Glen Loop would still not meet the 150' access spacing with Starlight Drive.

Alternative #3 – Eliminate internal connection to south Starlight Drive

- Since staff required this street connection, this alternative is not likely to be supported by staff and may not be approved by Planning Commission.
- This alternative would allow both lanes of Regal Glen Loop to meet the 150' minimum access spacing, but the spacing from Imperial Lane to west Regal Glen Loop and from Imperial Lane to east King's Glen Loop would still be less than 150' if loop lanes are constructed.
- This alternative would allow all streets to meet the 150' minimum access spacing if cul-de-sacs are constructed. However, the developer would like to construct the loop lanes in order to offer a unique and different layout style for the development that is not found in many developments in Grand Junction.

Proposed Design

The requested design is Alternative #1 as discussed above and as shown on Exhibit 1.

Impacts of Change

Granting this exception request and constructing the development with the access spacings as requested is not anticipated to have adverse impacts to traffic flow and public safety.

Exception Considerations

According to the Design Exception Process flowchart, several items must be considered by staff in review of the exception request. Some of the items are discussed below.

- If granted, will the exception compromise safety?
Due to the relatively low volumes of traffic utilizing the loop lanes, safety will not be compromised if the exception is granted.
- Have other alternatives been considered that would meet current standards?
Yes, other alternatives are discussed above.
- Will the exception require CDOT or FHWA coordination?
No coordination is required with CDOT or FHWA.

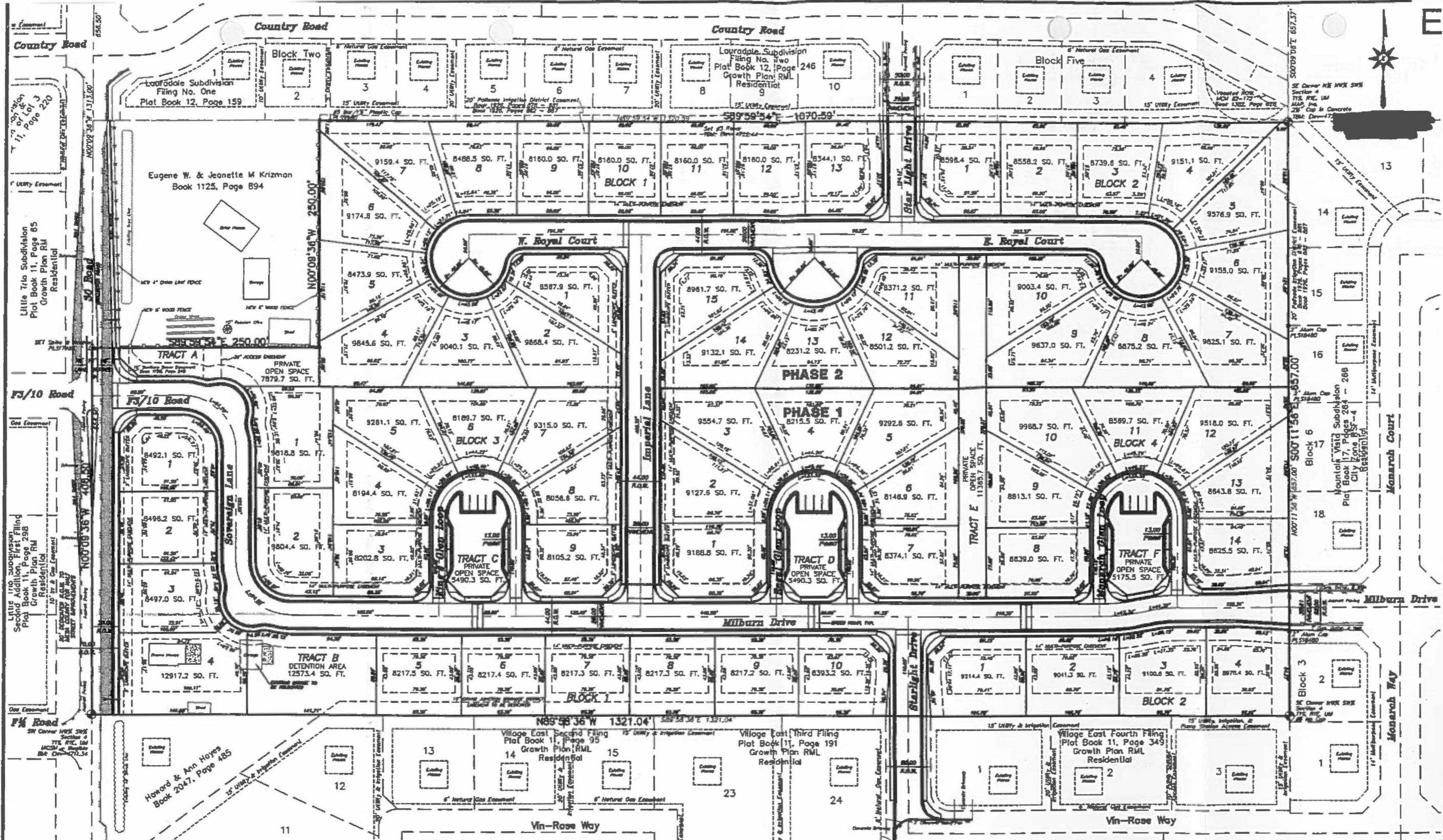
Hopefully this information provides you adequate information to review and consider this TEDS exception request. Please do not hesitate to contact me if you need additional information.

Sincerely,



Chris Darnell, PE
Engineering Manager

C:\scadces\WORK\2003\203003-prelim-siteplan.dwg, 04/01/2003 08:29:47 AM, chrism



**PRELIMINARY
NOT FOR
CONSTRUCTION**

**ZONE DISTRICT BULK REQUIREMENTS
FOR LOOP LANE**

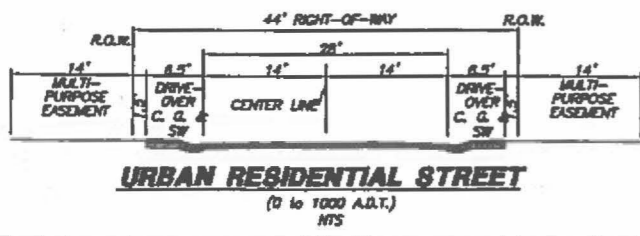
RESIDENTIAL SINGLE FAMILY-1 (RSF-1) - LOOP LANE LOT	MINIMUM LOT AREA	8000 S.F.
	MINIMUM STREET FRONTAGE (LOOP LANE)	75 FEET (20 FEET)
	MAXIMUM HEIGHT OF STRUCTURES	35 FEET
	MINIMUM FRONT YARD SETBACK	15 FEET
	MINIMUM SIDE YARD SETBACK	30 FEET
	MINIMUM REAR YARD SETBACK	7 FEET
	MAXIMUM COVERAGE OF LOT BY STRUCTURES	50%

ZONE DISTRICT BULK REQUIREMENTS

RESIDENTIAL SINGLE FAMILY-1 (RSF-1) - STANDARD LOT	MINIMUM LOT AREA	8000 S.F.
	MINIMUM STREET FRONTAGE (CUL-DE-SAC)	75 FEET (20 FEET)
	MAXIMUM HEIGHT OF STRUCTURES	35 FEET
	MINIMUM FRONT YARD SETBACK	15 FEET
	MINIMUM SIDE YARD SETBACK	30 FEET
	MINIMUM REAR YARD SETBACK	7 FEET
	MAXIMUM COVERAGE OF LOT BY STRUCTURES	50%

LAND USE TABLE

LOTS	13,902 AC	73,000
OPEN SPACE	0.812 AC	4,405
DETENTION AREA	0.288 AC	1,500
PUBLIC R.O.W.	3.877 AC	20,968
TOTALS	18,479 AC	100K
NUMBER OF LOTS		85
DENSITY		3.51 UNITS PER ACRE



REVISION:	
DATE:	

PRELIMINARY PLAN

MONARCH GLEN SUBDIVISION

LANDesign
SURVEYORS & PLANNERS
244 NORTH 7th STREET
GRAND JUNCTION, COLORADO 81501 (970) 245-4099

REVIEW COMMENTS

*Emailed to
B. Hart
6/12/03*

Page 1 of 9
June 12, 2003

FILE #PP-2003-060

TITLE HEADING: Monarch Glen Subdivision

LOCATION: 626 30 Road(2)

PETITIONER: EDKA Land Company, LLC – Ed Lenhart

PETITIONER'S ADDRESS/TELEPHONE: 2505 Foresight Cir, #A
245-9316

PETITIONER'S REPRESENTATIVE: LANDesign – Brian Hart
245-4099

STAFF REPRESENTATIVE: Pat Cecil

NOTE: THE PETITIONER IS REQUIRED TO SUBMIT AND LABEL A RESPONSE TO COMMENT FOR EACH AGENCY OR INDIVIDUAL WHO HAS REQUESTED ADDITIONAL INFORMATION OR REVISED PLANS, INCLUDING THE CITY, ON OR BEFORE 5:00 P.M., JUNE 24, 2003.

CITY COMMUNITY DEVELOPMENT

6/10/03

Pat Cecil

244-1439

1. Double and triple frontage lots must comply with Section 6.7.D.1.a., and Section 6.5.G. of the Zoning and Development Code. Please modify your plans to comply. Perimeter enclosures should be in a Tract to be maintained by the HOA to eliminate the need for front yard building setbacks along all street frontages.
2. The Drainage district indicates that their facilities serving the site are at capacity. Over detention or some other alternative may be necessary so that district facilities are not adversely impacted.
3. The inability to acquire needed ROW has no bearing on the need for the left turn pocket and tapers on 30 Road. If the development is to proceed as desired, a left turn pocket will be required on 30 Rd for this site's access. If you have questions regarding the need for the left turn pocket and tapers, contact George Miller in City Traffic Engineering.

CITY DEVELOPMENT ENGINEER

6/9/03

Laura Lamberty

256-4155

1. Show left turn lane and required tapers and transitions at 30 Road/ F 3/10 Road.
2. Response to other comments adequate.

REVIEW COMMENTS / PP-2003-060 / PAGE 2 of 3

CLIFTON WATER

6/9/03

Dave Reinertsen

434-7328

After review of the revised plans received for the first time on June 4, 2003, the following items need to be addressed regarding the proposed water system:

3 way valve south of Tract D (Monarch Glen Loop) needs one valve to the north

3 way valve south of Tract C (King's Glen Loop) needs one valve to the north

3 way valve at Imperial Lane and Regal Glen Court needs valve to north and east only

Add fire hydrant to SE corner of Imperial Land and Regal Glen Court

Eliminate in line valve at phase line, install bolted end cap, thrust block, and 1" blow off

Relocate existing water service tap for Lot 4, Block 1, to rear connecting to Milburn Drive main line.

Water services, fire hydrants, and main lines, shown on west side of 30 Road are connected to Ute Water main line located on west side of 30 Road, not to Clifton Water District lines on the east.

Transitions from new 8" main line to existing 3" main line in 30 Road shall be beyond end of new asphalt roadway.

Phase II Meter pit for Lot 12, Block 2 shall be on NW lot corner

Phase II Meter pit for Lot 11, Block 2 shall be on the NE lot corner.

CITY TRANSPORTATION ENGINEER

6/11/03

George Miller

256-4123

Comments pertain to plan set and response set received 5-29-03.

Comments:

1. Applicant has stated that the 30 Rd left turn lane has been removed from the plan set, as ROW is unavailable. The need for the turn pocket is not predicated on available ROW, but on the need generated by this site's traffic, in conflict with anticipated 30 Rd volumes. The necessity of a left turn pocket at the site's primary access point on 30 Rd was presented at the general meeting review of this site. All future plan sets will detail the road width enhancements to accommodate this pocket and its striping design, as well as existing and proposed signing, area access points, and all above-ground utilities along the site frontage, as well as beyond the site frontage for a minimum of 200' along 30 Rd.

GRAND JUNCTION DRAINAGE DISTRICT

6/11/03

John Ballagh

242-4343

The site of the proposed development is within the District. The Drainage District has a small subsurface drain that is believed to be correctly identified along the southerly line of the western half of the site. The pipe is 12" non-reinforced concrete pipe installed open joint to invite infiltration with the goal of lowering ground water. The pipe has been used to carry off excess irrigation water from the Village East Subdivision (thus, as the preliminary drainage report tries to state, the GJDD facility accepts irrigation overage flow) and as an irrigation return flow pipe for the cultivated field being subdivided. During the summer the pipe is constantly transporting 1/3 to 1/2 of a pipe of "base flow" as observed twice a week at a downstream manhole. During

REVIEW COMMENTS / PP-2003-060 / PAGE 3 of 3

frequent storm events there is upstream ponding due to lack of capacity in the pipe originally designed to collect and transport subsurface water, not surface runoff from a developed area.

The engineer's plan to limit surface runoff to 1 cfs or less is a good idea. The District would like to have an electronic file for the detention facility so that it may be evaluated in the future to assure capacity is still available. It would be preferred that the District or City be acknowledged in the management of the detention site as being legally able to evaluate capacity and call for maintenance when degraded by 20% or greater. Surfacing material for the detention facility in a residential neighborhood should be something better than cobble rock. The material is difficult to clean, looks like some place to throw trash, impossible to drive over, and expensive to change to something else.

Access to the manholes in the existing GJDD facility along the south line is important. The District would prefer a dedicated, open route to the manhole in the eastern half of the rear of proposed lot 9, west of Starlight Drive, south side of Milburn Drive. Similarly, the manhole along the south side of the detention site needs to be accessible for scheduled maintenance by large truck-mounted, District equipment.

GOLDEN, MUMBY, SUMMERS, LIVINGSTON & KANE, LLP
Attorneys at Law

James Golden
K.K. Summers
J. Richard Livingston
William M. Kane

Wells Fargo Bank Building
2808 North Avenue, Suite 400
P.O. Box 398
Grand Junction, CO 81502
(970) 242-7322 Fax (970) 242-0698

Of Counsel
Keith G. Mumby

Patricia L. Cookson

www.gmslk.com

e-mail: jrlivingston@gmslk.com

June 13, 2003

Dan Wilson, City Attorney
City of Grand Junction
250 N. 5th
Grand Junction, CO 81501

Re: Monarch Glen Subdivision
PP-2003-060

Dear Dan:

Enclosed please find a copy of the review comments regarding the above-referenced application. Please note the comments regarding a left turn lane.

It is my understanding that the left turn lane being discussed is not located on my client's property. Further, it is my understanding that the City does not own any ROW for a turn lane. Lastly, it is my understanding that the turn lane, if built, would be in the County, not the City.

My client and I met with the adjoining owner and attempted to acquire the necessary ROW. We were not successful. Planning staff was advised of this fact. Please advise as to how my client, who has no power of condemnation, can be required to do the impossible in order to get subdivision approval.

Obviously, if a turn lane is justified by applicable codes and traffic safety standards, my client can be required to build it, or possibly escrow funds, assuming the City has acquired the right of way.

Dan Wilson, City Attorney
June 13, 2003
Page 2

I would appreciate your earliest review and response. Thank you for your time and consideration.

Sincerely yours,

GOLDEN, MUMBY, SUMMERS, LIVINGSTON & KANE, LLP

J. Richard Livingston

JRL:jlc
Enclosure
cc: Ed Lenhart

Memorandum

DATE: June 19, 2003

TO: Laura Lamberty, Community Development Engineer
George Miller, City Transportation Engineer
John Ballagh, Grand Junction Drainage District
Dave Reinertsen, Clifton Water

FROM: Pat Cecil, Development Services Supervisor

SUBJECT: Response to Comments – Monarch Glen
Subdivision (PP-2003-060).

Attached are the revised comments for this project. Please review and return any further comments you have to me by Thursday, June 26, 2003.

If you have any questions please contact me at:

Phone #: 244-1439

Fax #: 256-4038

E-mail: patc@ci.grandjct.co.us

June 18, 2003

Pat Cecil, Development Services Director
Community Development Department
City of Grand Junction
250 North 5th Street
Grand Junction, CO 81501

RECEIVED
JUL 18 2003
COMMUNITY DEVELOPMENT
DEPT.

**Re: Monarch Glen Subdivision
Response to Review Comments, Second Round
File #RZ-2003-060**

Dear Mr. Cecil:

Please accept this correspondence on behalf of the petitioner for the above-mentioned project. This letter is intended to answer the review comments received from your office June 12th. Each comment is answered on an item-by-item basis.

Community Development

1. According to Section 6.7.D.1.a of the Zoning and Development Code, double frontage lots are discouraged, however there is no mention that double frontage lots are not allowed. In addition, Section 6.5.G requires a Residential Subdivision Perimeter Enclosure around the perimeter of the proposed subdivision, which would include the double frontage lots along 30 Road. The petitioner has provided a 5-ft landscaped buffer along those double frontage lots within a landscape easement on the individual lots. Section 6.5.G does not require that the landscape buffer must be in a Tract. In fact, Section 6.5.G.7 'Ownership and Maintenance' indicates that ownership of the buffer and its perpetual maintenance can be that of the individual lot owner. Therefore, the petitioner feels that the project as proposed does meet the requirements of both Sections 6.7.D.1.a and 6.5.G. In addition, although not required by the code for perimeter enclosures, the petitioner has provided landscape buffering along the west side of Imperial Lane and along the south boundary of Lots 1-4, Block 4 of Phase 1.

2. The detention pond planned for the project is planned with a release rate that will be significantly less than historic flow. This plan in effect creates a stormwater facility that is 'over-detained'.
3. The left turn lane on 30 Road has not been added to the plans. Please refer to the letter addressed to the City Attorney from the petitioner's attorney regarding the matter.

City Development Engineer

1. The left turn lane on 30 Road has not been added to the plans. Please refer to the letter addressed to the City Attorney from the petitioner's attorney regarding the matter.
2. Comment acknowledged.

Clifton Water

1. The plans have been revised to show the existing 3-inch water line replaced with an 8-inch line along the frontage of the project. However, the petitioner will be contacting Clifton Water District to inquire if a fee can be paid to the district rather than constructing the water line.
2. The plans have been revised to show a water quality station within Tract A as requested.
3. The Loop Lane water lines have been revised to 4-inch and are located on the opposite side of the tract from the sewer line. In addition, the line termination is not located underneath pavement and the water meters are perpendicular to the water line where possible.
4. Comment acknowledged.
5. Comment acknowledged.
6. All 4-inch to 8-inch connections show a three-way valve assembly as requested.
7. Comment acknowledged.
8. The Royal Court water line is now located on the south side of the road as requested. In addition, the water line size reduces from an 8-inch to a 4-inch after the fire hydrant.
9. Fire hydrants on Royal Court are now located on the south side of the road.
10. All cul-de-sacs and loop lanes now have a 4-inch water line as requested.
11. Comment acknowledged.

