Table of Contents

File 1978-0096

Date 9/21/00 Project Name: Pheasant Run, Spring Valley – Filing #6

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

DOCUMENTS SPECIFIC TO THIS DEVELOPMENT FILE:

X	X	Follow-Up Form	X	X	Letter from Ron Rish to Robert Gerlofs re: roadway improvements –7/29/80
X		Review Sheet	X	X	Letter from Gerald Ashby to Paul Barru re: alternative to a power of attorney – 8/24/78
X	X	Review Sheet Summary	X	X	Drainage Study
X		Record of Final Plat Recording and certification	X	X	Memo from Ron Rish to Del Beaver re: lengths of streets – 10/23/78
X	X	Letter from Karl Metzner to Paul Barru re: hearing – 9/27/78	X	X	Proposed Parking Requirements
X	X	Final Plat Application	X		Preliminary Plan - TO BE ANNOTATED
X	X	Letter from Ron Rish to Robert Gerlofs re: comments – 2/26/79	X		Location Map
X	X	Letter from Wayne Weathers to Barru Homes re: 8" main water supply line – 8/28/78	X		Storm Sewer Plan, Profiles & Details
X	X	Letter from Paul Barru to City re: agreement to comply resolution – 4/3/78	X		Composite Utility Plan
X	X	City Council Minutes - ** - 5/23/78	X		Street Profiles, Sanitary Sewer Plan, Storm Sewer
X	X	Letter from James Patty, Paragon Eng. to Ron Rish re: construction quantity breakdown – 5/6/81	X		55' Right-of-Way Section, Roadway Plans & Notes,28 Road Plan , Roadway Profiles and Details
X	X	Letter from Ron Rish to Ed Settle re: City's responsibility Construction costs – 5/15/81	X		Legal Descriptions

X	X	Letter from Ron Rish to Robert Gerlofs re: sight-obstruction – 7/21/81			

27-2.3 FINAL PLAT APPLICATION - City of Grand Junction

Eighteen (18) copies this application required. Numbering system corresponds with Grand Junction Development Regulations. If question not applicable, indicate by n/a.

PHEASANT RUN, SPRING VALLEY-Filing 6 Fee Paid _____ _____
name of subdivision amount date

Name and address of land owners and/or subdividers. Developer/Contract holder

B.D. 76 % Paul Barru _____ _____
name name name

P.O. Box 368, Grand Jct. CO 81501 _____ _____
address address address

245-4114 _____ _____
business phone business phone business phone

A. Total Subdivision submitted No , portion filing six
Eighteen (18) copies submitted yes date 8-31-78

B. Revisions to Preliminary Plat? _____ X
yes no

If so, list (add attached sheets if necessary) N.A.

The following check list shall be completed to insure that the maps contain the essential information required by the subdivision regulations: (See regulations for detailed information).

27-2.3

b.	(2)	Scale of Map	X
c.	(1)	Name of Subdivision	X
	(2)	Date	X
	(3)	Legal Description of Property	X
	(4)	Control points, dimensions, angles, bearings	X
	(5)	Boundary lines, right-of-way lines, easements, ditches and lot lines with bearings and distances	X
	(6)	Streets and other rights-of-way - names and dimensions	X
	(7)	Location and Dimensions of easements	X
	(8)	Lots numbered and area of each lot in square feet	X
	(9)	Location and description of all monuments	X
	(10)	Statement of land ownership	X
	(11)	Dedication statement - easements, rights-of-way and public sites	X

	(12)	Surveyor or Engineer Certification	X
	(13)	Appropriate Certification Blocks	X
	(14)	Clerk and Recorder Certification Block	X

Supporting Documents

27.2.3	(15)	Copy of Certificate of Title with List of all Mortgates, Judgments, Liens, Easements, Contracts, and Agreements of Records - *Submitted @ earlier date*	X
	(16)	Proof of Easement Dedication	X
d.	(1)	Improvements Guarantee	X
	(2)	Composite Utility Plan	X
	(3)	Composite Roadway Plan	X
	(4)	Subsurface Soils and Geologic Investigation and Recommendation	*forthcoming*
	(5)	Radiation Survey to State Health Department Standards	"

The following checklist shall be completed to insure that design standards required by the subdivision regulations are met. (See Regulations for complete details)

27-3.1	Site Considerations	X
27-3.2	Streets, Alleys, and Easements	X
27-3.3	Blocks	X
27-3.4	Lots	X
27-3.5	Sidewalks	X
27-3.6	Irrigation Systems and Design	X
27-3.7	Public Sites Reservations and Dedications	X

NOTE: FOR COMPLETE SUBMITTAL REQUIREMENTS SEE THE GRAND JUNCTION DEVELOPMENT REGULATIONS; INCOMPLETE SUBMITTALS WILL NOT BE ACCEPTED! FOLLOWING FINAL APPROVAL, IT IS THE RESPONSIBILITY OF THE DEVELOPER TO INSURE THAT THE FINAL PLAT ORIGINAL, SIGNED REPRODUCIBLES OF UTILITIES AND ROADWAY COMPOSITE, AND ANY REQUIRED SUPPORTING DOCUMENTATION ARE SUBMITTED TO STAFF FOR THE RECORDING OF THE PLAT.

This application completed by:

Paragon Engineering Inc.
name

P.O. Box 2872, Grand Junction CO.
Address

Thomas A. Logue — signature

8-31-78 — date

DEVELOPMENT SUMMARY FORM

CITY OF GRAND JUNCTION

Date: AUG. 31, 1978

Development Name: PHEASANT RUN, SPRING VALLEY - FILING SIX Filing

Location of Development: TOWNSHIP 1S. RANGE 1W. SEC ONE 1/4

Owner(s) NAME B.D.-76 % Paul Barru

ADDRESS P.O. Box 368, Grand Junction CO 81501

Developer (s) NAME Above

ADDRESS

Type of Development	Number of Dwelling Units	Area* (Acres)	% of * Total Area
(X) Single Family	197	51.54	74.23
( ) Apartments			
( ) Condominiums			
( ) Mobile Homes			
( ) Commercial	N. A.		
( ) Industrial	N. A.		
( ) Other (specify)			
	Street	17.89	25.77
	Walkways		
	Dedicated School Sites		
	Reserved School Sites		
	Dedicated Park Sites		
	Reserved Park Sites		
	Private Open Areas		
	Easements		
	Other (Specify)		
	TOTAL	69.43	100%

*By Map Measure

Estimated Water Requirements 63,000 gallons/day.

Proposed Water Source(s) Ute Water Conservancy Dist.

Estimated Sewage Disposal Requirement 50,400 gallons/day.

ACTION:

Planning Commission Recommendation

Approval ( )

Disapproval ( )

Remarks _____

Date _____,19_____.

City Council

Approval ( )

Disapproval ( )

Remarks _____

Date _____,19_____.

Note: This form is required by C.R.S. 106-3-37 (4) but is not a part of the regulations of the City of Grand Junction.

FILE # 96-78

COMMENTS:

Traffic Engineer - Steve McKee

Streets with available parking on only one side increases maintenance on signing and enforcement in these areas. No street lighting plan.

96-78

FROM 1st FILING

GRAND VALLEY PROJECT comments - the following considerations must be taken into account in the developement of the proposed Spring Valley Subdivision.