City Transportation Engineer

1. The left turn lane on 30 Road has not been added to the plans. Please refer to the letter addressed to the City Attorney from the petitioner's attorney regarding the matter.

Grand Junction Drainage District

1. It appears that the district is agreeable to limiting the historic release from the planned detention pond to 1 cfs.
2. Details regarding the maintenance of the detention pond and the involvement of the Grand Junction Drainage District can be finalized during the Final Plan application for the project.
3. The existing manhole in the rear of Lot 9, Block 1 is planned to be removed and relocated to Starlight Drive to make the manhole accessible without creating a dedicated drive. A driveway to the manhole located on the south side of the detention pond will be provided at the Final Plan application.

It is assumed that this correspondence has answered each comment satisfactorily. If there are any questions regarding this response or the plans, please contact me.

Respectfully,



Brian C. Hart, P.E.
Project Engineer

cc:

Ed Lenhart
File 203003.30

REVIEW COMMENTS

3rd Round

Page 1 of 2
July 1, 2003

FILE #PP-2003-060(3)

TITLE HEADING: Monarch Glen Subdivision

LOCATION: 626 30 Road(2)

PETITIONER: EDKA Land Company, LLC – Ed Lenhart

PETITIONER'S ADDRESS/TELEPHONE: 2505 Foresight Cir, #A
245-9316

PETITIONER'S REPRESENTATIVE: LANDesign – Brian Hart
245-4099

STAFF REPRESENTATIVE: Pat Cecil

NOTE: THE PETITIONER IS REQUIRED TO SUBMIT AND LABEL A RESPONSE TO COMMENT FOR EACH AGENCY OR INDIVIDUAL WHO HAS REQUESTED ADDITIONAL INFORMATION OR REVISED PLANS, INCLUDING THE CITY, ON OR BEFORE 5:00 P.M., JULY 15, 2003.

CITY COMMUNITY DEVELOPMENT
Pat Cecil

Front yard setback for 2x 3K lots / no TEDS
244-1439

CITY DEVELOPMENT ENGINEER
Laura Lamberty

6/12/03
256-4155

1. This application does not meet City requirements for providing safe vehicular access to the subdivision. Left turn warrants are met per the City's traffic analysis. If the applicant wishes to provide his own traffic analysis performed by a professional competent in the field, the City can review that analysis.
2. For left-turn access to the subdivision at F 3/10 Road:
One option (acquisition of right-of-way at Krizman property) appears to have explored to some extent, but no other options for provision of access to the subdivision per our Design Standards have been presented by the applicant. Prior to submittal of the application, the applicant and his engineer reviewed with the City this situation, a number of options were discussed, and the requirement for safe access to the subdivision was underscored as necessary to be concurrent with the development of the lots. The need for these improvements is created by this subdivision.

CITY TRANSPORTATION ENGINEER
George Miller

6/25/03
256-4123

Comments pertain to Comment Response and plans received 6-18-03.

REVIEW COMMENTS / PP-2003-060 / PAGE 2 of 2

1. The Krizman access easement, at Sovereign and F 3/10 will need to be expanded to a residential roadway row cross-section to allow for future redevelopment of that property. Notes should show that, on completion of the development, this easement will serve as the only access to the Krizman property and the current 30 Rd Krizman access point will be closed.
2. The traffic calming devices (speed humps) are not desired by the Fire Department, and are only used for device installation on existing roadways. An alternative device, preferably a width restriction, should be used. Also, in the interest of providing a little more protection for potential pedestrian crossing to and from the project open space areas, relocate the east calming device to Tract D.
3. All shown cul-de-sacs are located more than 150' away from adjacent intersections, so will need to provide 48' radius bulbs. The required emergency turnaround turning radii are defined in TEDS chap 5 Fire Dept. Access section (33' inside and 48' outside radii).
4. The next plan set will need to clarify existing and future area access points, striping, and signing details on 30 Rd. along the site frontage and for a distance of 200' beyond the frontage in both directions.
5. The next plan submittal will need to detail all street name, stop sign, and street light locations.

The plan set dated June 2003, as submitted, does not conform with Public Works requirements, as listed below.

1. Southbound Left Turn Lane on 30 Road: A traffic analysis performed by the City of Grand Junction indicates that a south-bound left turn lane is warranted at 30 Road onto F 3/10 Road. This analysis presumes connections, improvements and growth as shown on the Grand Valley Circulation Plan and other growth plans in the 20 year planning window.

The need for these improvements to provide safe access to the subdivision and permit uncongested traffic flow on 30 Road were discussed at the General Meeting. Public Works staff met with the applicant and their engineer prior to submittal to discuss acceptable options for providing safe access to the proposed subdivision. At least four options for providing safe access per TEDS or pursuing TEDS exceptions were discussed at that meeting. The interpretation of TEDS has been that the developer is required to make all necessary improvements, including offsite construction and right-of-way acquisition, to provide safe access to his development.

The applicant's original submittal showed providing the left turn lane. Subsequent submittals deleted the left turn lane with the justification that the City does not have adequate right-of-way to construct necessary offsite improvements. It should be noted that other options for providing the left turn lane were not that did not include right-of-way acquisition were not submitted.

No subsequent response to the Community Development Department has been submitted for review.

2. Traffic Calming: Change type of traffic calming shown to a roadway width restriction in lieu of the speed humps shown to conform with Fire Department requirements. Relocate traffic calming device to provide greater pedestrian protection.

3. Single Family Access to 30 Road: Access to 30 Road for Lots 1, 2, 3, and 4, Block 1 must be clearly barred by a note on the plat if a tract is not provided in this area.

4. Provision of Access to 632 30 Road (Krizman Parcel): For the future event of redevelopment of 632 30 Road or road improvements limiting full access to 30 Road for single family residential, the City is requiring the provision of an access easement across Tract A for the benefit of this parcel. The City requests this access easement be expanded and aligned to provide for future shared drive access. Without safe and adequate access, this parcel would not be recommended for redevelopment.

Requirements 1, 2, and 3 are safety based improvements which also enhance the roadway operation. Requirement 4 relates to provision of access to adjacent underdeveloped parcels.



CITY OF GRAND JUNCTION

Community Development Dept. • 250 N. 5th Street • Grand Junction, CO 81501

Date: July 7, 2003

Applicant: EDKA Land Company, LLC – Ed Lenhart
Representative: LANDesign – Brian Hart

The following item (Monarch Glen Subdivision– PP-2003-060) has been scheduled for Planning Commission on July 22, 2003.

A sign(s) advertising the Public Hearing will be required to be posted no later than this Friday, 7/11/03. The signs are available at the Community Development Department. A \$50.00 deposit is required for a Public Hearing sign. The deposit will be refunded, in full, if the sign(s) is/are returned within 5 working days after the final meeting. A sign is required to be placed facing each road(s) that abuts the project site.

The Staff Report for the project will be available for pick-up after 4 P.M. on Thursday, July 11, 2003.

Please contact the project planner, Pat Cecil, at (244-1439, patc@ci.grandjct.co.us) if you have any questions relating to this notice.

cc: PP-2003-060

CERTIFIED MAIL RECEIPT

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244 N 7th St

City, State, ZIP+4
Grand Junction, CO 81501

PS Form 3800, May 2000

See Reverse for Instructions

July 8, 2003

Tim Moore
Public Works Manager
City of Grand Junction
250 North 5th Street
Grand Junction, CO 81501

**Re: Monarch Glen Subdivision
Preliminary Plan Application
File #RZ-2003-060**

Dear Tim:

As requested, I am sending you this correspondence to follow-up to our telephone conversation regarding the 30 Road left turn lane issue for the Monarch Glen Preliminary Plan application. This letter outlines the petitioner's response to the issue.

The City has provided us with comments from George Miller, City Transportation Engineering Division. These comments are dated July 3, 2003 and review the assumptions used in determining the need for the southbound left turn lane on 30 Road.

The most important assumption made is the completion of a F ½ Road connection between 29 and 30 Road and a future I-70 interchange at 29 Road. As the petitioner and I understand, the assumption that these two items will be completed has been deemed unrealistic according to the Public Works Department. Therefore, this letter presents an updated approach to the comments made by Mr. Miller.

According to traffic counts provided by Mr. Miller, there are currently 4971 vehicle trips per day on 30 Road north of Patterson Road. It is assumed that the counts were taken near the intersection of 30 Road and Patterson Road. Therefore, it would be reasonable to reduce the total trips by the amount of residences that use 30 Road south of the proposed entry to Monarch Glen. We feel that 86 residences would realistically utilize 30 Road south of the project entrance.

Please see Exhibit 1 attached with this letter. This would reduce the current traffic counts to *4111 trips per day*, using a 10 trip per day average for a single-family residence.

Another assumption made by Mr. Miller is the 2% annual growth rate in traffic for the area, which is a standard rate used by Mesa County RTPO. However, in this case that growth rate is probably too high. In the future, growth in traffic would be generated almost entirely from the north, where there is a significant amount of undeveloped land. The land use in the area north of the site is limited to residential uses. Please see attached Exhibit 2. This would mean that there would be no commercial land uses north of the site that would generate return trips from the north that would create left turn movements entering the site. In addition, the majority of vacant land north of the site is located within the Walker Field Critical Zone. The Zoning and Development Code will not allow residential development within the Critical Zone at a density greater than 1 unit per 5 acres. In fact, according to the Walker Field Airport Authority, their policy is to oppose all residential development with the zone. *This would greatly reduce, if not eliminate, the development potential of land north of the site.* Additional vacant land located north of the site, but east and west of the Critical Zone would be accessed more directly using 29 Road, 29 ½ Road and 31 Road rather than 30 Road. *A growth rate of 0.5-1.0% would be a more realistic growth rate.* This would result in total of *4550-5020* vehicle trips per day.

Using the larger of the two alternative growth rates, and using a 10% peak hour percentage, the total trips that would conflict with left turn movements into the site would be 251 trips. According to Section 6.2 in the TEDS manual, a left turn lane would be warranted for 15 turns or greater.

Mr. Miller reasonably estimates that of the 65 homes located within the proposed project 64% would be return trips, resulting in a total 42 return trips. Because the F ½ Road connection between 29 and 30 Road and a future 29 Road interchange at I-70 are not considered in this analysis, the traffic returning to the site from the north during peak hour will be much less than the 29% assumed in Mr. Miller's comments. In addition, there are no existing or possible future commercial uses that will generate return trips to the site from the north. Therefore, a more realistic percentage would be 5-10% of the peak hour return trips to the site would be approaching from the north. This equates to *a total of 2-5 left turn movements* that will potentially conflict with opposing traffic during peak hour. This result is less than one-third of threshold needed to require a left turn lane as defined by the TEDS manual. Even if the amount of return trips were to double to 84, the threshold would not be reached.

We feel that this analysis represents a realistic approach in determining that a left turn lane is not warranted for the proposed project without the completion of the 29 Road connection and I-70 interchange. If you have any questions, please feel free to contact Ed Lenhart or myself.

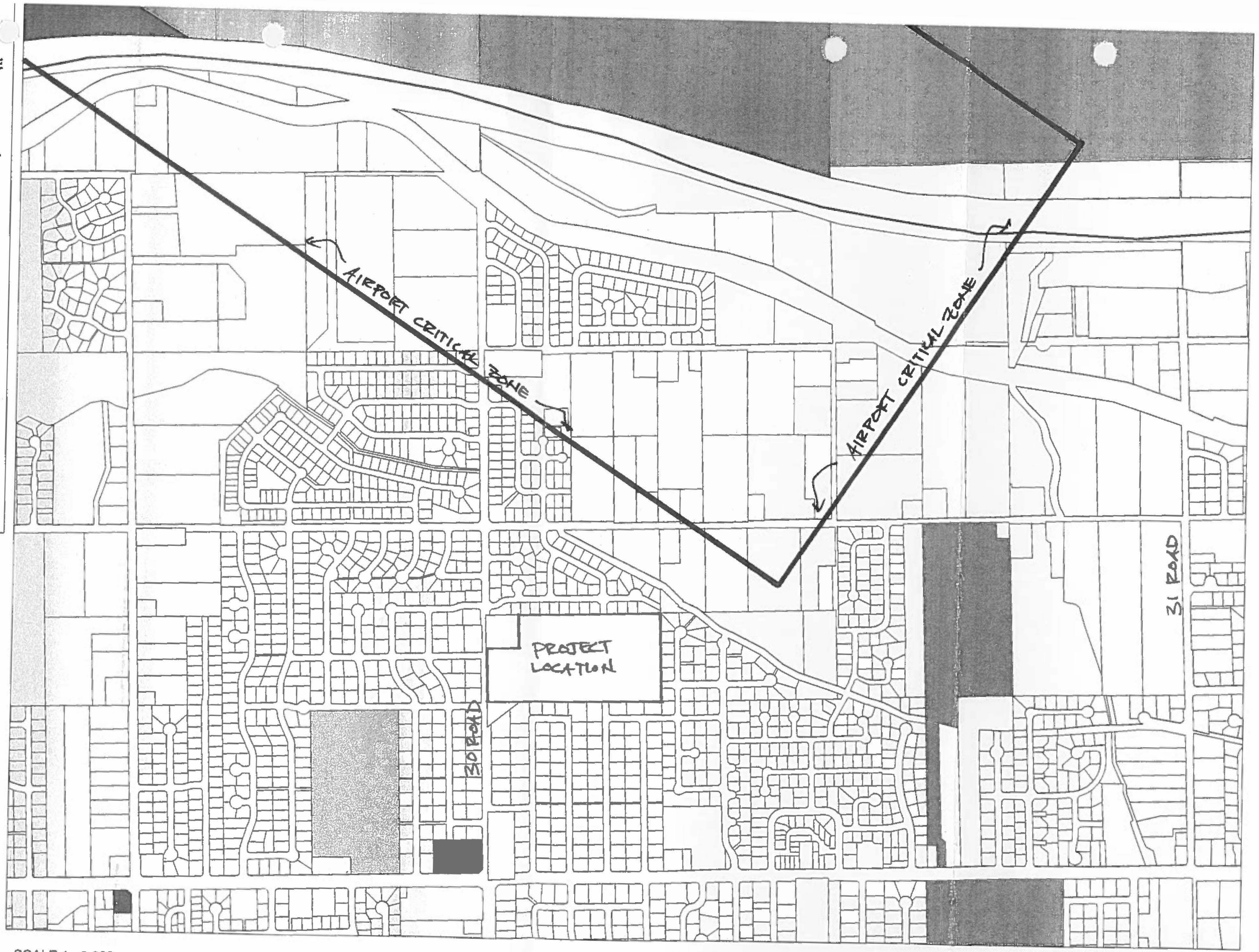
Respectfully,

A handwritten signature in black ink, appearing to read "Brian C. Hart". The signature is fluid and cursive, with a long horizontal stroke at the end.

Brian C. Hart, P.E.
Project Engineer

cc: Ed Lenhart
Rich Livingston
Mark Relph, Public Works Director
Laura Lamberty, Development Engineer
File 203003.30

- Airport Zones**
- AIRPORT ROAD
 - - CLEAR ZONE
 - CRITICAL ZONE
 - RUNWAY 22
 - RUNWAY 29
 - TAXI WAY
- Future Land Use**
- Agriculture (35+...)
 - Rural (5-35 Acr...)
 - Estate (2-5 Acr...)
 - Residential Low...
 - Residential Me...
 - Residential Me...
 - Residential Hig...
 - Commercial
 - Commercial Ind...
 - Industrial
 - Mixed Use
 - Park
 - Public
 - Conservation
 - Cooperative Pl...
 - Water
 - Parcel Boundary
- Highways**
- Rail Roads**
- Grand Mesa Lakes**
- Lakes**



SCALE 1 : 8,660

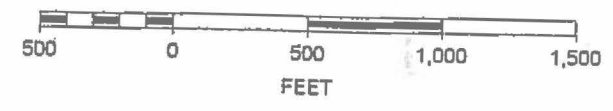


EXHIBIT Z



DevRev 30 Rd 626 Monarch Glen Supplemental Comments 7-3-03 Miller

These comments pertain clarification of the request for a Southbound Left Turn Lane into the site from 30 Rd

The basic premise for this request stems from the belief that there will be future trips traveling to and from the north of the site. It is believed that over the next 20 year, as the 29 Rd corridor, a 29 Rd-I-70 interchange, and a 29 Rd to 30 Rd link north of the site develop, site trips will travel to and from 29 Rd and I-70.

Development Proposal Background:

The proposal is to develop approximately 65 lots, with a principal access point to 30 Rd. (18 acre parcel, RSF-4 Density).

Traffic Data and Assumptions:

Current volumes on 30 Rd, north of Patterson – 4971 vehicles per day.

Anticipated 20 year volume increase – 7500 vehicles per day (assuming a 2% growth rate per year, typical of an average rate of growth in the valley, as estimated by Mesa Co. RTPO).

Anticipated PM peak hour approaching vehicles conflicting with potential site left turns – 373 (based on 10% [typical PM peak volume percentage of total daily volume] of ½ of the total daily traffic volume in 20 years).

Current TEDS Warrant “point” for Left Turn Lane requirement – 12 left turns, when facing 300+ vehicles in an hour. (See TEDS section 6.2)

Total number of trips entering the site during the PM peak hour – 42 (each home will generate a PM peak trip, and 64% of those will be returning trips).

Likelihood (interpretation) that at 12 peak hour vehicles (29% of the entering 42 peak hour trips) would seek to travel from 29 Rd / I-70, if an exchange were present – reasonable, as (in 20 years) the I-70 route would probably provide a faster travel route to points west of Horizon Dr. than routes on Patterson, Orchard, or North (the geographical area proportion of the City west of Horizon is at least as large as 30% of the total City area) .

REVIEW COMMENTS

3rd Round

*Emailed
7/10/03*

Page 1 of 3
July 10, 2003

FILE #PP-2003-060(3)

TITLE HEADING: Monarch Glen Subdivision

LOCATION: 626 30 Road(2)

PETITIONER: EDKA Land Company, LLC – Ed Lenhart

PETITIONER'S ADDRESS/TELEPHONE: 2505 Foresight Cir, #A
245-9316

PETITIONER'S REPRESENTATIVE: LANDesign – Brian Hart
245-4099

STAFF REPRESENTATIVE: Pat Cecil

NOTE: THE PETITIONER IS REQUIRED TO SUBMIT AND LABEL A RESPONSE TO COMMENT FOR EACH AGENCY OR INDIVIDUAL WHO HAS REQUESTED ADDITIONAL INFORMATION OR REVISED PLANS, INCLUDING THE CITY, ON OR BEFORE 5:00 P.M., JULY 18, 2003.