1. Marked with "green" on the attached plat is the portion of the Project's lateral system #2, which passes through the proposed subdivision to deliver water to other lands and water users who are members of the Grand Valley Water Users' Association. The ability of this lateral system to function as well or better than it presently does, must be kept in mind at all times. This lateral has been in operation for approximately 50 years, with appropriate right-of-way as required to operate and maintain. Said ditch system is a feature of the Grand Valley Project and as such, is technically in the ownership of the United States, and under the jurisdiction of the Grand Valley Water Users' Association.

2. Marked with "red" on the attached plat are parts of two drainage systems consisting of open, deep channels. Said channels are also features of the Grand Valley Project with ownership and control the same as the above-mentioned lateral system. The channels exist to collect ground water and thereby help manage seepage of the land. In addition they also convey return flows and "waste" water from a large number of nearby irrigated acres both upstream and downstream from the proposed subdivision, as well as through it. Also, said channels help convey run-off water from the area during rains or thaws. These channels not only require the space which they physically occupy, but also must have additional right-of-way to provide for machine maintenance from time to time and it must include space to deposit spoil from the cleaning of the ditch as long as it exists as an open channel.

3. The land, involved in this proposed development, is subscribed to the Grand Valley Water Users' Association and much of it has a water-right under the project for which an annual assessment is made. Said water-right lands receive their proportionate part of the projects' water supply which is delivered at existing points-of-delivery on a 24-hour-flow basis, and will continue to be treated in this manner unless other arrangements can be worked out which are mutually agreeable to both the Association and the developer.

4. Recognition must be given to all rights-of-way for existing Association-controlled ditches above described; with any modifications or re-locations of said ditches and related facilities subject to the approval of the Board of Directors of the Grand Valley Water Users' Association.

GRAND VALLEY WATER USERS' ASSOCIATION

By A. K. Fitzpatrick

Manager

PHEASANT RUN AT SPRING VALLEY

DRAINAGE STUDY

GENERAL

Pheasant Run at Spring Valley is a 108 acre development in the northeast portion of the City of Grand Junction. This report attempts to define quantities of storm runoff and means for controlling it during a ten year design storm under fully developed conditions. Construction of storm drainage facilities will be in accordance with City of Grand Junction Standards.

DESIGN CRITERIA

The rational formula, Q=CIA, was used to determine runoff quantities. A runoff coefficient of 0.5 was used for developed areas with the exception of sub-areas C1 through C4, which are composed primarily of back yards. (see figure 1). Here a runoff coefficient of 0.3 was used. Undeveloped agricultural ground has a runoff coefficient of about 0.15. This value was used to determine historical flows.

Rainfall intensities were obtained from the Intensity-Duration curves shown on Figure 2. These curves were plotted for various storm frequencies from rainfall data presented in the Department of Commerce NOAA II Atlas for the Western United States.

Storm sewers were designed to carry runoff from a 2 year storm, with excess flow to be carried in the streets.

Rational method computation sheets are included in the appendix to this report.

OFFSITE DRAINAGE

Offsite drainage areas A and B are shown on Figure 3. Area A contributes 5.6 cfs which can be diverted around the northwest corner of the project. Area B contributes 50 cfs which drains to the drainage ditch at the south end of the development. A 24 inch CMP culvert across 28 Road limits offsite flow through the project to 25 cfs. The road will act as a dam causing excess flows to pond up in the depressed area east of the road.

ONSITE DRAINAGE

The project site is divided into sub-areas as shown on Figure 1. The terrain generally slopes from northeast to southwest. Areas A and B are served by major storm sewer collection lines discharging into a park graded and landscaped to serve as a detention pond during periods of heavy runoff. A trickle channel to carry low flows through the park should be constructed. A 24 inch pipe discharging to the drainage ditch will limit pond discharge to approximate historical flow.

Storage volume required was determined by constructing triangular hydrographs for a 10 year storm before and after improvements. (see figure 4). To properly shape the hydrographs, the storm duration, T, Should be about 3 times the time of concentration, t. We have therefore shown a one hour duration storm for a time of concentration of 20 minutes.

Area C drains to an existing drainage ditch which exists at about the center of the west property line. Area contributing to this ditch has been reduced so as not to exceed historical runoff.

Both of the existing drainage ditches will have sideslopes flattened and landscaped to enhance its appearance and usefulness, as well as to provide additional storage of flood waters.

CONCLUSIONS AND RECOMMENDATIONS

It is a developers responsibility to provide some means of attenuating increased storm runoff, inherent in the development of agricultural land, to avoid imposing greater flood damage potential upon downstream properties. We believe that adherence to the following recommendations will enable developers of this project to meet this responsibility.

1. Construct storm drainage facilities in accordance with the master plan outlined herein.

2. Final street grades should be a minimum of 0.4 percent.

3. Lots should be graded to direct storm runoff to back lot and side lot swales and to streets. Generally speaking finished grade at houses should be a minimum of 18 inches above top of curb elevation. Grading and landscaping of drainage swales should be carefully considered and refined in light of this master plan at the final design stage for each phase of development.

4. Proper maintenance is essential to effective operation of the system. Grates, inlets, and pipes must be kept clean and free of debris and sediment. Swales and ditches should be landscaped to prevent erosion and properly maintained and cleaned to prevent silting up and/or becoming obstructed by brush, weeds and trash. The detention pond area will require cleanup of debris and sediment on occasion, when heavy runoff occurs and is backed up into the pond.