CITY COMMUNITY DEVELOPMENT

Pat Cecil

244-1439

1. It appears that all options regarding the left turn pocket on 30 Road have not been explored such as an independent traffic analysis, TEDS exceptions or redesigns of access.
2. Will the HOA be responsible for maintaining the "10 foot buffer easement" area in Tract A? Who will be responsible for maintaining the 10 foot buffer behind the fence at the rear of lots 4, 5, 6 and 7 of Block 1, Phase 2? Are the Krizman's going to accept any liability for this area? How can this area be included in the lot area since it appears to be an exclusive easement that will not be accessible to the property owners?
3. Rear and side line fences adjacent to right-of-ways will be subject to front yard restrictions on materials, heights and setbacks per the Zoning and Development Code. A note to this effect will be required on the final plat and the CC&R's. Setbacks are measured from property lines, not easement lines. This affects all double and triple frontage lots in the development.
4. The Development Engineer has expressed concern that the due to there not being a landscaped tract along the 30 Road frontage, future owners of those double frontage lots will expect to be able to take direct access to 30 Road unless plat notes and CC&R's specifically prohibit direct access for these lots.

Note: Per the petitioner's request, the project has been scheduled for Planning Commission review on July 22, 2003, with a staff recommendation for denial.

CITY DEVELOPMENT ENGINEER

7/9/03

Laura Lamberty

256-4155

1. This application does not meet City requirements for providing safe vehicular access to the subdivision. Left turn warrants are met per the City's traffic analysis. If the applicant wishes to provide his own traffic analysis performed by a professional engineer competent in the field per City requirements as contained in TEDS, the City will review and consider that analysis.
2. For left-turn access to the subdivision at F 3/10 Road: One option (acquisition of right-of-way at Krizman property) appears to have explored to some extent, but no other options for provision of access to the subdivision per our Design Standards have been presented by the applicant. Prior to submittal of the application, the applicant and his engineer reviewed with the City this situation, a number of options were discussed, and the requirement for safe access to the subdivision was underscored as necessary to be concurrent with the development of the lots. The need for these improvements is created by this subdivision.

Reflecting 11th Hour Plan submittal 7-9-03

1. Lot layout is improved, but lack of dimensioning makes it hard to determine conformance with geometrical requirements.
2. Need plat note barring access for Lots 1-4, Block 1 to 30 Road.
3. Clarify that access easement for driveway may serve more than one house in the future.
4. Show phasing on submittal because it makes lot numbering confusing. Also lot and block numbering is in error.
4. Note driveway placement standards in TEDS requiring alignment of accesses or spacing 50' from intersecting streets. Concerned about the following lots:
Filing 1:
Block 1: Lots 1, 8, 9 and 10..
Block 2: Lot 1
Block 4: Lot 3
Filing 2
Block 1: Lots 11 and 12
Block 2: lots 11 and 12

CITY TRANSPORTATION ENGINEER

6/25/03

George Miller

256-4123

Comments pertain to Comment Response and plans received 6-18-03.

1. The Krizman access easement, at Sovereign and F 3/10 will need to be expanded to a residential roadway row cross-section to allow for future redevelopment of that property. Notes should show that, on completion of the development, this easement will serve as the only access to the Krizman property and the current 30 Rd Krizman access point will be closed.
2. The traffic calming devices (speed humps) are not desired by the Fire Department, and are only used for device installation on existing roadways. An alternative device, preferably a width restriction, should be used. Also, in the interest of providing a little more protection for potential pedestrian crossing to and from the project open space areas, relocate the east calming device to Tract D.

REVIEW COMMENTS / PP-2003-060 / PAGE 3 of 3

3. All shown cul-de-sacs are located more than 150' away from adjacent intersections, so will need to provide 48' radius bulbs. The required emergency turnaround turning radii are defined in TEDS chap 5 Fire Dept. Access section (33' inside and 48' outside radii).
4. The next plan set will need to clarify existing and future area access points, striping, and signing details on 30 Rd. along the site frontage and for a distance of 200' beyond the frontage in both directions.
5. The next plan submittal will need to detail all street name, stop sign, and street light locations.

PRELIMINARY PLANS

FOR

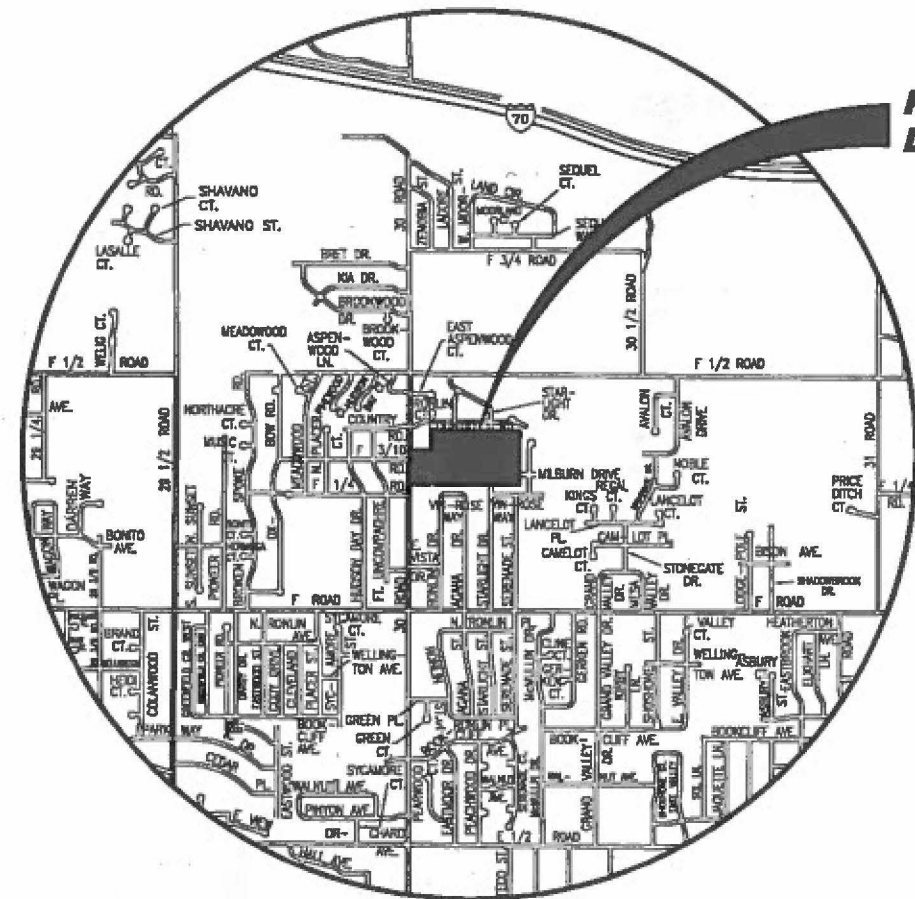
MONARCH GLEN SUBDIVISION

JUNE 2003

REVISED JULY, 2003

SHEET INDEX

SHEET	PAGE
COVER SHEET-----	1
MASTER LEGEND AND ABBREVIATIONS-----	2
PRELIMINARY PLAN-----	3
PRELIMINARY UTILITY COMPOSITE-----	4
PRELIMINARY GRADING AND DRAINAGE-----	5
PRELIMINARY LANDSCAPE PLAN-----	6



**PROJECT
LOCATION**

**PRELIMINARY
NOT FOR
CONSTRUCTION**

JULY 11, 2003

UTILITY LIST

UTILITY	ADDRESS
DOMESTIC WATER-----	CLIFTON WATER DISTRICT 510 34 ROAD CLIFTON, COLORADO 81520 970-434-7328
SANITARY SEWER-----	CENTRAL GRAND VALLEY SANITATION DISTRICT 541 HOOVER DRIVE GRAND JUNCTION, COLORADO 81504 970-434-2276
GAS-----	XCEL ENERGY 2538 BLICHMANN AVENUE GRAND JUNCTION, COLORADO 81505 970-245-2520
ELECTRIC-----	GRAND VALLEY RURAL POWER 2727 GRAND AVENUE GRAND JUNCTION, COLORADO 81501 970-242-0040
TELEPHONE-----	QWEST 2524 BLICHMANN AVENUE GRAND JUNCTION, COLORADO 81505 970-244-4721
CABLE TELEVISION-----	BRESNAN COMMUNICATIONS 2502 FORESIGHT CIRCLE GRAND JUNCTION, COLORADO 81505 970-245-8750

**VICINITY MAP
NTS**

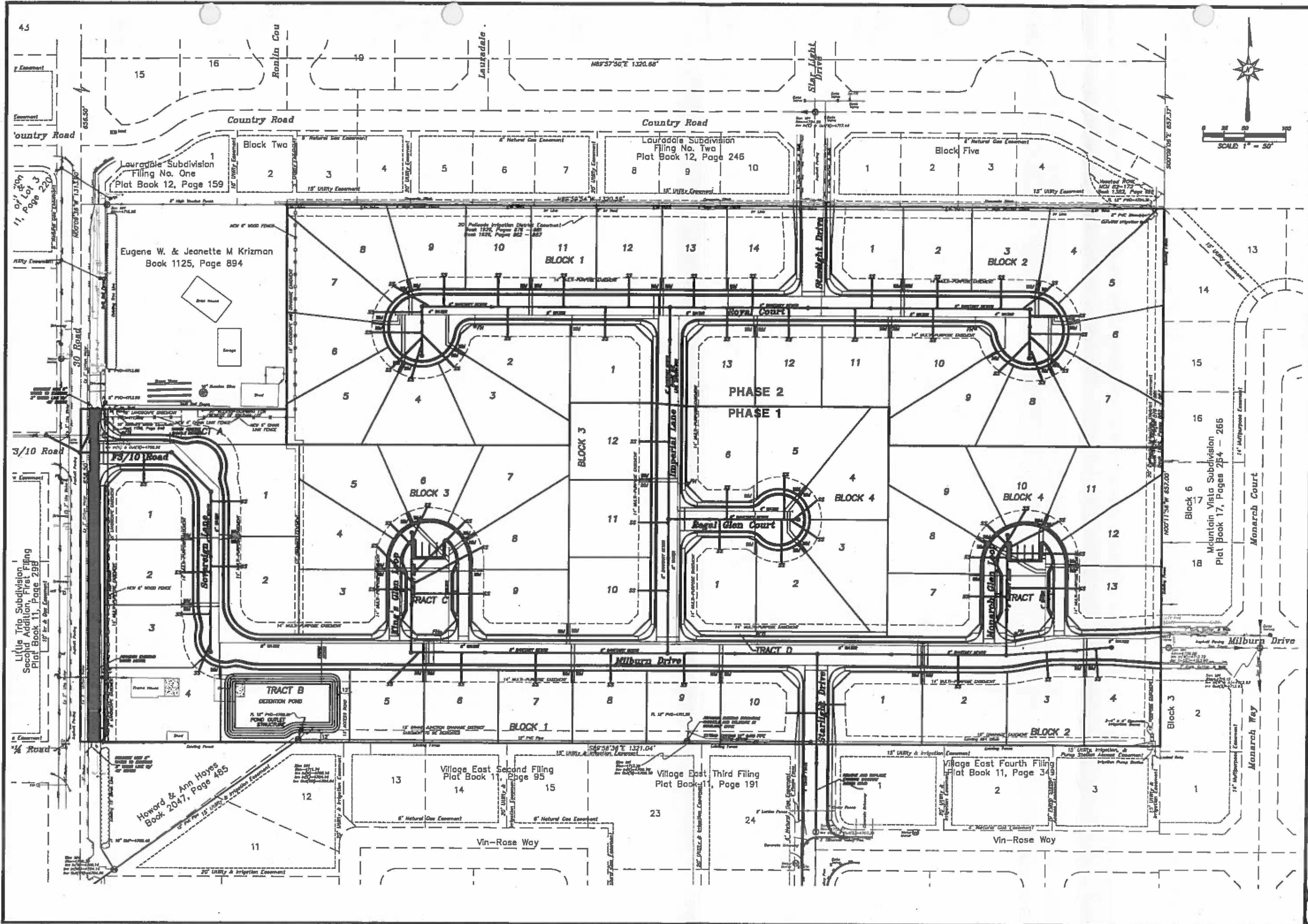
PREPARED FOR:

**JUST COMPANIES, INC.
2505 FORESIGHT CIRCLE #5
GRAND JUNCTION, COLORADO 81501
(970) 245-9316**

PREPARED BY:

LANDesign
ENGINEERS • SURVEYORS • PLANNERS
244 NORTH 7th STREET
GRAND JUNCTION, COLORADO 81501 (970) 245-4099

RECEIVED
JUL 16 2003
COMMUNITY DEVELOPMENT
DEPT.



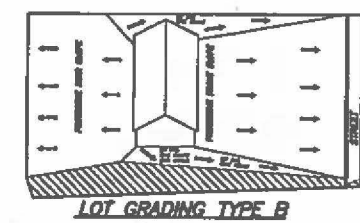
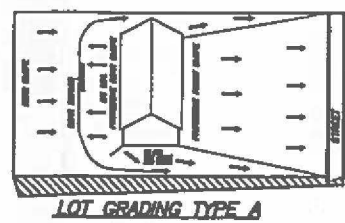
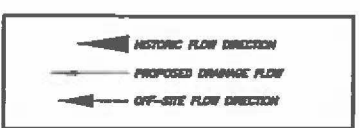
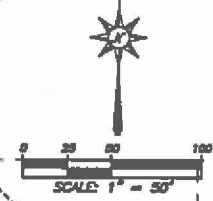
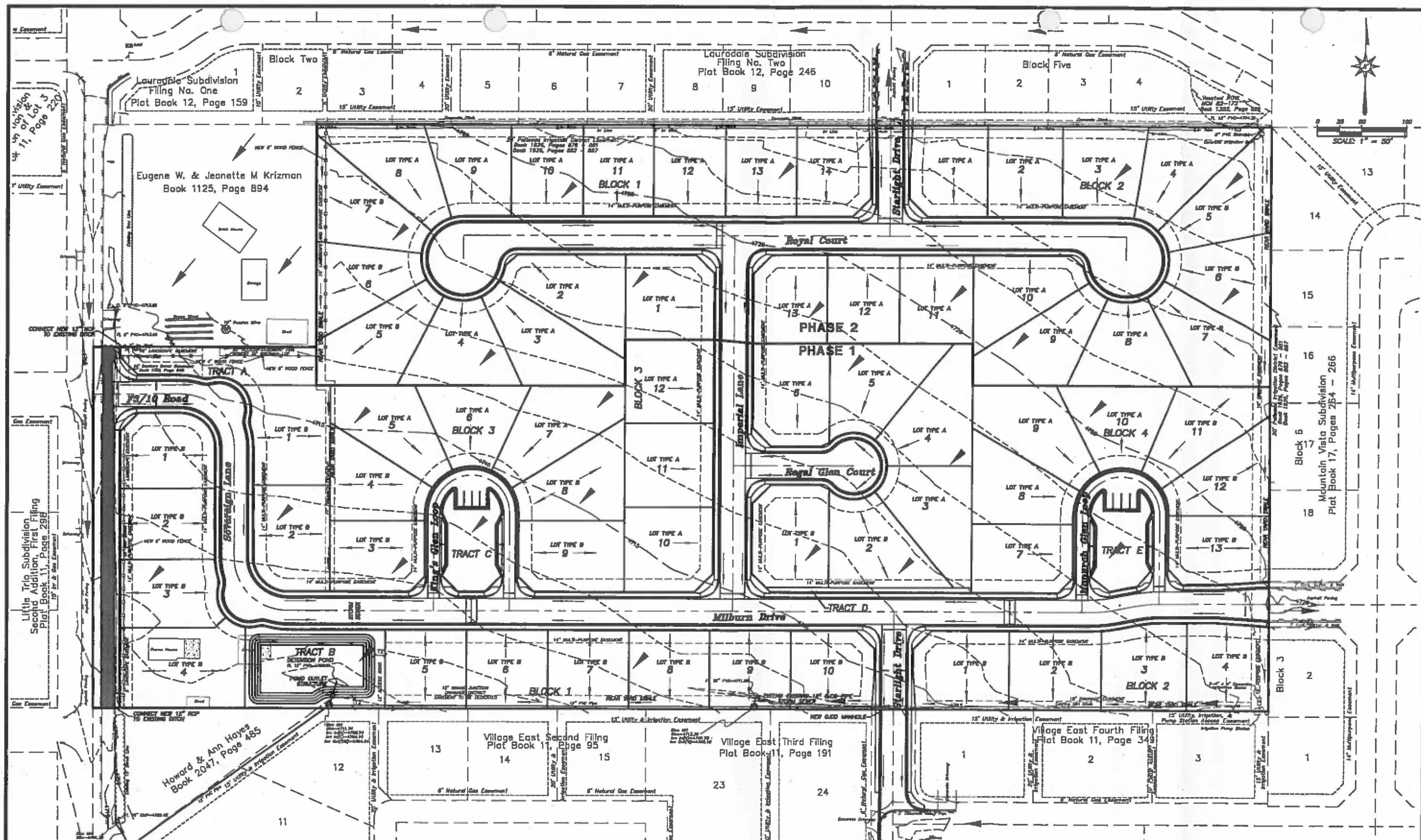
DATE	NO.	REVISION
05/27/03	1	PER CITY REVIEW COMMENTS
06/17/03	2	PER CITY REVIEW COMMENTS
7/11/03	3	PER CITY REVIEW COMMENTS

**PRELIMINARY
UTILITY COMPOSITE**

MONARCH GLEN SUBDIVISION

LANDOON
SURVEYORS • PLANNERS
244 NORTH 7th STREET
GRAND JUNCTION, COLORADO 81501 (970) 245-4066

PROJECT NO.: 203003 FILE NAME: 203003-plan-utilitycomp DATE: 03/06/03 DRAWN: CM CHECK: BCB