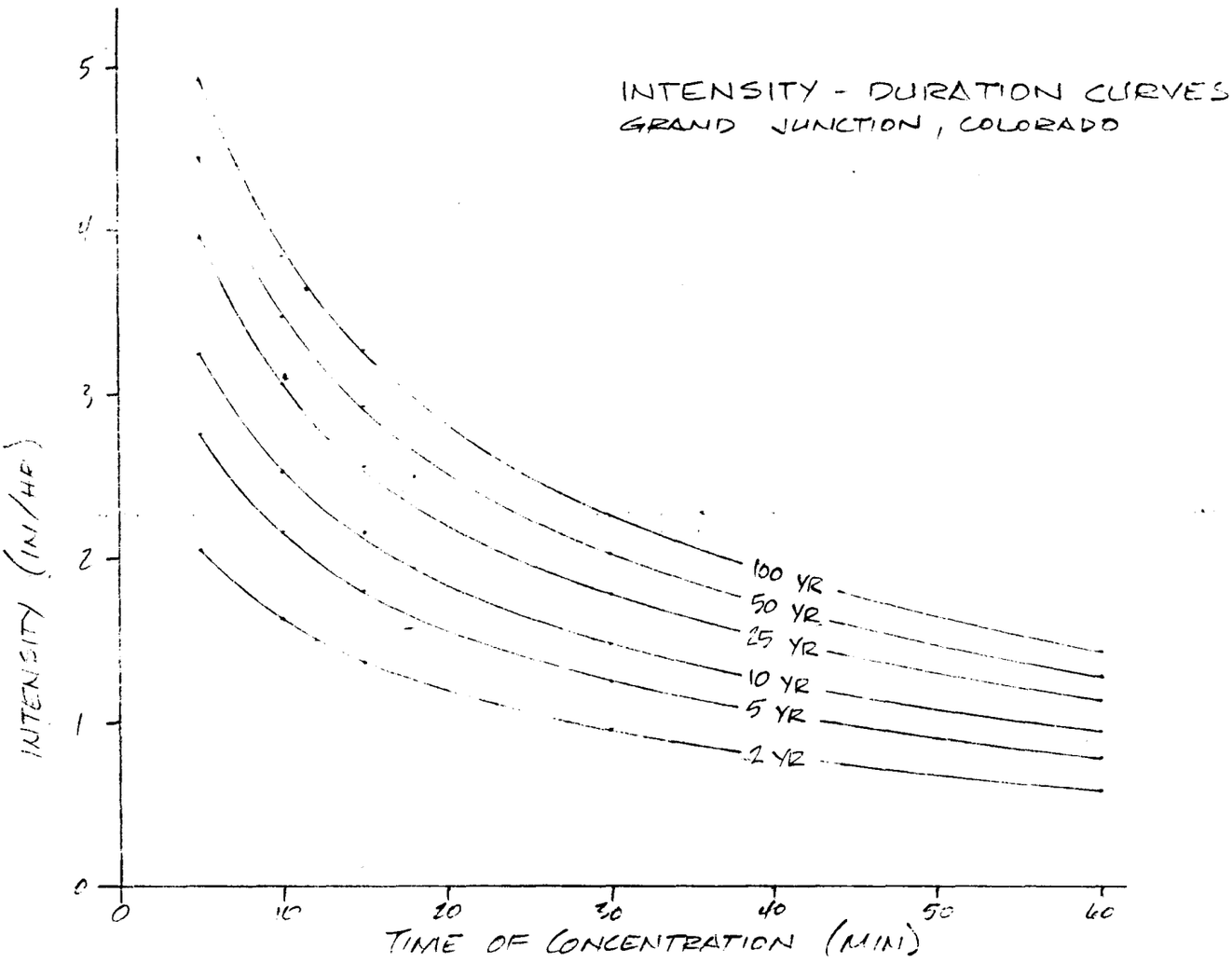

INTENSITY - DURATION CURVES
GRAND JUNCTION, COLORADO
INTENSITY (IN/HR)
5
4
3
2
1
0
100 YR
50 YR
25 YR
10 YR
5 YR
2 YR
0
10
20
30
40
50
60
TIME OF CONCENTRATION (MIN)

FIGURE 2

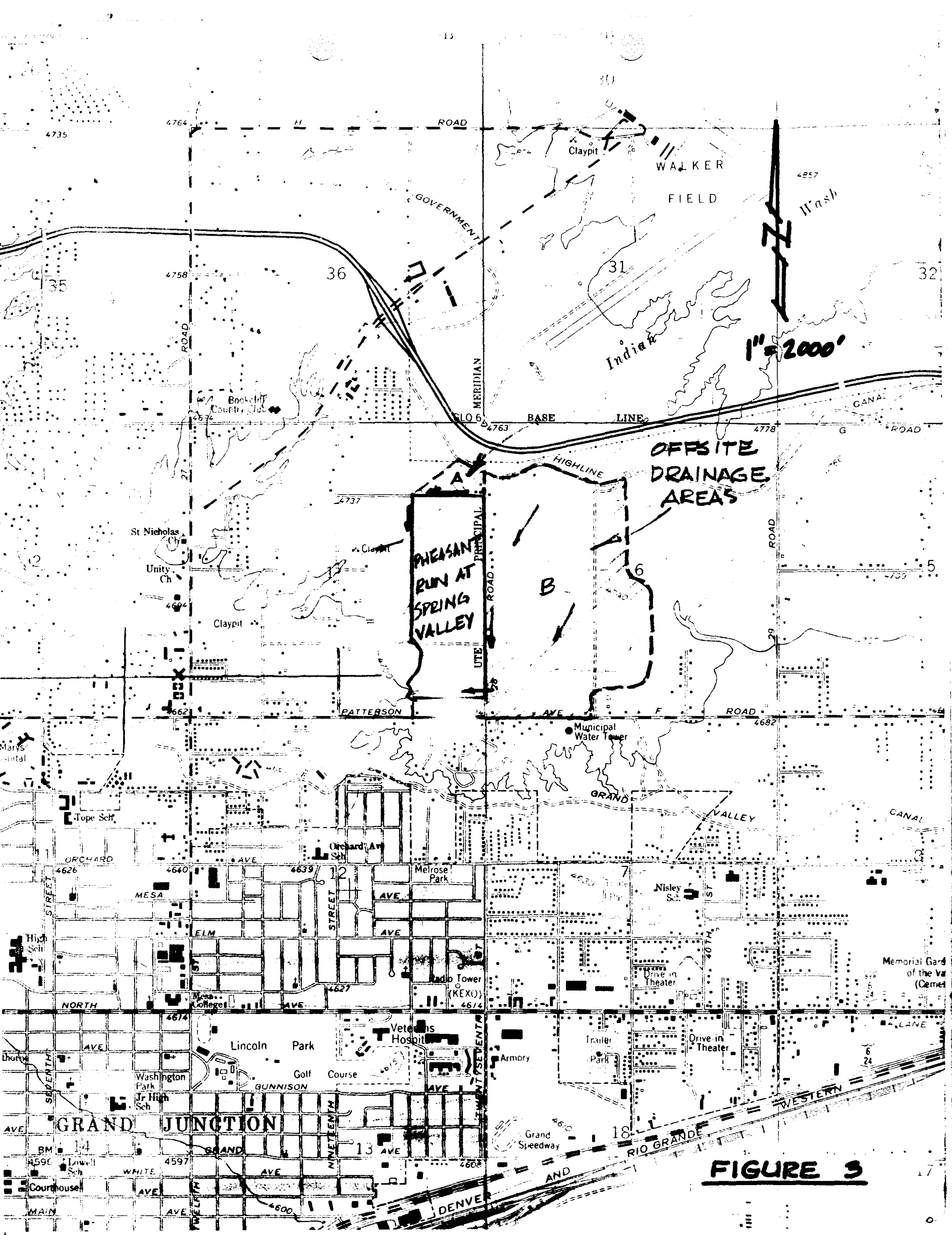

OFFSITE DRAINAGE AREAS
PHEASANT RUN AT SPRING VALLEY
A
B
1" = 2000'
N
WALKER FIELD
GRAND JUNCTION
PATTERSON
HIGHLINE
BASE LINE
H ROAD
Municipal Water Tower
Lincoln Park
Golf Course
Veterans Hospital
Armory
Grand Speedway
Mesa College
Courthouse
DENVER AND RIO GRANDE WESTERN

FIGURE 3

PRELIMINARY PLAN FOR:

PHEASANT RUN AT SPRING VALLEY

OWNERS and DEVELOPERS DISCOVERY '77, INC and BARRU HOMES INC., A JOINT VENTURE, 519 GRAND AVENUE, GRAND JUNCTION, [illegible]
PHONE 245-4114
ENGINEERS and PLANNERS ROBERT D. ERLOFS, PO BOX 2872, GRAND JUNCTION, COLORADO, 81501, PHONE 243-8966