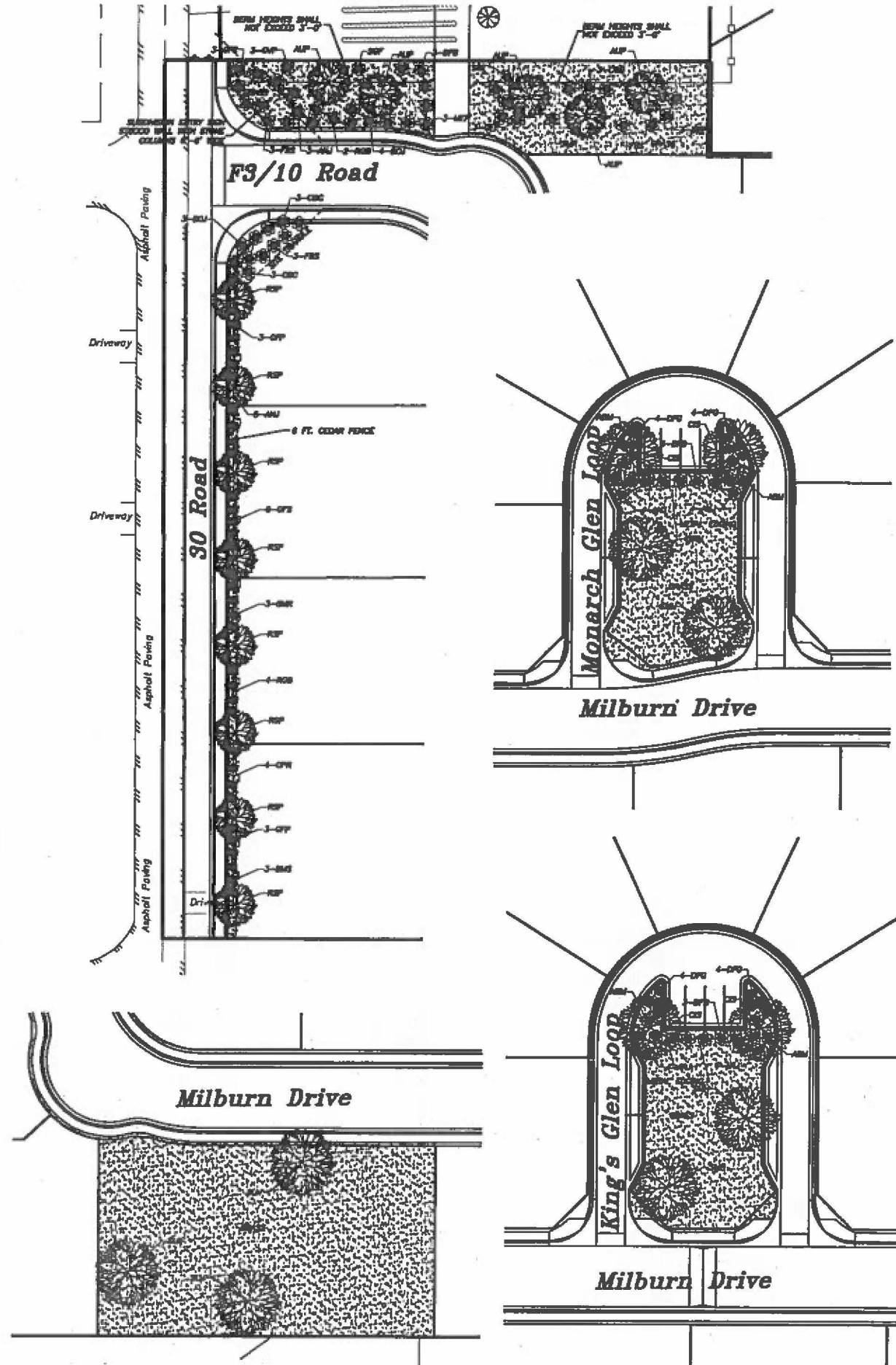
**PRELIMINARY
NOT FOR
CONSTRUCTION**

REV.	DATE	DESCRIPTION
1	05/22/03	PER CITY REVIEW COMMENTS
2	06/17/03	PER CITY REVIEW COMMENTS
3	7/11/03	PER CITY REVIEW COMMENTS

**PRELIMINARY
GRADING PLAN**

MONARCH GLEN SUBDIVISION

LANDesign
ENGINEERS • SURVEYORS • PLANNERS
244 NORTH 7th STREET
GRAND JUNCTION, COLORADO 81501 (970) 245-4099



PLANT LIST

26 DECIDUOUS TREES			
SYMBOL	COMMON NAME	QUANTITY	BOONICAL NAME
APL	AUTUMN PURPLE ASH	3	Fraxinus americana 'Spectra'
SLH	SHILOE HONEYLOCUST	4	Fraxinus viridis
ALP	ALBIDUM PINE	6	Pinus strobus 'Albino'
RSP	RED SPICE PINE	4	Pinus edulis 'Red Spire'
AM	AUTUMN BLAZE MAPLE	4	Acer palmatum 'Blood Red'
SM	SMOOTHBARK HONEYLOCUST	6	Fraxinus pennsylvanica 'Smoother'

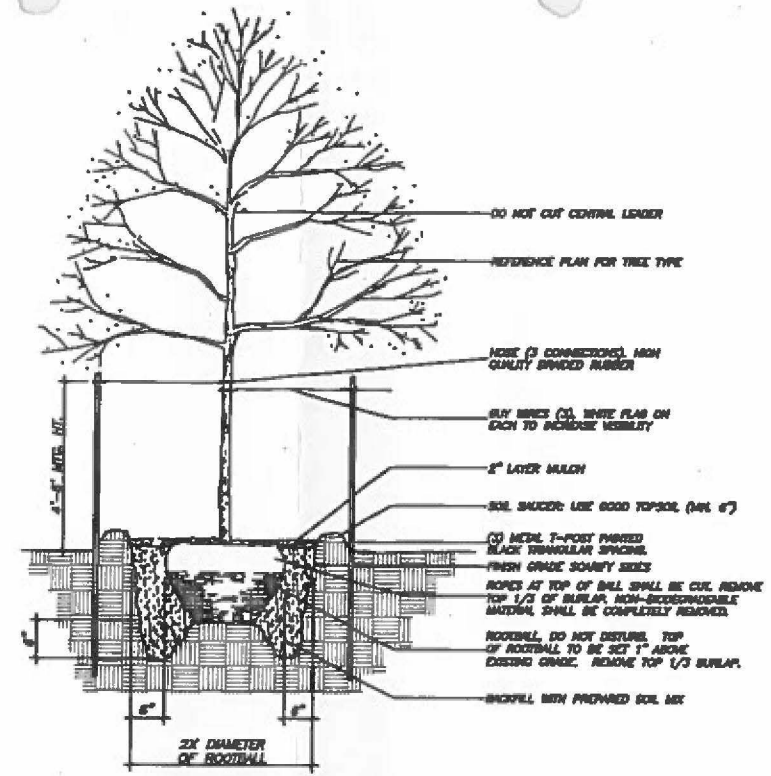
147 DECIDUOUS SHRUBS			
SYMBOL	COMMON NAME	QUANTITY	BOONICAL NAME
BMS	BLUE MIST SPirea	3	Doornicola's Insect
SLJ	SLUE OUP JUNIPER	12	Juniperus horizontalis 'The City'
CRD	CRAWFORD CORYDOENDER	12	Corydalis aurea
OP	OLDFASHIONED POTENTILLA	12	Potentilla fruticosa 'Double'
MP	MC. EXCELSA POTENTILLA	6	Potentilla fruticosa 'Mc. Exce'
OPF	GOLDFLAME SPirea	12	Spirea x Ostrya 'Gold Flame'
RP	ROSEOLAF BURNING BUSH	10	Burnia bushy 'Rose Star'
CE	CENTRAL PLUM	6	Prunus cistena
SPB	SPRING BURNING BUSH	6	Burnia bushy
CPF	COMPACT PINE FLEMING ROSE	12	Rosa 'Flower Carpet Pink'
ALJ	ALBIDUM JUNIPER	24	Juniperus alba
FRS	FRIGID SPirea	7	Spirea x Ostrya 'Frigid'
OD	COMPACT GREEN GRAPe HOLLy	3	Malva alcea 'Compact Green'
SR	SCARLET NICKELAND BUSH	3	Rosa 'Scarlet Nickeland'
GV	GOLDEN VIOLET FRUIT	3	Lonicera x Vitis
SP	SPRING GLOrY FROSTRA	3	Campanula x Inverness 'Spring Glory'
SPG	SPRING FOLIOUS GRASS	18	Panicum ornata

176 TOTAL PLANTS

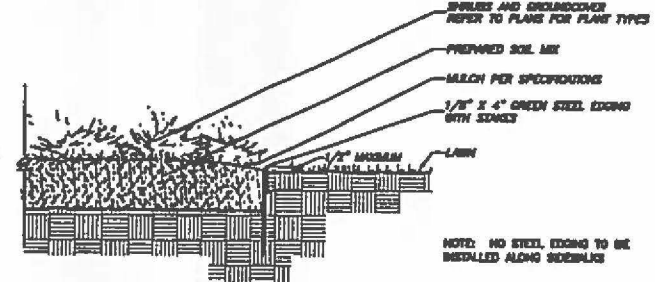
**PRELIMINARY
NOT FOR
CONSTRUCTION**



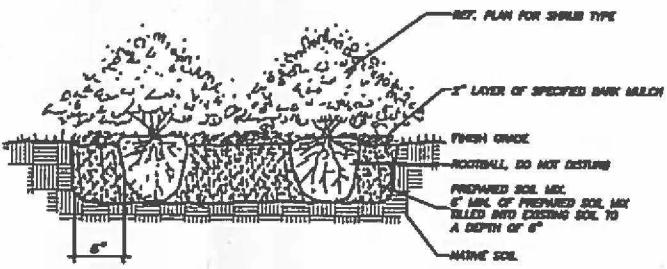
- GENERAL PLANTING NOTES**
- PLANTS THAT DIE OR ARE DAMAGED WILL BE REPLACED.
 - AN UNDERGROUND, PREWATERED IRRIGATION SYSTEM WILL BE PROVIDED BY ALL LANDSCAPE ARCHITECTS. PROVISIONS SHALL BE MADE TO BE INSTALLED AT THE TIME OF PLANTING.
 - PLANTS SHALL NOT BE PLACED WITHIN 4' OF BUILDING FOUNDATIONS.
- NOTES:**
- DO NOT ALLOW AIR POCKETS TO FORM WHEN BACKFILLING.
 - LEAVE 10" OF SOIL ABOVE GRADE FOR REMOVAL.
 - TRIM 1/2" TO STREET PER UNDERDRAINAGE CONNECTION WHERE APPLICABLE.
 - TRIM SHALL BE SECURED WITH 3 GUY WIRES SPACED 120 DEGREES. TRIM SHALL STAND PLUMB. GUY WIRES TO BE REMOVED AT END OF GUYWIRE PERIOD.
 - LOCATE STAKES QUADRE OF TRIM WELL POSITION STAKES TO SECURE TRIM AGAINST SEASONAL WINDS.



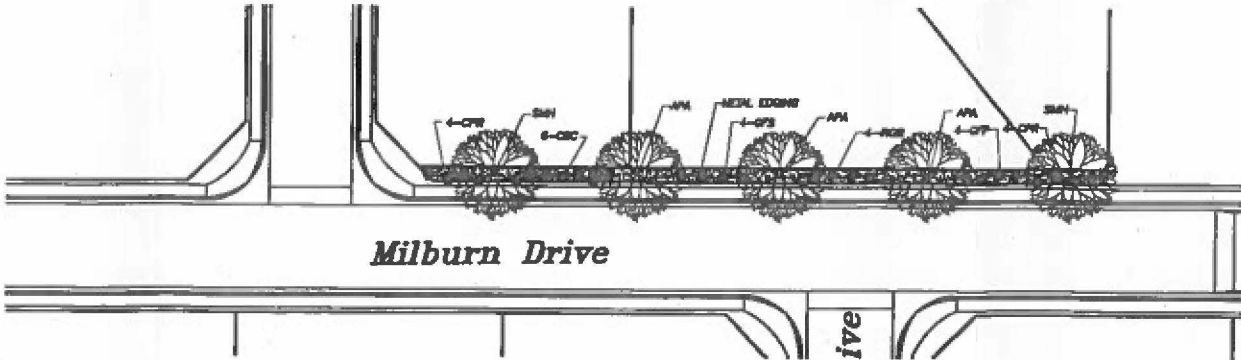
TYPICAL TREE PLANTING DETAIL



METAL EDGING DETAIL



SHRUB/GROUNDCOVER DETAIL



DATE: 05/27/03	NO: 1	REVISION: PER CITY REVIEW COMMENTS	DATE: 05/18/03	NO: 2	REVISION: PER CITY REVIEW COMMENTS
DATE: 05/27/03	NO: 3	REVISION: PER CITY REVIEW COMMENTS	DATE: 05/21/03	NO: 4	REVISION: PER CITY REVIEW COMMENTS

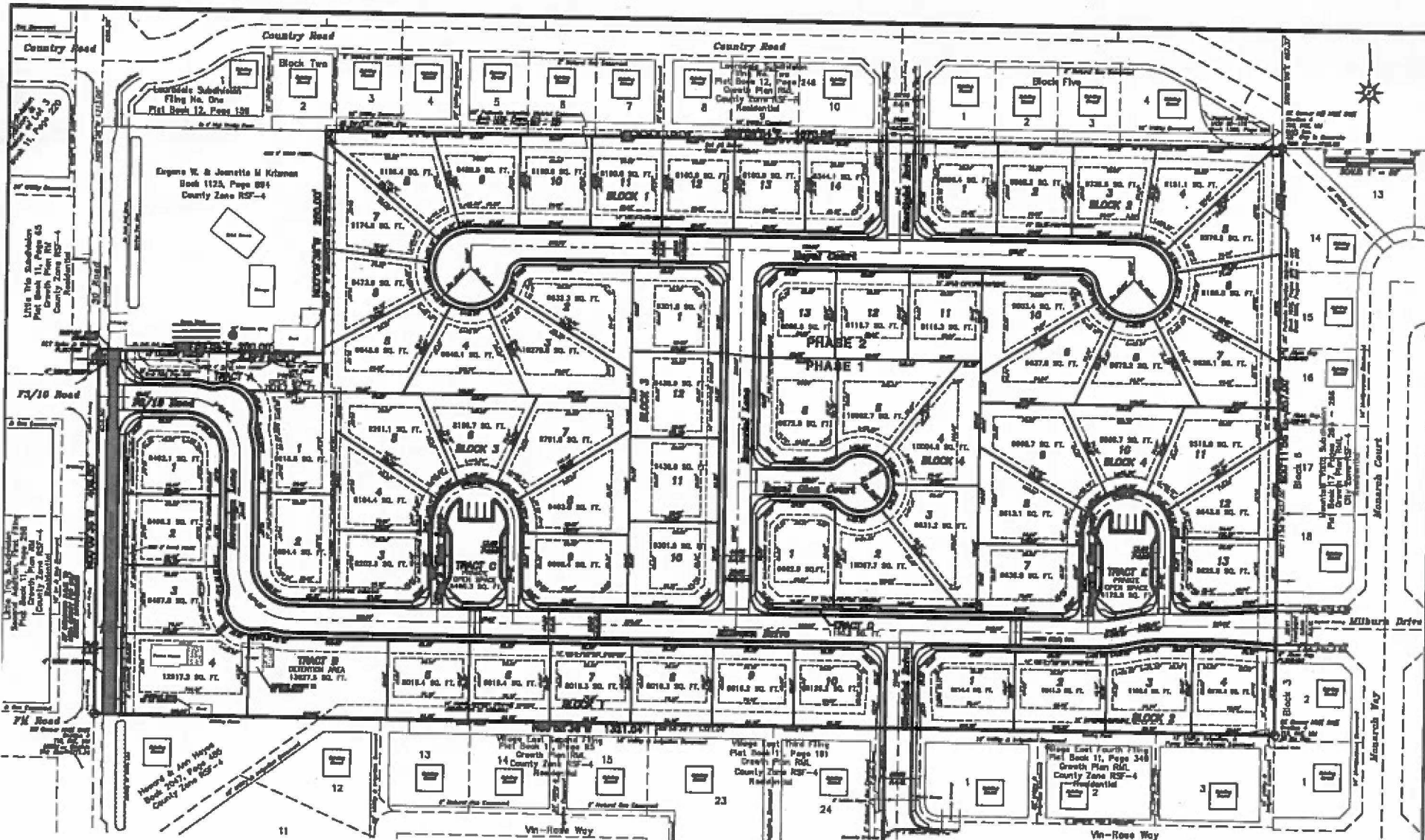
**PRELIMINARY
LANDSCAPE PLAN**

MONARCH GLEN SUBDIVISION

PROJECT NO.: 203003
FILE NAME: 203003-plant-landscape
DATE: 05/31/03
DRAWN: CJM
CHK'D: BCH

LANDOON URBAN
ENGINEERS - SURVEYORS - PLANNERS
244 NORTH 7th STREET
GRAND JUNCTION, COLORADO 81501 (970) 245-0099

SHEET 6 OF 6



ZONE DISTRICT BULK REQUIREMENTS FOR LOOP LANE

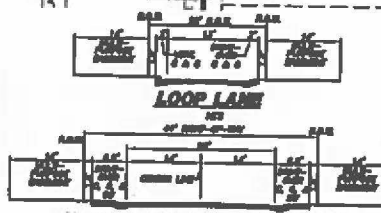
Requirement	Value
Minimum Lot Area	1,000 sq. ft.
Minimum Front Setback	10 ft.
Minimum Side Setback	5 ft.
Minimum Rear Setback	5 ft.
Maximum Height	12 ft.
Maximum Coverage	30%
Minimum Front Yard	10 ft.
Minimum Side Yard	5 ft.
Minimum Rear Yard	5 ft.

ZONE DISTRICT BULK REQUIREMENTS

Requirement	Value
Minimum Lot Area	1,000 sq. ft.
Minimum Front Setback	10 ft.
Minimum Side Setback	5 ft.
Minimum Rear Setback	5 ft.
Maximum Height	12 ft.
Maximum Coverage	30%
Minimum Front Yard	10 ft.
Minimum Side Yard	5 ft.
Minimum Rear Yard	5 ft.