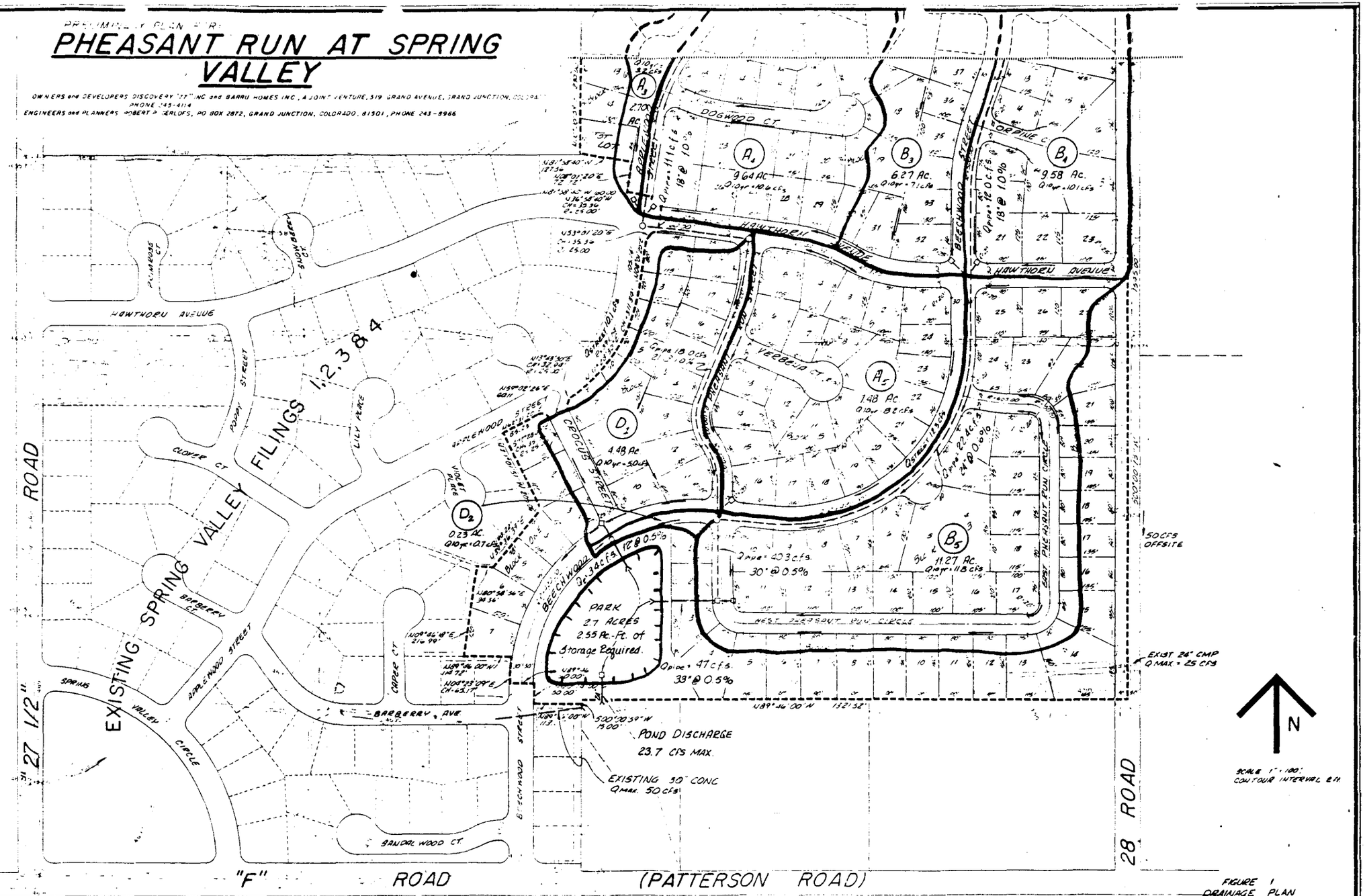


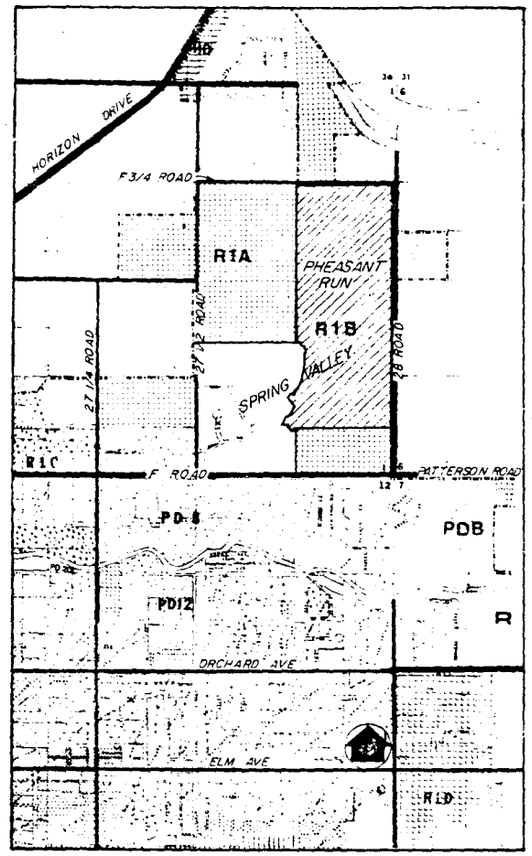
FIGURE 1
DRAINAGE PLAN

PRELIMINARY PLAN FOR:

PHEASANT RUN AT SPRING VALLEY

OWNERS and DEVELOPERS: DISCOVERY '78, INC. and BARRU HOMES INC., A JOINT VENTURE, 519 GRAND AVENUE, GRAND JUNCTION, COLORADO PHONE 245-4114

ENGINEERS and PLANNERS: ROBERT P. GERLOFS, P.O. BOX 2872, GRAND JUNCTION, COLORADO, 81501, PHONE 243-8966



LOCATION MAP
SCALE 1" = 800'