LAND USE TABLE

Lot Area	Use
1,000 - 1,999 sq. ft.	Single-Family Detached
2,000 - 2,999 sq. ft.	Single-Family Detached
3,000 - 3,999 sq. ft.	Single-Family Detached
4,000 - 4,999 sq. ft.	Single-Family Detached
5,000 - 5,999 sq. ft.	Single-Family Detached
6,000 - 6,999 sq. ft.	Single-Family Detached
7,000 - 7,999 sq. ft.	Single-Family Detached
8,000 - 8,999 sq. ft.	Single-Family Detached
9,000 - 9,999 sq. ft.	Single-Family Detached
10,000 - 10,999 sq. ft.	Single-Family Detached
11,000 - 11,999 sq. ft.	Single-Family Detached
12,000 - 12,999 sq. ft.	Single-Family Detached
13,000 - 13,999 sq. ft.	Single-Family Detached
14,000 - 14,999 sq. ft.	Single-Family Detached
15,000 - 15,999 sq. ft.	Single-Family Detached
16,000 - 16,999 sq. ft.	Single-Family Detached
17,000 - 17,999 sq. ft.	Single-Family Detached
18,000 - 18,999 sq. ft.	Single-Family Detached
19,000 - 19,999 sq. ft.	Single-Family Detached
20,000 - 20,999 sq. ft.	Single-Family Detached
21,000 - 21,999 sq. ft.	Single-Family Detached
22,000 - 22,999 sq. ft.	Single-Family Detached
23,000 - 23,999 sq. ft.	Single-Family Detached
24,000 - 24,999 sq. ft.	Single-Family Detached
25,000 - 25,999 sq. ft.	Single-Family Detached
26,000 - 26,999 sq. ft.	Single-Family Detached
27,000 - 27,999 sq. ft.	Single-Family Detached
28,000 - 28,999 sq. ft.	Single-Family Detached
29,000 - 29,999 sq. ft.	Single-Family Detached
30,000 - 30,999 sq. ft.	Single-Family Detached
31,000 - 31,999 sq. ft.	Single-Family Detached
32,000 - 32,999 sq. ft.	Single-Family Detached
33,000 - 33,999 sq. ft.	Single-Family Detached
34,000 - 34,999 sq. ft.	Single-Family Detached
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37,000 - 37,999 sq. ft.	Single-Family Detached
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40,000 - 40,999 sq. ft.	Single-Family Detached
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45,000 - 45,999 sq. ft.	Single-Family Detached
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51,000 - 51,999 sq. ft.	Single-Family Detached
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73,000 - 73,999 sq. ft.	Single-Family Detached
74,000 - 74,999 sq. ft.	Single-Family Detached
75,000 - 75,999 sq. ft.	Single-Family Detached
76,000 - 76,999 sq. ft.	Single-Family Detached
77,000 - 77,999 sq. ft.	Single-Family Detached
78,000 - 78,999 sq. ft.	Single-Family Detached
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80,000 - 80,999 sq. ft.	Single-Family Detached
81,000 - 81,999 sq. ft.	Single-Family Detached
82,000 - 82,999 sq. ft.	Single-Family Detached
83,000 - 83,999 sq. ft.	Single-Family Detached
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94,000 - 94,999 sq. ft.	Single-Family Detached
95,000 - 95,999 sq. ft.	Single-Family Detached
96,000 - 96,999 sq. ft.	Single-Family Detached
97,000 - 97,999 sq. ft.	Single-Family Detached
98,000 - 98,999 sq. ft.	Single-Family Detached
99,000 - 99,999 sq. ft.	Single-Family Detached
100,000 - 100,999 sq. ft.	Single-Family Detached



PRELIMINARY NOT FOR CONSTRUCTION



Block	Area	Area	Area	Area
1	1,000 sq. ft.	1,000 sq. ft.	1,000 sq. ft.	1,000 sq. ft.
2	1,000 sq. ft.	1,000 sq. ft.	1,000 sq. ft.	1,000 sq. ft.
3	1,000 sq. ft.	1,000 sq. ft.	1,000 sq. ft.	1,000 sq. ft.
4	1,000 sq. ft.	1,000 sq. ft.	1,000 sq. ft.	1,000 sq. ft.
5	1,000 sq. ft.	1,000 sq. ft.	1,000 sq. ft.	1,000 sq. ft.
6	1,000 sq. ft.	1,000 sq. ft.	1,000 sq. ft.	1,000 sq. ft.
7	1,000 sq. ft.	1,000 sq. ft.	1,000 sq. ft.	1,000 sq. ft.
8	1,000 sq. ft.	1,000 sq. ft.	1,000 sq. ft.	1,000 sq. ft.
9	1,000 sq. ft.	1,000 sq. ft.	1,000 sq. ft.	1,000 sq. ft.
10	1,000 sq. ft.	1,000 sq. ft.	1,000 sq. ft.	1,000 sq. ft.
11	1,000 sq. ft.	1,000 sq. ft.	1,000 sq. ft.	1,000 sq. ft.
12	1,000 sq. ft.	1,000 sq. ft.	1,000 sq. ft.	1,000 sq. ft.
13	1,000 sq. ft.	1,000 sq. ft.	1,000 sq. ft.	1,000 sq. ft.
14	1,000 sq. ft.	1,000 sq. ft.	1,000 sq. ft.	1,000 sq. ft.
15	1,000 sq. ft.	1,000 sq. ft.	1,000 sq. ft.	1,000 sq. ft.
16	1,000 sq. ft.	1,000 sq. ft.	1,000 sq. ft.	1,000 sq. ft.
17	1,000 sq. ft.	1,000 sq. ft.	1,000 sq. ft.	1,000 sq. ft.
18	1,000 sq. ft.	1,000 sq. ft.	1,000 sq. ft.	1,000 sq. ft.
19	1,000 sq. ft.	1,000 sq. ft.	1,000 sq. ft.	1,000 sq. ft.
20	1,000 sq. ft.	1,000 sq. ft.	1,000 sq. ft.	1,000 sq. ft.
21	1,000 sq. ft.	1,000 sq. ft.	1,000 sq. ft.	1,000 sq. ft.
22	1,000 sq. ft.	1,000 sq. ft.	1,000 sq. ft.	1,000 sq. ft.
23	1,000 sq. ft.	1,000 sq. ft.	1,000 sq. ft.	1,000 sq. ft.
24	1,000 sq. ft.	1,000 sq. ft.	1,000 sq. ft.	1,000 sq. ft.

PRELIMINARY PLAN

MONARCH GLEN SUBDIVISION

LANDesign
 344 NORTH 7th STREET
 DENVER, COLORADO 80202

LANDesign

ENGINEERS • SURVEYORS • PLANNERS

244 N 7th STREET – GRAND JUNCTION, CO 81501
(970) 245-4099 FAX: (970) 245-3076

**LETTER OF
TRANSMITTAL**
RECEIVED
JUL 16 2003
COMMUNITY DEVELOPMENT
DEPT.

TO: Pat Cecil
Community Development
Laura Lamberty
Development Engineer

Date: 7/14/03
Job No: 203003.30
Attention:
RE: Monarch Glen

WE ARE SENDING YOU Attached via: Hand deliver the following items:

- Proj. Submittal Prints Plans Samples Specifications
 Copy of letter Change Order

Copies	Date	Description
1	7/14/03	Revised Preliminary Plan, 24x36, 11x17 and 8x11 (Preliminary Plan only)

THESE ARE TRANSMITTED as checked below:

- For your Approval Prints returned after loan to us
 For your use
 As requested
 For review and comment

REMARKS:

This plan shows the updated lot layout with corrected lot & block numbers. Add'l comments will be addressed later.

COPY TO:

SIGNED: Buen

Memorandum

DATE: July 16, 2003

TO: Laura Lamberty, Community Development Engineer

FROM: Pat Cecil, Development Services Supervisor

SUBJECT: Response to Comments – Monarch Glen
Subdivision (PP-2003-060).

Attached are the revised comments for this project. Please review and return any further comments you have to me by Wednesday, July 30, 2003.

If you have any questions please contact me at:

Phone #: 244-1439

Fax #: 256-4038

E-mail: patc@ci.grandjct.co.us

AGENDA TOPIC: Monarch Glen Subdivision Preliminary Plat (PP-2003-060)

ACTION REQUESTED: Preliminary Plat Approval

BACKGROUND INFORMATION			
Location:		626 30 Road	
Applicants:		EDKA Land Company LLC – Petitioner LANDesign, LLC - Representative	
Existing Land Use:		Existing residence and accessory buildings in the southwest corner of the site.	
Proposed Land Use:		Residential subdivision	
Surrounding Land Use:	North	Residential (Lauradale Subdivision)	
	South	Residential (Village East Subdivision)	
	East	Residential (Little Trio Subdivision)	
	West	Residential (Mountain Vista Subdivision)	
Existing Zoning:		RSF-4	
Proposed Zoning:		Same	
Surrounding Zoning:	North	RSR-R (County)	
	South	RSF-4 (County)	
	East	RSF-4 (County)	
	West	RSF-4 (County)	
Growth Plan Designation:		Residential Medium Low 2-4 DU/AC	
Zoning within density range?		<input checked="" type="checkbox"/> X	<input type="checkbox"/> Yes
		<input type="checkbox"/>	<input type="checkbox"/> No

RECOMMENDATION: Approval subject to conditions.

PROJECT DESCRIPTION: The Petitioner is requesting approval of a Preliminary Plat to permit the creation of 66 single family detached lots on approximately 18.479 acres. The project will create lots that range in size from 8,160 square feet to 12,917 square feet in area, for an overall density of 3.57 dwelling units per acre. The project is proposed to be constructed in two phases.

As part of the project design, 2-loop lanes will be created that will provide access to 14 of the lots being created and provide common open space areas (Tracts C & D). Housing along loop lanes are subject to special reduced setback standards for the residence and garage per the TEDS Manual.

The petitioner will be constructing a right-of-way fence adjacent to the 30 Road frontage that will be placed within a landscape strip that will be maintained by the HOA.

A TEDS exception for intersection spacing between Imperial Lane and Starlight Drive has been approved by the committee authorized to review TEDS exceptions.

The Public Works Department indicates that a left turn pocket going into the site on 30 Road will be warranted in the future. The department indicates that the petitioner has the option of constructing the improvement at this time, or paying the City the cost of the improvement at the time of final platting so that it can be constructed at a future date by the City when it is needed.

Storm water will be over-detained (Tract "B") on the project site and released at less than historic volume to Grand Junction Drainage District facilities. The detention area will be required to be landscaped as part of the final plat review.

The petitioner will be required to pay an open space fee equal to 10% of the property value at time of final platting.

ANALYSIS:

1. Background:

The project site was annexed and zoned to the RSF-4 by the City Council on December 18, 2002.

2. Consistency with the Growth Plan:

The project site is located in a Residential Medium Low 2-4 DU/AC Future Land Use designation. The project is proposing a density of 3.57 dwelling units per acre, which is consistent with the density of the Growth Plan and the RSF-4 zone district.

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

A preliminary plat can only be approved when it is in compliance with all of the following:

- a. The Growth Plan, Grand Valley Circulation Plan, Urban Trails Plan and other adopted plans.
- b. The purposes of this Section 2.8.B.
- c. The Subdivision standards of Section 6.7.
- d. The Zoning standards contained in Chapter 3.

- e. Other standards and requirements of the Zoning and Development Code and all other City policies and regulations.
- f. Adequate public facilities and services will be available concurrent with the subdivision.
- g. The project will have little or no adverse or negative impacts upon the natural or social environment.
- h. Compatibility with existing and proposed development on adjacent properties.
- i. Adjacent agricultural property and land uses will not be harmed.
- j. Is neither piecemeal development nor premature development of agricultural land or other unique areas.
- k. There is adequate land to dedicate for provision of public services.
- l. This project will not cause an undue burden on the City for maintenance or improvement of land and/or facilities.

In reviewing the project, it appears to be consistent with the requirements of Section 2.8.B.2. of the Zoning and Development Code.

Conditions:

Two conditions of approval are recommended for this project:

1. A revised preliminary plat (3 copies) addressing any previously unresolved issues as identified in the July 10th review comments be submitted for file closure of the preliminary plat prior to submittal of the final plat application.
2. At final platting, cash-in-lieu of construction be paid to the City of Grand Junction for the entire construction cost to construct a left turn lane with widening occurring entirely to the west side of the existing roadway including, but not limited to, clearing, pavement widening, drainage re-establishment, relocation of private utilities, striping and all incidentals thereto, specifically including engineering, surveying and testing. The relocation of public utilities will not need to be included in the cost. The geometry of the turn lane shall consider 12' wide through lanes, and 12' wide left turn pocket with 50' of storage, with all tapers, transitions, reverse curves and tangents per TEDS.

The petitioner has agreed to these conditions on the approval.

FINDINGS OF FACT/CONCLUSIONS:

After reviewing the Monarch Glen Preliminary Plat application, (PP-2003-060) for preliminary plat approval, staff recommends that the Planning Commission make the following findings of fact and conclusions:

1. The proposed preliminary plat is consistent with the Growth Plan.
2. The review criteria in Section 2.8.B.2 of the Zoning and Development Code have all been met.

STAFF RECOMMENDATION:

Staff recommends that the Planning Commission approve the proposed preliminary plat for the Monarch Glen Subdivision, PP-2003-060, with the findings and conclusions listed above and subject to the recommended conditions of approval.

RECOMMENDED PLANNING COMMISSION MOTION:

Mr. Chairman, on the Preliminary Plat for the Monarch Glen Subdivision, PP-2003-060, I move that the Planning Commission adopt the findings and conclusions listed in the staff report, and approved the preliminary plan subject to the recommended conditions of approval.

Attachments:

General project report
Vicinity Map
Aerial Photo
Growth Plan Map
Zoning Map
Preliminary Plat

GENERAL PROJECT REPORT

Monarch Glen Subdivision Preliminary Plan Application

March 28, 2003

Submitted by:

Just Companies, Inc
2505 Foresight Circle, Unit A
Grand Junction, CO 81505

A. Project Description

Monarch Glen Subdivision is located directly east of 30 Road at F 3/10 Road. There are several subdivisions adjacent to the property; Lauradale Subdivision is located to the north, Mountain Vista is located to the east, Village East Subdivision is located to the south, Trading Post Subdivision is located to the southwest, and Little Trio, Single Tree, and Aspenwood Meadows Subdivisions are located to the west. This land use application is for a Preliminary Plan Application.

The City of Grand Junction recently annexed the property and assigned an RSF-4 zone to the property. The Preliminary Plan attached with this application shows a layout that conforms to the RSF-4 bulk standards outlined in the Zoning and Development Code. The project proposes 66 lots on approximately 18.479 acres for an overall density of 3.57 units per acre.

There are 21 lots that are accessed by loop lanes, King's Glen Loop, Regal Glen Loop and Monarch Glen Loop. As outlined in the City's Transportation Engineering Design Standards (TEDS) manual, Section 13.2.2, Loop Lane Standards, dimensional standards are different for lots that are accessed by loop lanes. For these 21 lots the Front Setback will be 30-feet for garages and 15-feet for the living area. For side-loaded garages the Front Setback is 25-feet. The Rear Setback is reduced by 10-feet to 15-feet. In addition, the loop lane standards allow for a 20% reduction in lot size, which would reduce the minimum lot area to 6400 square feet. However, at this time, the lot size minimum for the project is proposed as 8000 square feet.

The proposed dimensional standards for the RSF-4 zone, with the modifications for loop lanes outlined above, are shown below (Zoning and Development Code, Table 3.2 and TEDS Manual Section 13.2.2);

Minimum Lot Area	8000 SF
Minimum Lot Width	75 ft
Minimum Street Frontage	20 ft
Front Setback	20 ft (Principle Structure) 25 ft (Accessory Structure)
Loop Lane Accessed Lots	15 ft (Living Area) 30 ft (Garage)
Side Setback	7 ft (Principle Structure) 3 ft (Accessory Structure)
Rear Setback	25 ft (Principle Structure) 5 ft (Accessory Structure)
Loop Lane Accessed Lots	15 ft
Maximum Lot Coverage	50%
Maximum Floor Area Ratio	0.40
Maximum Building Height	35 ft

B. Public Benefit

Monarch Glen Subdivision will provide residents with a quality single-family residential project that has been planned in accordance with City of Grand Junction Standards. In addition, the proposed project will provide the area with an excellent infill project that will enhance the surrounding neighborhood.

C. Neighborhood Meeting

As required by the Community Development Department, the petitioner held a meeting to outline the proposed application. The meeting was held on March 10, at Bray and Company and included Ed Lenhart of Just Companies, Brian Hart of LANDesign and Greg Kuhn of Bray and Company. Pat Cecil from the Community Development Department was also in attendance. Several preliminary layouts of the subdivision were provided for the neighbors to review.

Approximately 20-30 neighbors attended the meeting and presented a variety of questions, some of which are outlined below;

1. Traffic: There were two main concerns regarding traffic impacts to the area, 30 Road connection location and the Starlight Drive and Milburn Drive connections. The neighbors were told that the location of the 30 Road connection and the connections to Starlight Drive and Milburn Drive connections were required by the City's Transportation Engineering department.
2. Drainage: The neighbors had questions regarding the proposed drainage design for the project. The neighbors were told that a detention pond will be located near the southwest corner of the subject property and will drain to the Grand Junction Drainage Ditch line located along the south boundary of the property.
3. Street Lights: Neighbors that lived directly west of the project did not want to see street lights installed at 30 Road and F 3/10 Road.
4. Development Schedule: Many neighbors asked how soon the property might develop, however, a specific schedule was not given.

D. Project Compliance, Compatibility, and Impact

1. Zoning and Growth Plan

As mentioned in Section A of this narrative, the subject property was recently zoned to RSF-4 in conjunction with an annexation into the City of Grand Junction. The proposed project has been

designed to conform to the RSF-4 zone requirements. In addition, the Growth Plan designation for the property is Residential Medium-Low (RML) 2-4 units per acre. The proposed project will result in a density of 3.52 units per acre, which is within the Growth Plan range.

2. Surrounding Land Use

The land surrounding the subject property is fully developed as single family subdivisions. Lauradale Subdivision is located to the north, Mountain Vista Subdivision is located to the east, Village East Subdivision is located to the south, Trading Post Subdivision is located to the southwest, and Little Trio, Single Tree, and Aspenwood Meadows Subdivisions are located to the west. Each of the listed subdivisions can be described as single family developments consistent with the RSF-4 zone.

3. Site Access and Traffic Patterns

There will be four connections to the proposed subdivision; 30 Road to the west, Starlight Drive to the north and south and Milburn Drive to the east. The City's Transportation Engineering department required each of the street connections listed. In addition, the City required that the connection to 30 Road must be directly across from F 3/10 to the west.

30 Road will be improved to Urban Collector status on the east side of the street in conjunction with the development and a southbound left turn lane will be included.

Traffic calming has been provided for Milburn Drive by the way of two speed tables.

4. Availability of Public Utilities

Sanitary sewer will be provided by Central Grand Valley Sanitation District and Domestic water will be provided by Clifton Water District. Fire hydrants will be installed with the construction of the project. Dry utilities will be extended from the surrounding subdivisions.

5. Special or Unusual Demands on Utilities

It is not anticipated that this project will have any unusual effects on public utilities such as sanitation, water or storm sewer.

6. **Effects on Public Facilities**

It is not anticipated that this project will have any unusual effects on public facilities such as fire department, police station, streets, parks or schools.

7. **Project Impact on Site Geology**

It is not anticipated that this project will have an impact on site geology or current geologic conditions. A Geotechnical Report covering the property is included with this submittal.

8. **Drainage**

A Preliminary Drainage Report has been submitted with this application. The stormwater control method planned for the project will be a detention pond facility located near the southwest corner of the site. The pond will drain to the Grand Junction Drainage District line that runs along the south boundary of the site.

D. Development Schedule and Phasing

The project will be phased in two filings, 37 lots in Filing 1 and 28 lots in Filing 2. The attached Preliminary Plan shows the phase line for the project.

The rate at which Monarch Glen Subdivision is developed will depend on the market demand for housing in the Grand Junction area. The project is proposed as one application with no future filings. It is anticipated that a Final Plan and Plat application will be submitted within one year after Preliminary Plan approval.