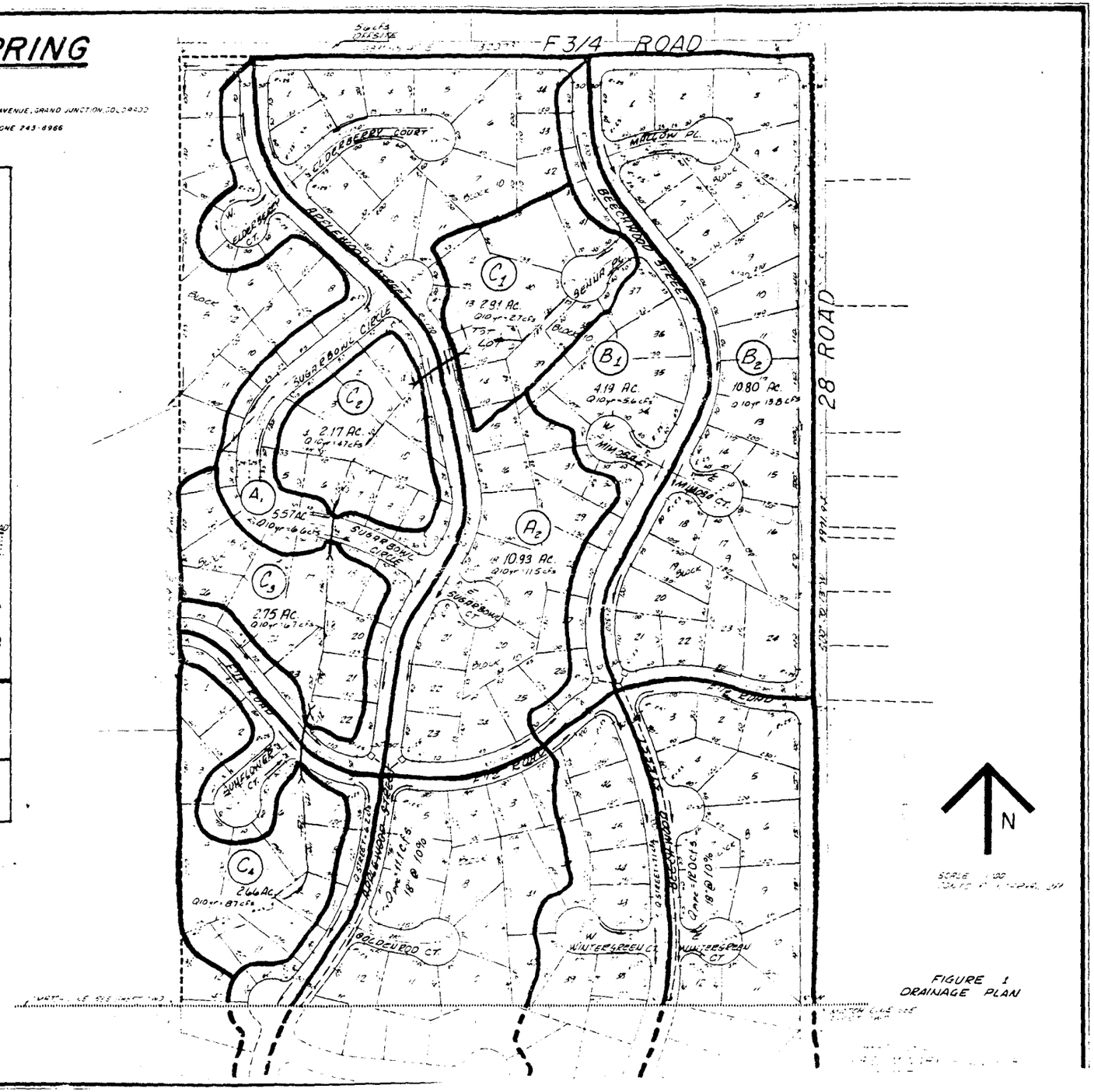
GENERAL NOTES

Total Number Of Acres = 108

Total Number Of Lots = 285

Density = 2.6 Units Per Acre

Total Acres In Park = 27 Acres



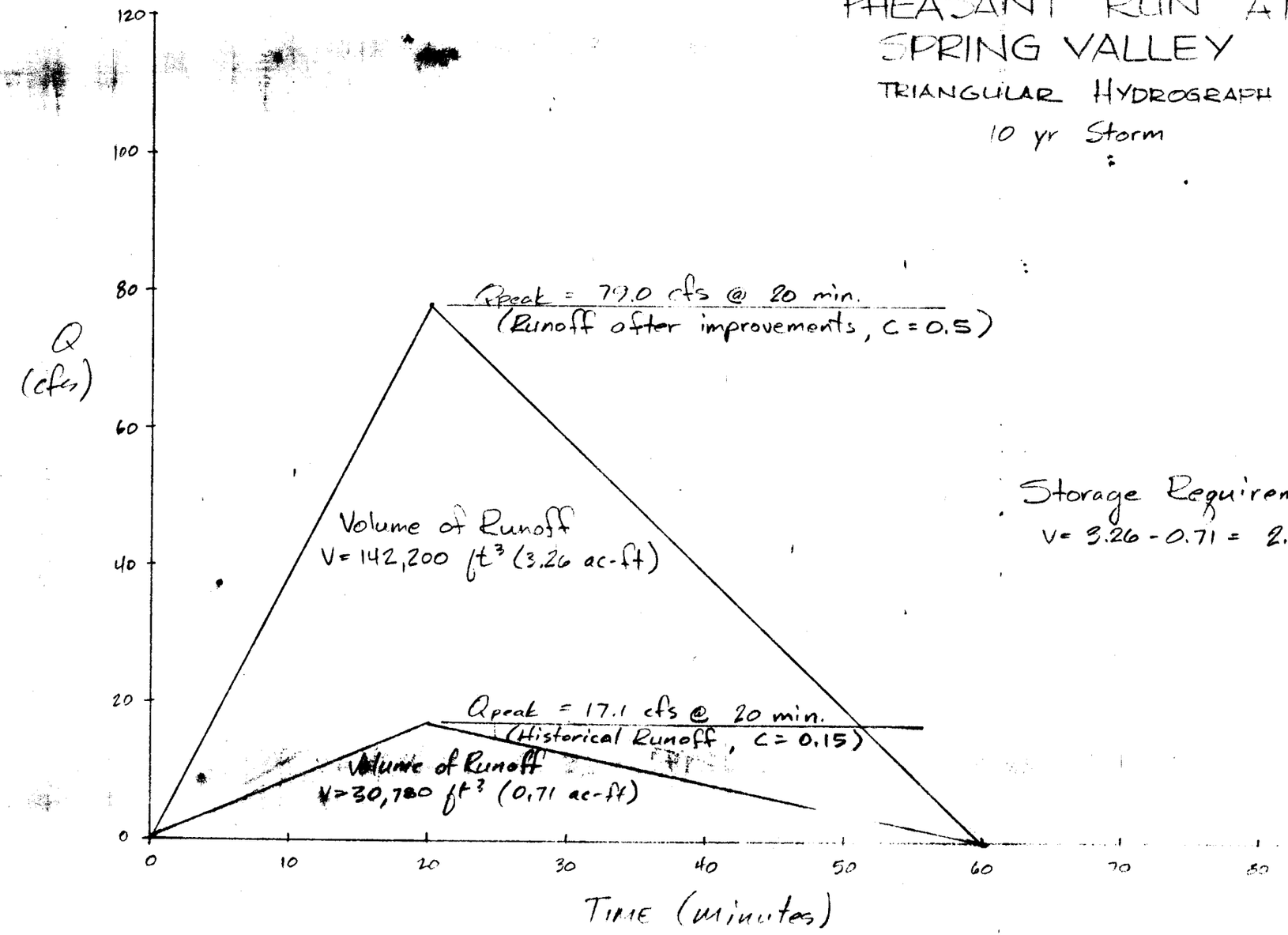
SCALE 1" = 200'

FIGURE 1
DRAINAGE PLAN

PHEASANT RUN AT SPRING VALLEY

TRIANGULAR HYDROGRAPH

10 yr Storm



Storage Requirement:

V = 3.26 - 0.71 = 2.55 ac-ft

FIGURE 4

DETENT. BASIN AT SPRING VALLEY

STORM DRAINAGE SYSTEM PRELIMINARY DESIGN DATA

Location of Design Point From	To	Basins	Length ft.	Inlet Time min.	Flow Time: Street min.	Flow Time: Pipe min.	Time of Concentration min.	Coefficient "C"	Intensity "I" in./hr.	Area "A" acre	A·C	ΣA·C	H (ΣA·C) (cfs)	Street: Slope %	Street: Allowable Capacity c'fs	Slope %	Size in.	Capacity cfs	19	20	Design cfs	Velocity fps	Remark
		2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23
		A_1	1550	12			12	.5	1.5	5.57	7.79		4.2										
									2.35				6.6										
		A_2	1800	15			15	.5	1.35	10.93	5.47		7.4										
									2.1				11.5										
A_1A_2	A_3A_4	A_1A_2	1800	15			15	.5	1.35	16.50	8.25		11.1			1.0	18	14.0			11.1	2.0	
									2.1				17.3								17.3		
		A_3	1600	12			12	.5	1.5	2.70	1.35		2.0										
									2.35				3.2										
		A_4	1500	14			14	.5	1.4	9.64	4.82		6.8										
									2.2				10.6										
A_3A_4	A_5	A_1-A_4		15		3	18	.5	1.25	28.84	14.42		18.0			1.0	21	21.0			18.0	8.3	
									1.95				28.1								28.1		
		A_5	1200	14			10	.5	1.4	7.48	3.74		5.2										
									2.2				8.2										
A_5	B_5	A_1-A_5 B_1-B_4		18	.	1	19	.5	1.2	67.16	33.58		40.3			0.5	30	40			40.3	7.8	
						.			1.9				63.8								63.8		