Dian



Just Companies, Inc.

COMMERCIAL • RESIDENTIAL CONSTRUCTION

2505 Foresight Circle # A • Grand Junction, CO 81505 • (970) 245-9316 Phone (970) 256-9717 Fax

February 26, 2003

A Neighborhood Meeting will be held to discuss the development of the old Krizman Property now known as Monarch Glen. This property is across from F 3/8 Road on 30 Road.

You are invited to stop by and review the preliminary plan and discuss any concerns you have with the developer and a representative from the city.

Date: March 10, 2003

Time: 7 thru 8 p.m. (Open forum, come anytime during this hour)

Place: Bray & Company Training Room
1007 N. 7th Street
Grand Junction, CO 81501

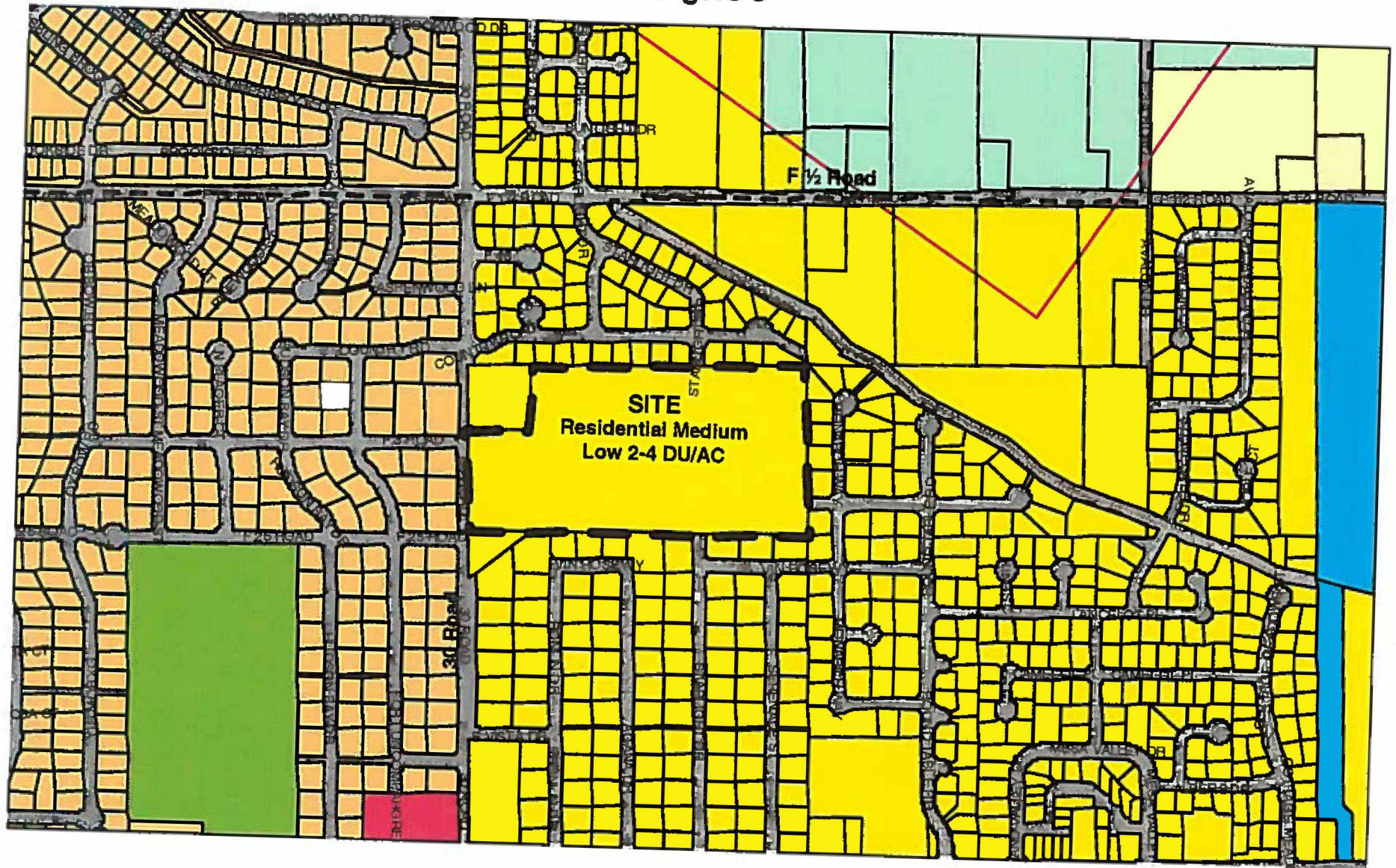
"Just Better Builders"

2-27-03

NAME	Address	Phone #
George Kortes	576 Pioneer Rd	255-0301
Henry Hayes	62430 Rd	434-7885
Gary Conklin	3007 Country Rd.	434-4779
Lindsay Holmes	3022 1/2 Country Rd.	523-8736
Pat Cecil	City 6J	244-1439
Ted Relihan	2996 F ^{3/10}	243-4829
Dane & Amanda Baker	623 30 Rd	
Neil Glenn	3024 Vin Rose Way	523-4425
Chuck & Carol Watters	3010 Vin Rose Way	434-0868
Onane & Patty Lozinski	3008 Vin Rose Way	523-9664
Lawrence & Jean Snowden	623 Starlight Dr.	523-4555
Rodney Berger	3023 Country Road	434-7962
David Halbman	3020 1/2 Country Road	523-0329
Janet & John Arsenault	624 Ogana Dr	434-7997
Jennat Mike & Hope Parry	631 30 Rd	245-9491

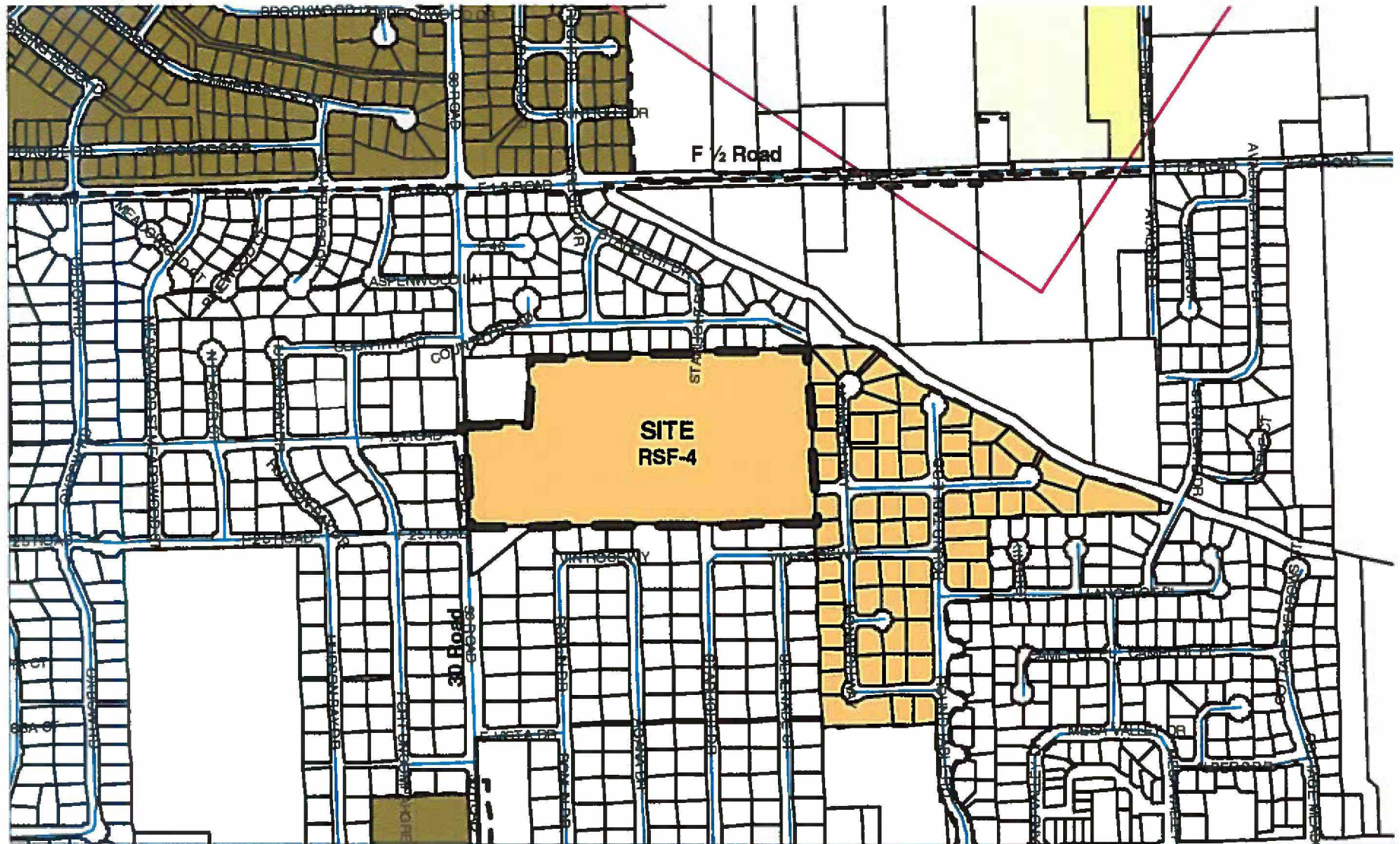
Future Land Use Map

Figure 3

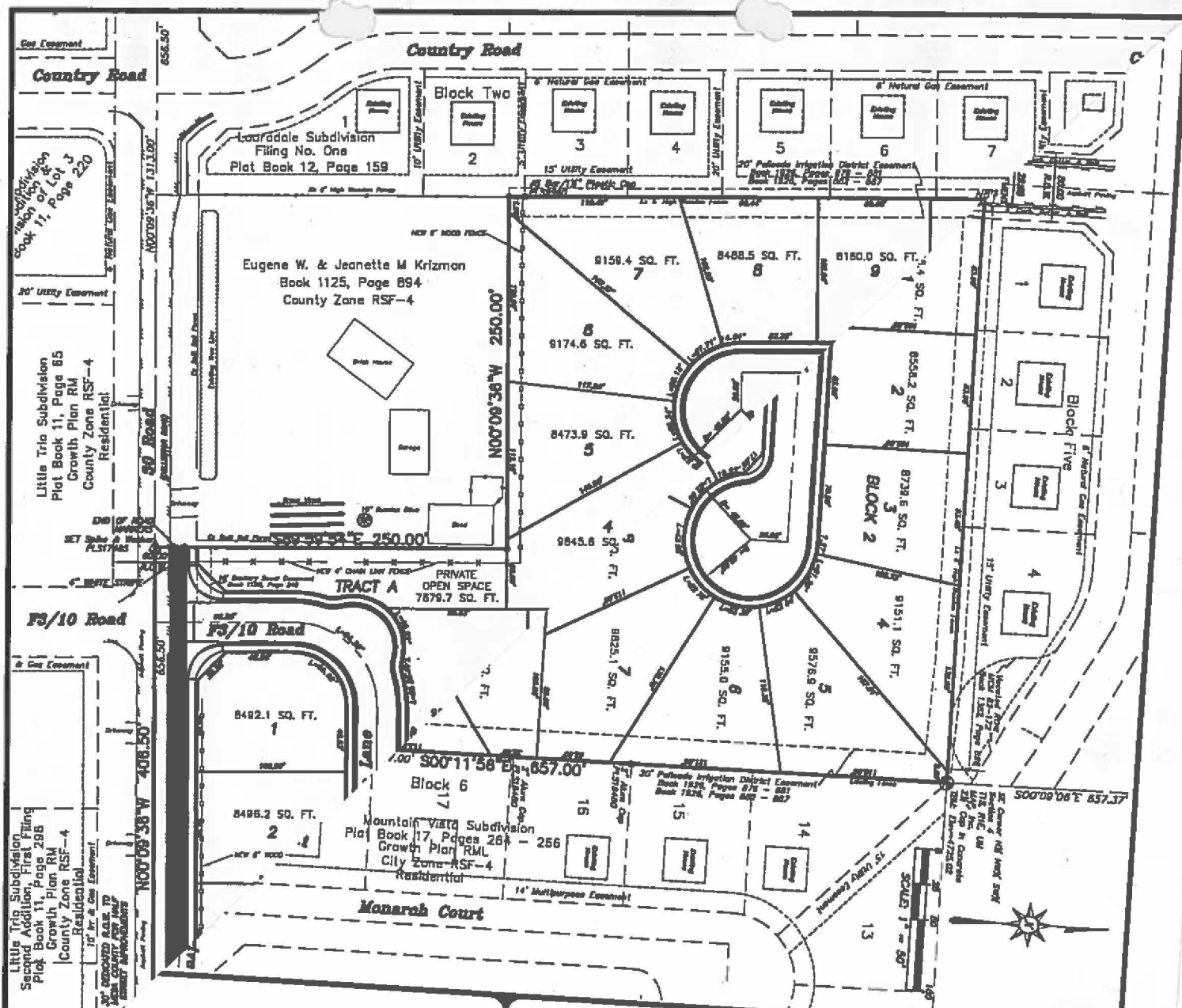


Existing City and County Zoning

Figure 4



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



MONARCH GLEN SUBDIVISION

PRELIMINARY PLAN

DATE:	NO.:	REVISION:	BY:
03/27/03	1	PER CITY REVIEW COMMENTS	CJM
06/17/03	2	PER CITY REVIEW COMMENTS	CJM

PROJECT NO.: 203003 FILE NAME: 203003-prelim-altplan

DATE: 02/13/03

DRAWN: CJM CHK'D: BCH

Subdivision of Lot 2 of Lot 20
Book 11, Page 20

Little Trip Subdivision
Plat Book 11, Page 85
Growth Plan RM
County Zone RSF-4
Residential

Little Trip Subdivision
Second Addition, First Filing
Plat Book 11, Page 298
Growth Plan RM
County Zone RSF-4
Residential

Lauradale Subdivision
Filing No. One
Plat Book 12, Page 159

Eugene W. & Jeanette M Krizmon
Book 1125, Page 894
County Zone RSF-4

TRACT A
PRIVATE OPEN SPACE
7879.7 SQ. FT.

Mountain Vista Subdivision
Plat Book 17, Pages 264 - 266
Growth Plan RML
City Zone RSF-4
Residential



SCALE: 1" = 50'

MOTION: (Commissioner Blosser) "Mr. Chairman, on item number PP-2003-022, I move that the Planning Commission recommend to the City Council approval of the vacation of the excess right-of-way along Unawep Avenue, finding that the vacation is in compliance with Section 2.11 and the conclusions listed in the staff report."

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

PP-2003-060 PRELIMINARY PLAN--MONARCH GLEN SUBDIVISION

A request for approval of the Preliminary Plan proposing 66 lots on 18.479 acres in an RSF-4 (Residential Single-Family, 4 units per acre) zone district.

Petitioner: EDKA Land Company, LLC--Ed Lenhart

Location: 626 30 Road

PETITIONER'S PRESENTATION

Brian Hart, representing the petitioner, offered a Powerpoint presentation containing a site location map and Preliminary Plan. He reviewed the request, noting that the RSF-4 designation had been placed on the property earlier in the year. The project included two loop roads (locations noted), with open space and extra parking provided. The Fire Department approved the design and the looped roads complied with TEDS requirements. A detention pond location was noted, which would tie into an existing drainage line owned by the Grand Junction Drainage District. The request conformed to Growth Plan density recommendations and the petitioner was in agreement with staff conditions of approval. He introduced Mark Maurer, the project's architect, who continued with the presentation.

Mr. Maurer said that homes would be approximately 1,800 to 2,300 square feet in size, stucco and possess a southwest character. He said that distinctive streetscaping and landscaping would be provided to make the subdivision very attractive.

QUESTIONS

Commissioner Cole asked if lot owners would be provided with irrigation water? Mr. Hart replied "yes." He was unsure whether the system would be gravity-fed or pressurized.

STAFF'S PRESENTATION

Pat Cecil offered a Powerpoint presentation containing the following slides: 1) site location map; 2) aerial photo of the site; 3) Future Land Use Map; 4) Existing City and County Zoning Map; and 5) the Preliminary Plan. Mr. Cecil said that the plan and the architect's incorporation of looped lanes/open space was "innovative." When offered the option of either constructing a left-turn lane at the subdivision's entrance or submit cash in-lieu of construction, the petitioner had chosen the latter option. The existing home located on Lot 4 would remain, although a separate structure, which would be situated on a reconfigured property line, would have to be torn down or relocated. A right-of-way fence adjacent to 30 Road would be constructed to prevent adjacent lots from taking their access from 30 Road. The project met both Growth Plan recommendations and Code requirements and staff recommended approval subject to the following conditions:

1. A revised Preliminary Plat (3 copies) addressing any previously unresolved issues as addressed in the July 10, 2003 review comments be submitted for file closure of the Preliminary Plat prior to submittal of the Final Plat application.
2. At final platting, cash in-lieu of construction will be paid to the City of Grand Junction for the entire construction cost to construct a left-turn lane with widening occurring entirely to the west side of the existing roadway including, but not limited to, clearing, pavement widening, drainage reestablishment, relocation of private utilities, striping, and all incidentals thereto, specifically including engineering, surveying and testing. The relocation of public utilities will not need to be included in the cost. The

geometry of the turn lane shall consider 12-foot-wide through lanes and a 12-foot-wide left-turn pocket with 50 feet of storage, with all tapers, transitions, reverse curves, and tangents per TEDS.

QUESTIONS

Commissioner Blosser wondered who would be impacted by the relocation or removal of the structure mentioned by staff? Mr. Cecil said that the structure belonged to the developer, so removing the structure would not impact any other private property owner.

Chairman Dibble asked for clarification of an easement along Starlight Drive denoted as Tract B. Mr. Cecil said that Tract B represented a landscaping strip provided to keep adjacent lots from becoming double frontaged. The landscaping plan would be submitted during the Final Plat stage.

Commissioner Evans asked for additional detail on the looped lanes and open space? Mr. Cecil said that streets would be posted with No Parking signs; additional parking would be provided along the northern portion of each looped lane; and additional setbacks had been provided. Mr. Cecil added that a TEDS exception had been granted for Imperial Lane.

PUBLIC COMMENTS

FOR:

There were no comments for the request.

AGAINST:

Kevin Gallegos (2998 F 1/4 Road, Grand Junction) said that he wasn't really against the proposal but did have some concerns. He said that there would be a "lot" of additional traffic generated by the proposed subdivision and funneled onto 30 Road. With so much new traffic generated also from the newly developed Brookside Subdivision and other recently approved projects, he felt that additional widening and other improvements to 30 Road should be required. For the currently proposed subdivision, he felt that both right and left-turn lanes would be warranted. The portion of proposed sidewalk along 30 Road should be extended past the petitioner's property southward to connect with Patterson Road. If not, he felt that the safety of children walking to school would be jeopardized. He felt that the speed limit of 40 mph is too high given the lack of sidewalks and residential character of the area. To preserve existing views, he asked that the homes constructed on Lots 1-4 in Block 1 be single-story only.

PETITIONER'S REBUTTAL

Mr. Hart said that the locations of two-story homes had not yet been determined, and he would like to keep options open. He noted that the property along 30 Road mentioned by Mr. Gallegos for sidewalk did not belong to the petitioner. He reiterated that staff had given the option of constructing a left-turn lane or paying a fee in-lieu; the petitioner had chosen the latter option. Thus, the City would determine if and when the lane was warranted.

QUESTIONS

Chairman Dibble asked if any street lighting had been planned? Mr. Hart said that neighbors at the corner of F 3/10 and 30 Roads had complained about a light pole situated on their property, saying that the light shown brightly into their bedroom at night. It was later removed. The location of street lighting was not within his purview.

Chairman Dibble asked if traffic calming along 30 Road should be considered. Mr. Hart said that because 30 Road is a major collector, the installation of traffic calming measures would not be a good idea. He added that 30 Road would be widened to accommodate the turn lane.

When asked by Commissioner Pitts about the safety of children walking to school, Mr. Hart said he thinks that kids would most likely take Starlight Drive to F 1/2 Road to get to school.

DISCUSSION

Commissioner Putnam said that he felt confident that staff would address traffic and other outstanding issues with the developer prior to Final Plat approval.

Commissioner Pitts acknowledged the thoughtful planning that had gone into the project's design. He agreed that the looped lanes were a unique design feature.

Chairman Dibble noted that the project represented good infill.

Commissioner Blosser asked what would happen to the fee paid in-lieu. Mr. Shaver said that the City was required to track the money but that it is not required to be spent on the project for which it was collected.

Mike McDill said that monies were allocated from the 207 Fund to support collector street improvements. The fee in-lieu had been accepted because construction of a left-turn lane was contingent upon the connection of F 1/2 Road to 29 Road. The F 1/2 Road connection would have to occur prior to the construction of additional improvements along 30 Road.

Commissioner Cole remarked that this was a good location for this project. Commissioner Blosser concurred.

Commissioner Redifer agreed that the plan was a good one but expressed some reservation over the City's accepting a fee in-lieu when it wasn't even known whether or when the F 1/2 Road connection to 29 Road would occur. He said that it seemed as though the City was holding the developer "hostage."

Commissioner Cole asked if the private open space areas within the looped lanes met the City's parks requirements. Mr. Cecil answered that the only open space required was in conjunction with development of the looped lanes. No additional open space was required for the development. The developer is still obligated to pay the \$225/lot parks and open space (impact) fees.

MOTION: (Commissioner Evans) "Mr. Chairman, on the Preliminary Plat for the Monarch Glen Subdivision, PP-2003-060, I move that the Planning Commission adopt the findings and conclusions listed in the staff report and approve the Preliminary Plan subject to the recommended conditions of approval."

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

With no further business to discuss, the public hearing was adjourned at 8:45 P.M.

LANDesign

ENGINEERS • SURVEYORS • PLANNERS

244 N 7th STREET – GRAND JUNCTION, CO 81501
(970) 245-4099 FAX: (970) 245-3076

LETTER OF TRANSMITTAL

TO: Pat Cecil
Community Development

Date: 2/13/03
Job No: 203003.30
Attention:
RE: Krizman Preliminary Plan

WE ARE SENDING YOU Attached via: Hand deliver the following items:
 Proj. Submittal Prints Plans Samples Specifications
 Copy of letter Change Order

Copies	Date	Description
2	2/13/03	Conceptual Layout for Krizman Preliminary Plan (aka Monarch Glen)

THESE ARE TRANSMITTED as checked below:

- For your Approval
- For your use
- As requested
- For review and comment
- Prints returned after loan to us
-

REMARKS:

RECEIVED

FEB 18 2003

COMMUNITY DEVELOPMENT
DEPT.

COPY TO:

*DR
2/25/03*

SIGNED: _____

B. Mene

DevRev 30 Rd 626 Monarch Glen 6-25-03 Miller (RZ-2003-060)

Comments pertain to Comment Response and plans received 6-18-03.

1. The Krizman access easement, at Sovereign and F 3/10 will need to be expanded to a residential roadway row cross-section to allow for future redevelopment of that property. Notes should show that, on completion of the development, this easement will serve as the only access to the Krizman property and the current 30 Rd Krizman access point will be closed.
2. The traffic calming devices (speed humps) are not desired by the Fire Department, and are only used for device installation on existing roadways. An alternative device, preferably a width restriction, should be used. Also, in the interest of providing a little more protection for potential pedestrian crossing to and from the project open space areas, relocate the east calming device to Tract D.
3. All shown cul-de-sacs are located more than 150' away from adjacent intersections, so will need to provide 48' radius bulbs. The required emergency turnaround turning radii are defined in TEDS chap 5 Fire Dept. Access section (33' inside and 48' outside radii).
4. The next plan set will need to clarify existing and future area access points, striping, and signing details on 30 Rd. along the site frontage and for a distance of 200' beyond the frontage in both directions.
5. The next plan submittal will need to detail all street name, stop sign, and street light locations.

DevRev 30 Rd 626 Monarch Glen Sub 6-11-03 Miller (PP-2003-060)

Comments pertain to plan set and response set received 5-29-03.

Comments:

1. Applicant has stated that the 30 Rd left turn lane has been removed from the plan set, as ROW is unavailable. The need for the turn pocket is not predicated on available ROW, but on the need generated by this site's traffic, in conflict with anticipated 30 Rd volumes. The necessity of a left turn pocket at the site's primary access point on 30 Rd was presented at the general meeting review of this site. All future plan sets will detail the road width enhancements to accommodate this pocket and its striping design, as well as existing and proposed signing, area access points, and all above-ground utilities along the site frontage, as well as beyond the site frontage for a minimum of 200' along 30 Rd.

Preliminary Subdivision Review Checklist
Development Engineering

File No. PP-2003-060 Staff Engineer: lauren
Project Name Monarch Glen
Location 30 Rd 3 F 3/10
Dev Review Meeting Date 4/29 Review Performed _____

BASIC PROJECT DATA

Flood Zone N Road 30 Rd Access Primary Class _____
Airport Critical Zone N Road Starlight DS Access Stub Class Local
Use Specific Stds? N Road Milburn Access Stub Class Local
SWMMP No Special Issues See Below Urban Trail Master Plan _____
Special Corridor No Plan Consistent with GIS Info Yes No
CDOT Highway? No Nearby CIP/Development Project? _____
Hillside Design Standards? _____ Wetlands, Floodway Delineation? _____

Notes: _____

Drainage District _____ Sanitary District _____
Water Purveyor _____ Other Utility _____

SITE VISIT: Conducted On _____

- | | |
|--|---|
| <input type="checkbox"/> Adjacent Uses Indicated | <input type="checkbox"/> Site Features Accurately Depicted |
| <input type="checkbox"/> Utilities Shown Accurately | <input type="checkbox"/> Site-to-Site Grading/Drainage Examined |
| <input type="checkbox"/> Quality/Nature of Access Verified | <input type="checkbox"/> Sight Distance Issues Checked |
| <input type="checkbox"/> Adjacent/opposite Accesses Reviewed | <input type="checkbox"/> Utilities Accurately Depicted |

Notes: _____

SUBMITTAL REVIEW:

- Complete per checklist Graphic Drawing Standards Met Adequate Features Depicted
Notes: _____

PLAT COMMENTS

- | | |
|--|--|
| <input type="checkbox"/> Drainage, Utility, Sight Distance Easements | <input type="checkbox"/> Right-of-Way Dedication |
| <input type="checkbox"/> Adequate Offsite R/W for Improvements | |
- WDO easement Block 2 Lots 1-4

TRANSPORTATION

- | | |
|---|--|
| <input type="checkbox"/> Traffic Impact Study | <input type="checkbox"/> Site Access Spacing/Intersection Spacing |
| <input type="checkbox"/> Site Connectivity | <input type="checkbox"/> Special Transportation Needs (Bus, Bike, Ped) |
| <input type="checkbox"/> Turn lanes required | <input type="checkbox"/> Lot Access Spacing/Positioning |
| <input type="checkbox"/> Roadway Horizontal Geometry | <input type="checkbox"/> Roadway Vertical Geometry |
| <input type="checkbox"/> Spacing of Access/Intersections | <input type="checkbox"/> Shared access agreements |
| <input type="checkbox"/> CDOT Permit Required? | <input type="checkbox"/> Fire Department Access Adequate |
| <input type="checkbox"/> Offsite Improvements to Standard | <input type="checkbox"/> TEDS Exception Required |

- Stacking
- Neighboring access points (Big Picture)
-

- Frontage Curb/gutter/sidewalk
-

DRAINAGE

- Direct Discharge Verified at Historical
- ~~Expansive Soils~~
- Lot Grading/Drainage Noted
- Floodplain/Floodway Issues
- Drainage Impact Fee _____

- Off-site Drainage Adequately Passed Through
- ~~Rock Fall Area~~
- Irrigation/Drain Water Ditches (on/off site)
- Emergency Flowpath of Water
- Retention Pond Geotech Investigation

ES

SANITARY & WATER

- Minimum Grades Met

- Separation of Utilities

PRELIMINARY GEOTECHNICAL INVESTIGATION

- Correct Pavement Section Loadings by Street
- High Groundwater
- Engineered Foundation Required *Fdn Obs*
- Expansive Soils
- ~~Near~~ Potential Groundwater Source
- Substantial Overlot Grading Required

- Soft Soils
- High Salts/Corrosion Problems *Sulfates*
- Below Grade Construction Limited *soft soils*
- Rock Fall Area
- Rock Excavation Required
- Report Consistent with Plan & Grading Req'ments

al *slope stability*

TRANSACTION SCREEN PROCESS

** Need uranium mill tailings be confirmed, removed & disposed of.*

MISC

- Tracts
- Fencing out of sight triangle
- Mailbox location

DevRev 30 Rd F.3 Rd Monarch Glen Sub 4-25-03 Miller (PP-2003-060)

Site had been reviewed in the general meeting process. Proposal is to develop 65 single family homes. Site extends east from 30 Rd and will link to existing stub connections at Star Light (north, and south of site), Milburn. Site's main access will be from 30 Rd at F 3/10 extended.

Proposal shows traffic calming (3 speed tables) along the main E-W road (Milburn Dr.). Plan shows left turn facilities on 30 Rd, but does not provide a complete striping detail. As part of the widening, plan shows new asphalt placements on 30 Rd.

Comments:

1. This is a prelim. Plan so this comment section will simply overview final design concerns for future submittals..
2. On 30 Rd, existing and future striping details, as well as existing and future signing, and area access details will need to be provided within the shown scope of the plan.
3. Striping details will need to conform with TEDS chap 6 details relating to transition rates for the currently posted 30 Rd speed limit, as well as the storage and turn lane transition lengths also detailed in Chap 6.
4. With respect to asphalt seam placements on 30 Rd, all seams will need to be either on the (future) lane lines or mid lanes. Seam placements on wheel paths produce accelerated degradation of mat..
5. Future plans will need to show stop and street name placements. On this design, all north and southbound movements will be stopped, except for westbound F 3/10 at 30 Rd. There will also be need for "No outlet" postings, where appropriate.
6. Future plans will need to show street light placements (required at all intersections).
7. Landscaping design will need to comply with sight distance required clearances as detailed in TEDS chaps 5 & 6..

Memorandum

To: Mike McDill
CC: Pat Cecil
From: Laura C. Lamberty
Date: May 15, 2003
Re: Monarch Glen –Loop Lane Spacing with Local Residential Streets

Proposed TEDS exception requests waiver from spacing requirements for four separate instances of loop lanes developed with 7 single family residential lots facing the loop lane. Loop lane is designed for two-way traffic and is in conformance with Chapter 13 of TEDS.

Given the area served by Milburn, I would expect the volumes on Milburn to be near the upper end of the local road section capacity. The loop lane volumes would be 7 vph in the peak hour. I would expect most traffic from the loop lanes to be from or to 30 Road, with little traffic originating from or going to Starlight or further east down Milburn.

1. East King's Glen Loop to Imperial Lane (138.49') While this is 11.5' short of our standard, the spacing could be improved by adjusting lot lines slightly and gain perhaps 5' – 7' and still meet lot size requirements. Leaving as-is would not produce conflicting movements.
2. West Regal Glen Loop to Imperial Lane - This is marginally (less than 1') from our standard. Adjustment of this would make other situations worse, and I think exception should be granted.
3. West Regal Glen Loop to Starlight Drive - This is marginally (less than 5') from our standard. Adjustment of these would make other situations worse, and I think exception should be granted.
4. East Regal Glen Loop to Starlight Drive – This is by far the worst spacing situation of the situations presented. I think a revised site layout could solve the problem.

The analysis of the alternatives considered does not really present the option of truly revising the site layout and not pulling lots a little this way and that.

GENERAL PROJECT REPORT

Monarch Glen Subdivision Preliminary Plan Application

March 28, 2003

Submitted by:

Just Companies, Inc
2505 Foresight Circle, Unit A
Grand Junction, CO 81505

A. Project Description

Monarch Glen Subdivision is located directly east of 30 Road at F 3/10 Road. There are several subdivisions adjacent to the property; Lauradale Subdivision is located to the north, Mountain Vista is located to the east, Village East Subdivision is located to the south, Trading Post Subdivision is located to the southwest, and Little Trio, Single Tree, and Aspenwood Meadows Subdivisions are located to the west. This land use application is for a Preliminary Plan Application.

The City of Grand Junction recently annexed the property and assigned an RSF-4 zone to the property. The Preliminary Plan attached with this application shows a layout that conforms to the RSF-4 bulk standards outlined in the Zoning and Development Code. The project proposes 65 lots on approximately 18.479 acres for an overall density of 3.52 units per acre.

There are 21 lots that are accessed by loop lanes, King's Glen Loop, Regal Glen Loop and Monarch Glen Loop. As outlined in the City's Transportation Engineering Design Standards (TEDS) manual, Section 13.2.2, Loop Lane Standards, dimensional standards are different for lots that are accessed by loop lanes. For these 21 lots the Front Setback will be 30-feet for garages and 15-feet for the living area. For side-loaded garages the Front Setback is 25-feet. The Rear Setback is reduced by 10-feet to 15-feet. In addition, the loop lane standards allow for a 20% reduction in lot size, which would reduce the minimum lot area to 6400 square feet. However, at this time, the lot size minimum for the project is proposed as 8000 square feet.

The proposed dimensional standards for the RSF-4 zone, with the modifications for loop lanes outlined above, are shown below (Zoning and Development Code, Table 3.2 and TEDS Manual Section 13.2.2);

Minimum Lot Area	8000 SF
Minimum Lot Width	75 ft
Minimum Street Frontage	20 ft
Front Setback	20 ft (Principle Structure) 25 ft (Accessory Structure)
Loop Lane Accessed Lots	15 ft (Living Area) 30 ft (Garage)
Side Setback	7 ft (Principle Structure) 3 ft (Accessory Structure)
Rear Setback	25 ft (Principle Structure) 5 ft (Accessory Structure)
Loop Lane Accessed Lots	15 ft
Maximum Lot Coverage	50%
Maximum Floor Area Ratio	0.40
Maximum Building Height	35 ft

B. Public Benefit

Monarch Glen Subdivision will provide residents with a quality single-family residential project that has been planned in accordance with City of Grand Junction Standards. In addition, the proposed project will provide the area with an excellent infill project that will enhance the surrounding neighborhood.

C. Neighborhood Meeting

As required by the Community Development Department, the petitioner held a meeting to outline the proposed application. The meeting was held on March 10, at Bray and Company and included Ed Lenhart of Just Companies, Brian Hart of LANDesign and Greg Kuhn of Bray and Company. Pat Cecil from the Community Development Department was also in attendance. Several preliminary layouts of the subdivision were provided for the neighbors to review.

Approximately 20-30 neighbors attended the meeting and presented a variety of questions, some of which are outlined below;

1. Traffic: There were two main concerns regarding traffic impacts to the area, 30 Road connection location and the Starlight Drive and Milburn Drive connections. The neighbors were told that the location of the 30 Road connection and the connections to Starlight Drive and Milburn Drive connections were required by the City's Transportation Engineering department.
2. Drainage: The neighbors had questions regarding the proposed drainage design for the project. The neighbors were told that a detention pond will be located near the southwest corner of the subject property and will drain to the Grand Junction Drainage Ditch line located along the south boundary of the property.
3. Street Lights: Neighbors that lived directly west of the project did not want to see street lights installed at 30 Road and F 3/10 Road.
4. Development Schedule: Many neighbors asked how soon the property might develop, however, a specific schedule was not given.

D. Project Compliance, Compatibility, and Impact

1. Zoning and Growth Plan

As mentioned in Section A of this narrative, the subject property was recently zoned to RSF-4 in conjunction with an annexation into the City of Grand Junction. The proposed project has been

designed to conform to the RSF-4 zone requirements. In addition, the Growth Plan designation for the property is Residential Medium-Low (RML) 2-4 units per acre. The proposed project will result in a density of 3.52 units per acre, which is within the Growth Plan range.

2. Surrounding Land Use

The land surrounding the subject property is fully developed as single family subdivisions. Lauradale Subdivision is located to the north, Mountain Vista Subdivision is located to the east, Village East Subdivision is located to the south, Trading Post Subdivision is located to the southwest, and Little Trio, Single Tree, and Aspenwood Meadows Subdivisions are located to the west. Each of the listed subdivisions can be described as single family developments consistent with the RSF-4 zone.

3. Site Access and Traffic Patterns

There will be four connections to the proposed subdivision; 30 Road to the west, Starlight Drive to the north and south and Milburn Drive to the east. The City's Transportation Engineering department required each of the street connections listed. In addition, the City required that the connection to 30 Road must be directly across from F 3/10 to the west.

30 Road will be improved to Urban Collector status on the east side of the street in conjunction with the development and a southbound left turn lane will be included.

Traffic calming has been provided for Milburn Drive by the way of two speed tables.

4. Availability of Public Utilities

Sanitary sewer will be provided by Central Grand Valley Sanitation District and Domestic water will be provided by Clifton Water District. Fire hydrants will be installed with the construction of the project. Dry utilities will be extended from the surrounding subdivisions.

5. Special or Unusual Demands on Utilities

It is not anticipated that this project will have any unusual effects on public utilities such as sanitation, water or storm sewer.

6. **Effects on Public Facilities**

It is not anticipated that this project will have any unusual effects on public facilities such as fire department, police station, streets, parks or schools.