TABLE II-3 (CONTINUED) STORM DRAINAGE SYSTEM PRELIMINARY DESIGN DATA — MAJOR STORM FOR EXAMPLE PROBLEM

[illegible] SPRING VALLEY

STORM DRAINAGE SYSTEM PRELIMINARY DESIGN DATA

Location of Design Point (h Basin)		Basins	Length ft.	Inlet Time min.	Flow Time: Street min.	Flow Time: Pipe min.	Time of Concentration min.	Coefficient "C"	Intensity "I" in./hr.	Area "A" acre	A·C	Σ A·C	H (ΣA·C) (cfs)	Street: Slope %	Street: Allowable Capacity cfs	Slope %	Size in.	Capacity cfs			Design cfs	Velocity fps	Remarks
n.	To	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23
		B1	1250	9			9	.5	1.7	4.19	2.10		3.6										
									2.65				5.6										
		B2	1625	10			10	.5	1.6	10.80	5.40		8.6										
									2.55				13.8										
B1B2	B3B4	B1B2	1625	10			10	.5	1.6	14.99	7.50		12.0			1.0	18	14.0			12.0	[illegible]	
									2.55				19.1								19.1		
		B3	1400	13			13	.5	1.45	6.27	3.14		4.6										
									2.25				7.1										
		B4	1600	15			15	.5	1.35	9.58	4.79		6.5										
									2.1				10.1										
B3B4	B5	B1-B4		10		3	13	.5	1.45	30.81	15.42		22.4			0.6	24	23.5			22.4	7.3	
									2.25				34.7								34.7		
		B5	1500	15			15	.5	1.35	11.27	5.64		7.6										
									2.1				11.8										
B5	POND	A1-A5 B1-B5		19			19	.5	1.2	78.43	39.22		47.0			0.5	33	48.0			47.0	3.2	
									1.9				74.5								74.5		
TOTAL POND INFLOW		A1-A5 B1-B5 D1-D2		19			19	.5	1.2	83.14	41.57		49.9										
									1.9				79.0										
"		"		"			"	.15	1.9	60.0	9.00		17.1		10 YR HISTORICAL FLOW								

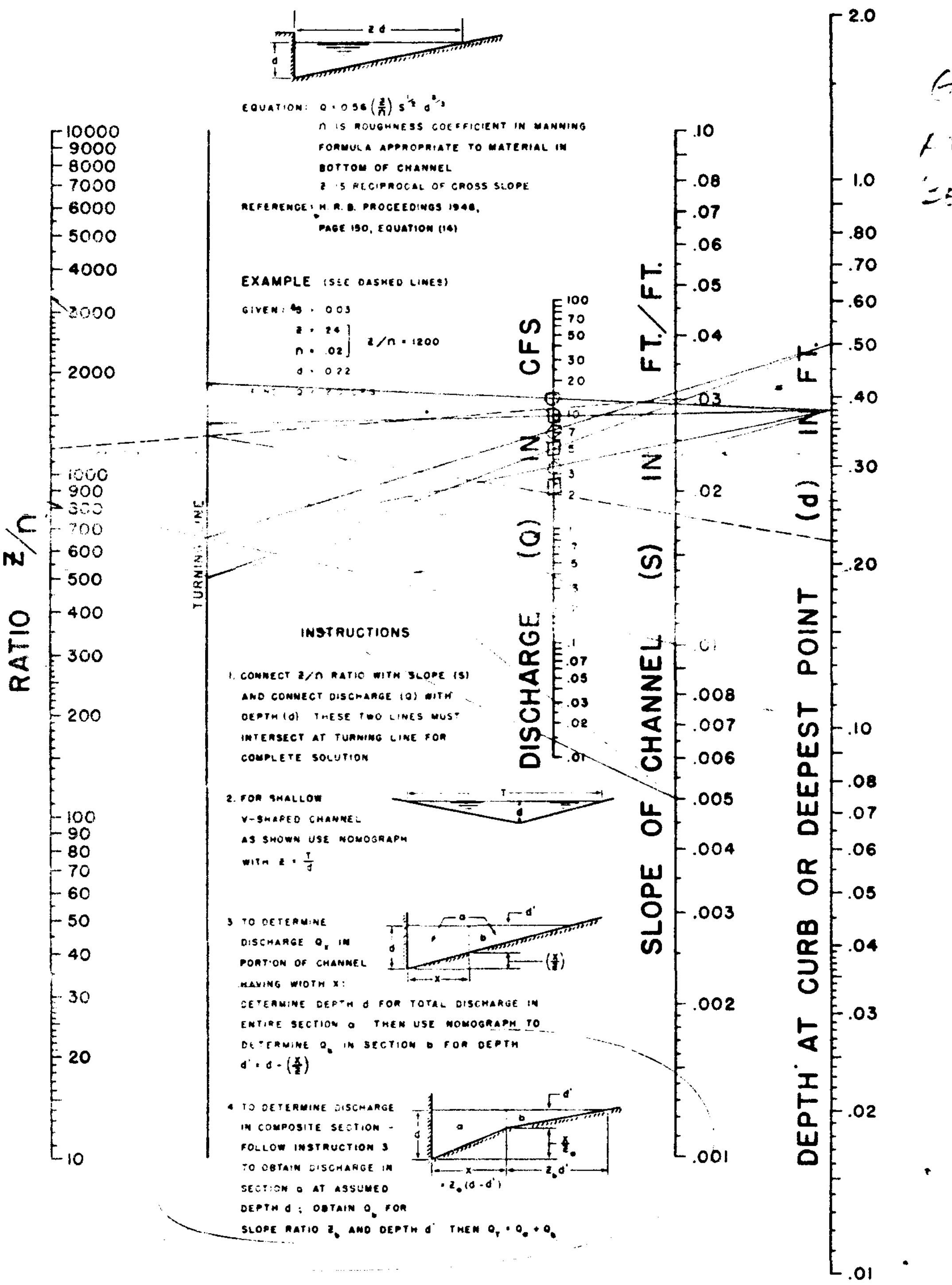
TABLE II-3 (CONTINUED) STORM DRAINAGE SYSTEM PRELIMINARY DESIGN DATA — MAJOR STORM FOR EXAMPLE PROBLEM

STORM DRAINAGE SYSTEM PRELIMINARY DESIGN DATA

Location of Design Point From	To	Basins	Length ft.	Inlet Time min.	Flow Time Street min.	Flow Time Pipe min.	Time of Concentration min.	Coefficient "C"	Intensity "I" in./hr.	Area "A" acre	A·C	Σ A·C	Q (Σ A·C) (cfs)	Street Slope %	Street Allowable Capacity c'fs	Slope %	Size in.	Capacity c'fs			Design c'fs	Velocity fps	Remarks
		2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23
		C_1	500	5			5	.3	2.05	2.81	0.84	0.84	1.7			1.0	12						
									3.25				2.7										
		C_2	400	5		1	6	.3	1.95	2.17	0.65	1.49	2.9		1	1.0	12						
									3.15				4.7										
		C_3-C_4	500	6		1	7	.3	1.85	2.75	0.83	2.32	4.3			1.0	12						
									2.9				6.7										
C_4	OFFSITE	C_1-C_4	500	7		1	8	.3	1.8	2.66	0.80	3.12	5.6										
									2.8				8.7										
	"	"	2000	11			11	.15	2.45	22.39	3.36		8.2			10 YR HISTORICAL FLOW							
D_1	D_2	D_1	900	10				.5	1.45	4.48	2.24		3.2			0.5	12	3.4			3.4	4.2	
									2.25				5.0										
		D_2	300	5			5	.9	2.05	0.23	0.21		0.4										
									3.25				0.7										
D_2	POND						10	.5	1.15	4.71	2.36		3.4			0.5	12	3.4			3.4	4.2	
									2.25				5.3										
OFFSITE AREAS																							
		A	1000	10			10	.15	2.55	14.7	2.21		5.6			10 YR HISTORICAL FLOW							
		B	6000	40			40	.15	1.25	270	40.5		506										

TABLE II-3 (CONTINUED) STORM DRAINAGE SYSTEM PRELIMINARY DESIGN DATA — MAJOR STORM FOR EXAMPLE PROBLEM

CHART 29



NOMOGRAPH FOR FLOW
IN TRIANGULAR CHANNELS

GUTTER CAPACITIES
APPLEWOOD CT.
BEECHWOOD CT.

Section b [illegible]

$Q_a = 7.[illegible] - 3.3 = 4.0$ cfs

$d = 0.38'$ $Q_b = 14.0$ [illegible]

$Z_b = 66.7$

$S = .01$

Total Q for half street = 18.0 cfs (S = 1.0%)
= 12.5 [illegible]

FINAL DRAFT

May 4, 1978

PROPOSED PARKING REQUIREMENTS

Section 5. PARKING AND LOADING

a. Unless otherwise provided, as in an organized parking district, purchased or leased, off-site parking, or otherwise acceptably arranged, the minimum standards for off-street on-site parking requirements shall be mandatory for all new construction and expansions of existing uses unless a hardship can be clearly demonstrated.

b. In unusual circumstances, such as those cases listed below where the parking requirements create an extreme hardship, a reasonable reduction may be requested. In such cases where the petitioner and the Planning Staff do not agree, the City Planning Commission shall hear the request, act upon it and send it to the City Council for final action. Examples of hardships which may be considered are as follows:

(1) Uses, where many employees or tenants do not own or drive vehicles due to age or other reasons.

(2) Uses, where the multiple use parking requirements may be inappropriate due to differing peaks of demand.

(3) Uses, where the multiple use parking requirements may be inappropriate due to the related nature of the uses needing the off-street parking.

(4) Uses, which operate on shifts where the actual demand at any one time would be less than a demand calculated on the total number of employees.

(5) Uses, which if more than substantially damaged cannot reasonably provide the additional parking required by this ordinance if the use would be reconstructed.

c. Employee parking shall be addressed and accommodated off-street for all categories, except where employee parking is specifically addressed and required in the minimum standards. The amount of employee parking and the distance it may be located from the proposed use shall be determined from information obtained through a statement of impact. The statement of impact shall address such things as:

(1) Type of u
(2) Number of employees (perceived)
(3) Square feet of sales area, service area, etc. (as requested)
(4) Parking spaces proposed on-site
(5) Parking spaces proposed off-site
(6) Hours of operation
(7) Administration (enforcement and maintenance)

d. All petitioners should be advised that in unusual or extreme circumstances, a petitioner may be asked to provide more than the minimum number of required parking stalls.

e. The following are minimum standards for parking spaces to be maintained in connection with the buildings and uses indicated. In those instances where there are clearly identified multiple uses within a structure, the minimum standards shall apply to each use, resulting in a total parking requirement when summed.

	USE	PROPOSED PARKING REQUIREMENTS
a)	Theaters	one space per each four seats (designed seating capacity)
b)	Bowling Alleys	four spaces per lane
c)	Elementary and Junior High Schools	two spaces per each classroom
d)	High Schools	one space per each four persons (designed capacity)
e)	Day Care and Nursery Schools	one and one-half spaces per employee
f)	Hospitals	one space per each two bed + two spaces per each three employees per employee shift
g)	Nursing Homes	one space per each four beds one space per each three employees per employee shift
h)	Hotels	one space per unit
i)	Motels	one space per unit
j)	Boarding Houses	one space per unit + one space per owner/manager
k)	Clubs/Lodges	one space per each three persons (designed capacity)
l)	Dormitories/Fraternities/ Sororities	one space per each two beds
m)	Offices, Banks, Medical-Dental Clinics, and Government Offices	one space per each 300 square feet of floor area

USE	PROPOSED PARKING REQUIREMENTS
n) Restaurants	one per three seats (designed seating capacity)
o) Bars/Nightclubs	one space per each two persons (designed capacity)
p) Mortuaries	one space per each five persons (designed capacity)
q) Retail Sales/Services	
1) High Volume Retail Sales (Consists of supermarkets, clothing and department stores, shopping complexes, hardware, building supplies, and similar uses)	one space per each 200 square feet sales area (includes employee parking)
2) Low Volume Retail Sales (Consists of furniture/appliance sales, repair shops, nurseries, greenhouses, and similar uses)	one space per each 250 square feet sales area (includes employee parking)
r) Service Business (Consists of beauty/barber shops, animal hospitals, frozen food lockers, laundries, and similar uses)	one space per each 300 square feet gross floor are (includes employee parking)
s) Vehicles Sales (such as automobile dealerships, used car sales, recreational vehicle sales, etc.)	an area = to 10% of the display area
t) Wholesale Business	employee parking plus 10% of total employee stalls for visitor parking
u) Warehousing	employee parking only
v) Industrial/Manufacturing	employee parking plus 10% of total for visitor parking
w) Residential	Residential uses for all one (1) family dwelling up to and including four (4) family dwelling units two spaces per dwelling unit. For all multi-family dwelling units five (5) and greater per structure, one and one half (1½) spaces per dwelling unit, plus one space for every 5 spaces for recreational vehicles and/or visitor parking.
All condition Uses (drive-in, auditoriums, trade schools, colleges, churches, etc.)	to be determined in conjunction with conditional use process.

1. Space dimensions...(See table)

2. Applicability...In the case of a use not specifically mentioned, the off-street parking standards for a similar use shall apply.

3. Location...The parking area should be provided on the same property as the principal building wherever possible. In business, commercial, and industrial districts the parking may be within 200 feet of the property, but within a zone district permitting such parking use. Such separate parking lots shall be maintained as long as the principal buildings or uses are maintained. Parking spaces in residential districts shall not be in a front yard setback as required by setback regulations.

4. Use of off-street parking by another building...No part of an off-street parking space identified for any building or use shall be included as a part of an off-street area for another building or use, unless it is demonstrated such uses do not conflict with each other.