7. **Project Impact on Site Geology**


It is not anticipated that this project will have an impact on site geology or current geologic conditions. A Geotechnical Report covering the property is included with this submittal.

8. **Drainage**

A Preliminary Drainage Report has been submitted with this application. The stormwater control method planned for the project will be a detention pond facility located near the southwest corner of the site. The pond will drain to the Grand Junction Drainage District line that runs along the south boundary of the site.

D. Development Schedule and Phasing

The project will be phased in two filings, 37 lots in Filing 1 and 28 lots in Filing 2. The attached Preliminary Plan shows the phase line for the project.

 The rate at which Monarch Glen Subdivision is developed will depend on the market demand for housing in the Grand Junction area. The project is proposed as one application with no future filings. It is anticipated that a Final Plan and Plat application will be submitted within one year after Preliminary Plan approval.

Brian



Just Companies, Inc.

COMMERCIAL • RESIDENTIAL CONSTRUCTION

2505 Foresight Circle # A • Grand Junction, CO 81505 • (970) 245-9316 Phone (970) 256-9717 Fax

February 26, 2003

A Neighborhood Meeting will be held to discuss the development of the old Krizman Property now known as Monarch Glen. This property is across from F 3/8 Road on 30 Road.

You are invited to stop by and review the preliminary plan and discuss any concerns you have with the developer and a representative from the city.

Date: March 10, 2003

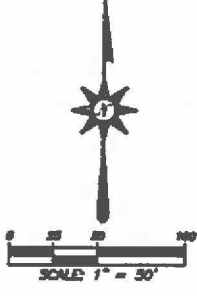
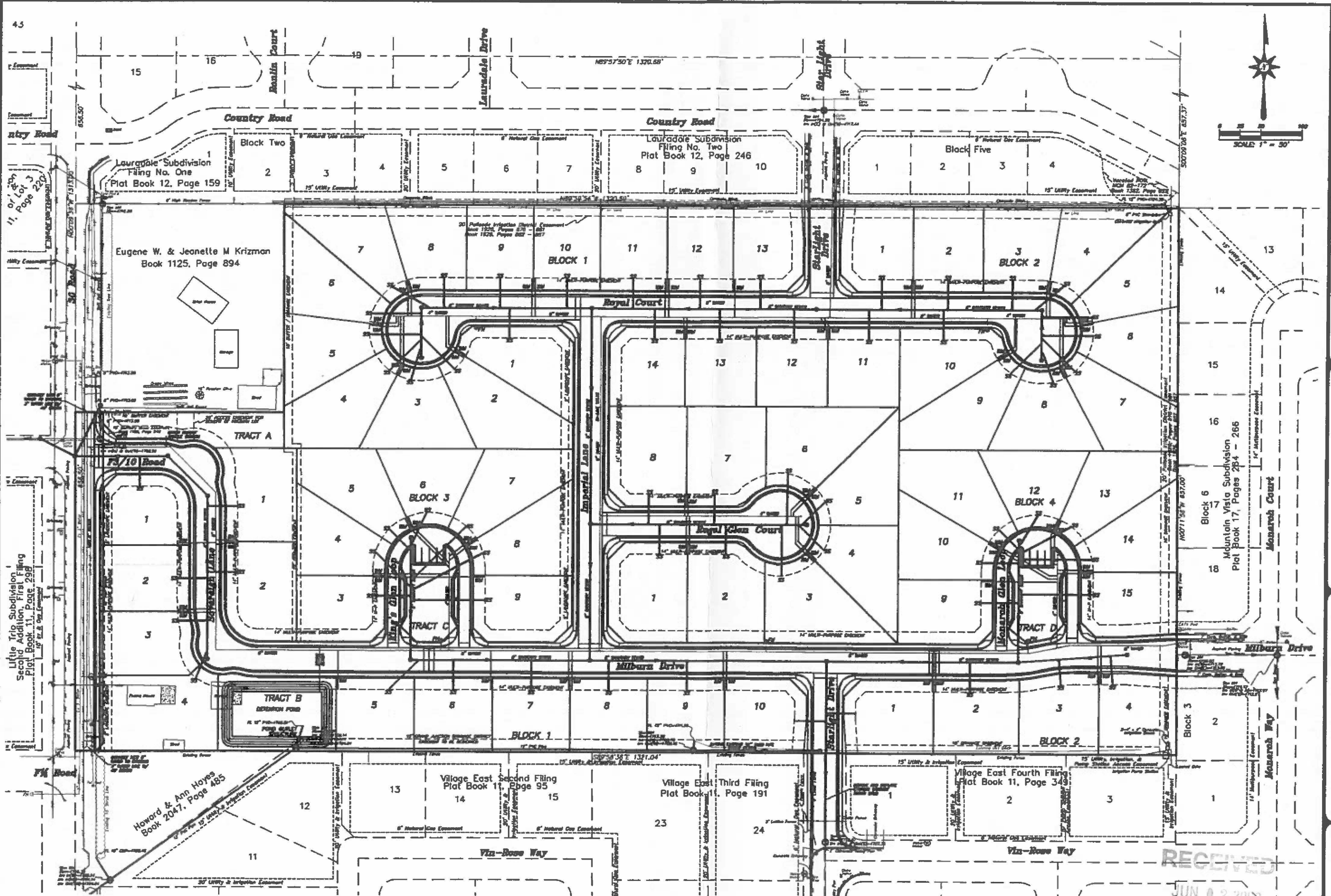
Time: 7 thru 8 p.m. (Open forum, come anytime during this hour)

Place: Bray & Company Training Room
1007 N. 7th Street
Grand Junction, CO 81501

"Just Better Builders"

2-27-03

NAME	Address	Phone #
George Hortos	576 Pioneer Rd	255-0381
Henry Hayes	62430 Rd	434-7885
Gary Conklin	3007 County Rd.	434-4779
Lindsay Holmes	3022 1/2 County Rd.	523-8736
Pat Cecil	City 6J	244-1439
Ted Relihan	2996 F ^{3/10}	243-4829
Dane & Amanda Baker	623 30 Rd	
Neil Glenn	3024 Vin Rose Way	523-4425
Chuck & Carol Watters	3010 Vin Rose Way	434-0868
Onane & Patty Lozinski	3008 Vin Rose Way	523-9664
Lawrence & Jean Snowden	623 Starlight Dr.	523-4555
Rodney Berger	3023 Country Road	434-7962
David Halman	3020 1/2 Country Road	523-0329
Sarah & John Arsenault	624 Agave Dr	434-7997
Jennat, Mike & Hope Purdy	631 30 Rd	245-9491



DATE:	NO.:	REVISION:
03/27/03	1	FOR CITY REVIEW COMMENTS
		CMJ

**PRELIMINARY
UTILITY COMPOSITE**

MONARCH GLEN SUBDIVISION

LANDON JENSEN
SURVEYORS & PLANNERS
244 NORTH 7th STREET
GRAND JUNCTION, COLORADO 81501 (970) 245-4088

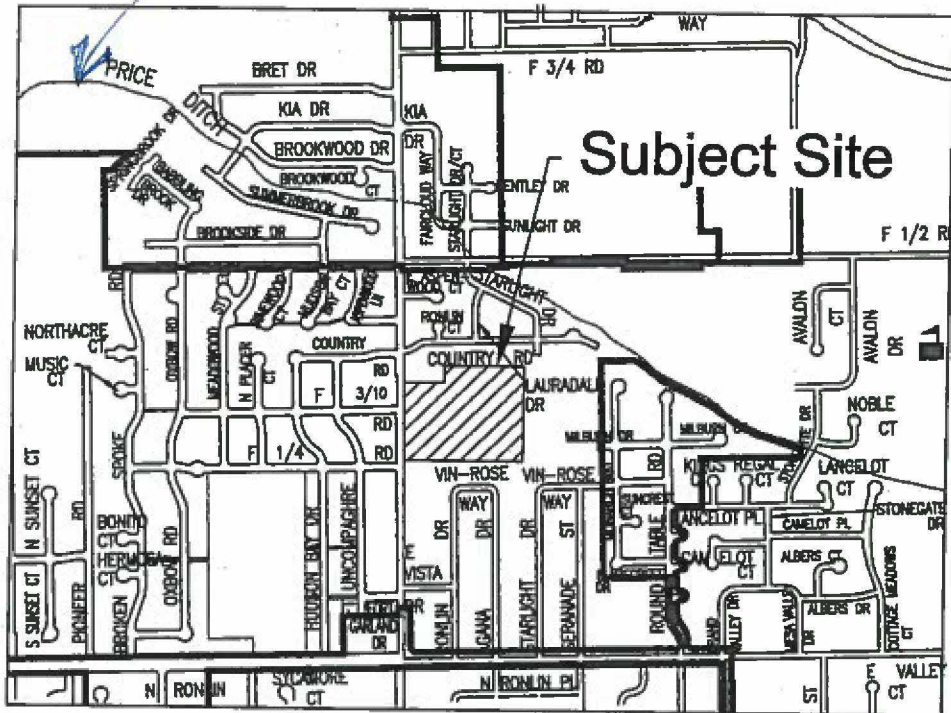
RECEIVED
JUN 02 2003
COMMUNITY DEVELOPMENT

Jone March 2003

Geotechnical Investigation Monarch Glen Subdivision 626 30 Road Grand Junction, Colorado



Price Ditch



- No groundwater observed
- Soft to very soft soils 3-6' depths

So0000... do we want our new "typical" groundwater source mitigations?

Job No. 1,330

Vicinity Map

Fig. 1

Laura

Monarch Glen

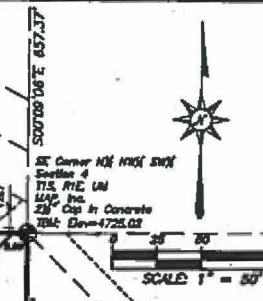
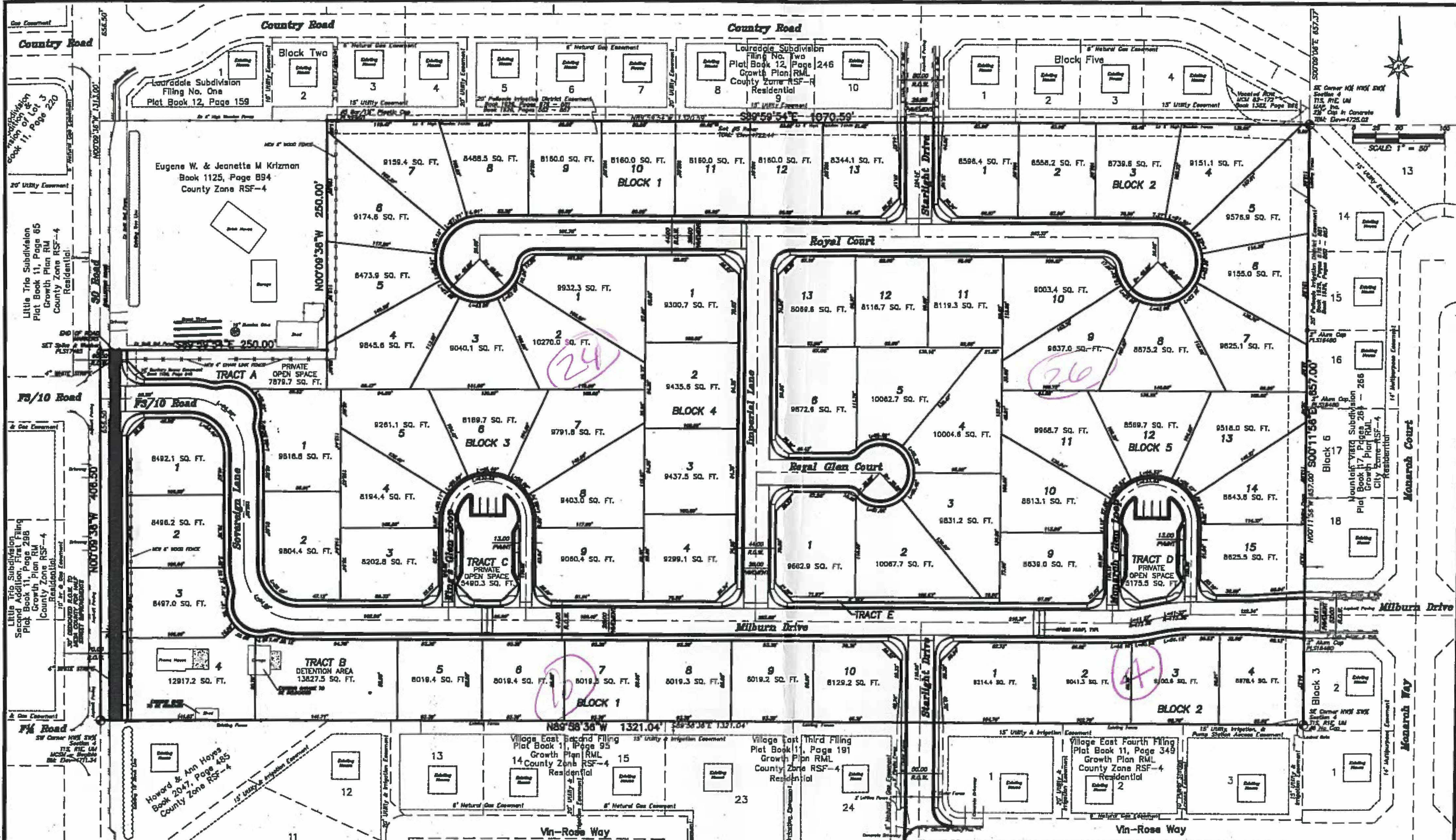
2/19/03

- Don't do south taper (Jarrell) property ^{not necessary}
- verify requirement for SB Lt Lane into sub
- Either work within existing ROW
or

Acquire R-O-W from Krizman

to accomplish redirect ~~with~~

- Conform to City Standards even in
County R-O-W
- ROW for taper + 2'± for construction



REV.	DATE	DESCRIPTION
1	08/17/03	PER CITY REVIEW COMMENTS
2	08/17/03	PER CITY REVIEW COMMENTS

PRELIMINARY PLAN

DATE: 02/14/03
DRAWN: CM
CMTD: BCF

MONARCH GLEN SUBDIVISION

PROJECT NO: 203003
FILE NAME: 203003-prelim-10.dwg

LANDesign
ENGINEERS • SURVEYORS • PLANNERS
244 NORTH 7TH STREET
GRAND JUNCTION, COLORADO 81501 (970) 245-4099

ZONE DISTRICT BULK REQUIREMENTS FOR LOOP LANE

RESIDENTIAL SINGLE FAMILY-4 (RSF-4) - LOOP LANE LOT	8000 S.F.
MINIMUM LOT AREA	75 FEET (20 FEET)
MINIMUM STREET FRONTAGE (LOOP LANE)	35 FEET
MINIMUM HEIGHT OF STRUCTURES	15 FEET
MINIMUM FRONT YARD SETBACK	30 FEET
PRINCIPAL STRUCTURE	7 FEET
MINIMUM SIDE YARD SETBACK	15 FEET
PRINCIPAL STRUCTURE	30 FEET
MINIMUM REAR YARD SETBACK	30 FEET
PRINCIPAL STRUCTURE	30 FEET
MINIMUM COVERAGE OF LOT BY STRUCTURES	30%

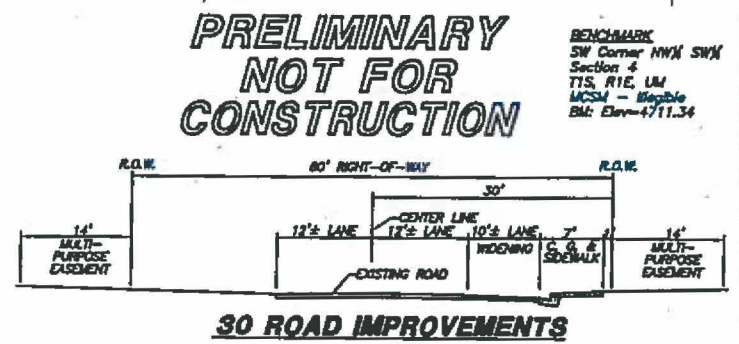
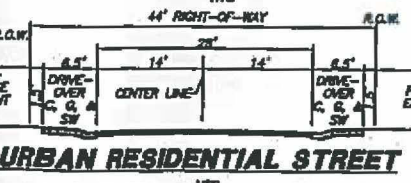
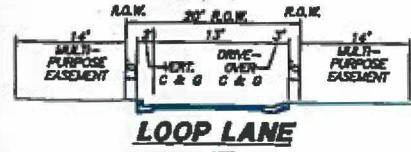
ZONE DISTRICT BULK REQUIREMENTS

RESIDENTIAL SINGLE FAMILY-4 (RSF-4) - STANDARD LOT	8000 S.F.
MINIMUM LOT AREA	75 FEET (20 FEET)
MINIMUM STREET FRONTAGE (CUL-DE-SAC)	35 FEET
MINIMUM HEIGHT OF STRUCTURES	15 FEET
MINIMUM FRONT YARD SETBACK	30 FEET
PRINCIPAL STRUCTURE	7 FEET
MINIMUM SIDE YARD SETBACK	15 FEET
PRINCIPAL STRUCTURE	30 FEET
MINIMUM REAR YARD SETBACK	30 FEET
PRINCIPAL STRUCTURE	30 FEET
MINIMUM COVERAGE OF LOT BY STRUCTURES	30%

LAND USE TABLE

LOTS	13,863 AC/75,028
OPEN SPACE	0.428 AC/2,315
DETENTION AREA	0.288 AC/1,562
PUBLIC R.O.W.	3,502 AC/21,115
TOTALS	18,079 AC/100%
NUMBER OF LOTS	66
DENSITY	1.81 UNITS PER ACRE

3.57 u/a



PRELIMINARY NOT FOR CONSTRUCTION

BENCHMARK SW Corner NWX SWX Section 4 T1S, R1E, U4M MCM - Mapable Blt. Elev=+711.34

7.9-03

- Vin Rose R.O.W encroachment
- F^{3/10}
- Starlight 3 From east

626 30 Road

	PUMP STATIONS
	SANITARY MANHOLES
	PRIVATE MANHOLES
	COMBINED SANITARY MANHOLES
	STORM MANHOLES
	CATCH BASINS
	IRRIGATION GATES
	CATCH BASIN LATERALS
	Abandoned
	FORCE MAINS
	FORCE MAINS-NOT SURVEYED
	COMBINED SEWER
	SANITARY SEWER
	SANITARY SEWER-NOT SURVEYED
	STORM SEWER
	STORM SEWER-NOT SURVEYED
	IRRIGATION DITCHES
	Detention Ponds
	Parcels
Air Photos	
	2002 Photos
	Highways
Sewer Districts	
	Orchard Mesa



SCALE 1 : 2,400



V major street plan
detrain