Joint parking facilities...The off-street parking requirements for churches, auditoriums, clubs or lodges may be supplied with other off-street facilities, provided other uses such as business offices, retail stores, manufacturing, or wholesale buildings, whose operations are not normally conducted during the same hours, subject to:

(a) Off-street parking designated for joint use shall not be more than 200 feet from the property or use it is intended to serve, <u>except that employee parking may be further if it can be reasonably used</u>.

(b) A business may purchase or long term lease off-street ~~parking from a parking entity (public or private)~~ to satisfy required parking minimums. Purchased or leased parking will be considered appropriate if it is within 200 feet of the property and can be ~~demonstrated~~ not to have an adverse affect on the existing parking supply.

(c) Sufficient evidence shall be presented to demonstrate that there will be no substantial conflict in any joint parking arrangement.

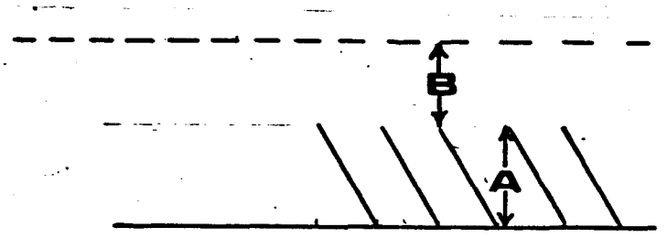
(d) Evidence in the form of a written agreement between the owners (or other parties of interest) of the structures or uses for which joint parking arrangements are proposed shall be presented with the application for a building permit and a copy of said agreement shall be maintained in the files of the Building Official.

5. Plan of Parking Areas...For any parking area, plans should be submitted to the Building Inspector, Traffic Engineer, and City Planner for investigation and recommendation.

6. When an area provides parking spaces for more than 15 cars, at least 5% of the total area of the parking lot shall be used for landscaping and/or aesthetic treatment requiring staff approval.

7. For each boundary line of a business parking area abutting directly on a residential use, there shall be a wall, screen fence, or screen planting of a year-round nature, of six feet high except where setback requirements would limit it.

PARKING ANGLE & STALL WIDTH	A STALL DEPTH	B AISLE WIDTH
0°		
9.0 - ft. stall	9.0	12
9.5 - ft. stall	9.5	12
10.0 - ft. stall	10.0	12
30°		
9.0 - ft. stall	18.0	11
9.5 - ft. stall	18.0	11
10.0 - ft. stall	20.0	11
45°		
8.5 - ft. stall		13
9.0 - ft. stall	20.0	12
9.5 - ft. stall		11
60°		
8.5 - ft. stall		18
9.0 - ft. stall	21.0	16
9.5 - ft. stall		15
75°		
8.5 - ft. stall		25
9.0 - ft. stall	19.5	23
9.5 - ft. stall		22
90°		
8.5 - ft. stall		28
9.0 - ft. stall	18.5	25
9.5 - ft. stall		24



Del, Here is as much as we have on file re 28 Rd & F 3/4 Rd adjacent to Spring Valley.
Ron
1-17-79

BARRU HOMES INC.
P.O. BOX 368 - . - GRAND JUNCTION, COLORADO 81501
OFFICE ADDRESS 728 South 10th Street • PHONE 303 - 245-4114

April 3, 1978

City of Grand Junction
City Hall, 5th & Rood
250 North 5th
Grand Junction, Colorado 81501

Gentlemen:

In order to comply with the resolution of the City Council of Dec. 21, 1977 accepting Spring Valley Filing #5 for final plating, we hereby commit ourselves and agree to do the following things:

1. On that portion of 28 Road that borders on the East side of the Spring Valley Subdivision, we stand prepared to install to City specifications vertical curb and gutter and patch in blacktop to the existing roadway upon an appropriately designed base; or participate in the total redevelopment of that road by providing vertical curb and gutter, road base and blacktop for up to one-half of a standard thirty four foot road section as prescribed in the City standards.

2. With a submission of filing #6 of the Spring Valley Subdivision, we will present the City Engineer a proposal for the final design of 28 Road for the entire length from the beginning of the Spring Valley Subdivision on the South to F 3/4 Road on the North.

3. In order to insure that we have the capability to do the work required, we will provide a letter of credit from our bank to cover the items we have committed to do in #1 above as they are called for by the City within the time frame limitations set forth in the section immediately following this.

4. Should we plat the entire remaining area of Spring Valley prior to the initiation of such a request by the City, we hereby agree, as called for in the above resolution, to stand ready to do this work for a period of one year after completion of development. The completion of development for purposes of defining the one year period shall be deemed not to begin until

the final filing has been plated and the development work called for in that filing has been completed in accordance to City standards and submitted to the City and other utilities for appropriate acceptance and certification of completion.

5. We will do either one for that portion of Spring Valley that has been plated along 28 Road upon notification by the City that they deem the time appropriate, and with a reasonable lead time. That time shall not exceed sixty days from the advent of suitable weather for this type of work.

We wish to express our appreciation for the City Council's recognition of the problems involved in obtaining Federal Housing Administration and Veterans Administration financing and allowing us to fulfil our obligation to the City in this matter. The benifactors will be the home owners along 28 Road who will in fact be able to finance their homes more advantageously through programs provided by these agencies.

Very truly yours,

BARRU HOMES, INC.

Paul S. Barru
President

William H. Nelson
Secretary

For Discovery 76
Frank N. Nisley
President

Douglas Holling
Secretary

PB/db

City of Grand Junction, Colorado 81501
250 North Fifth St., 303 243-2633

August 24, 1978

Mr. Paul S. Barru
Barru Homes, Inc.
P. O. Box 368
Grand Junction, Colorado 81501

Re: Spring Valley Filing #5

Dear Mr. Barru:

On May 3, 1978, the City Council of Grand Junction discussed the alternative to a power of attorney for the improvement of 28 Road as described in a letter from Barru Homes, Inc., dated April 3, 1978.

Council action was taken that "...developers of Spring Valley Subdivision be permitted to file a letter of credit to run for 3 years for the improvement of 28 Road in lieu of a power of attorney..."

Your letter of April 3rd states that: "In order to insure that we have the capability to do the work required, we will provide a letter of credit from our bank to cover the items we have committed to do in #1 above as they are called for by the City within the time frame limitations set forth in the section immediately following this."

We have not as yet received the letter of credit from your bank but the agreement has been approved by Council action as stated above.

Yours truly,

Gerald J. Ashby
Acting City Manager

GA:jc

c.c. Planning Department

UTE WATER CONSERVANCY DISTRICT
POST OFFICE BOX 460
GRAND JUNCTION, COLORADO 81501
560-25 ROAD
TELEPHONE 242-7491

August 28, 1978

Barru Homes, Inc.
P. O. Box 368
Grand Junction, Colo. 81501

To Whom It May Concern:

This letter relates to the Spring Valley Sub-Division Filing #5, particularly the 8" main water supply line, from an 18" water main in 28 Road, serving the entire Spring Valley Sub-Division.

This line enters the Sub-Division in Block 5 between lots 21 and 22. This was referred to in correspondence letters from Paul Barru of March 8, 1978 and also in a response from Ute Water dated March 29, 1978. All Ute Water lines not in a road R.O.W. do require a recorded 20' easement.

In the above mentioned letter, we particularly mentioned this portion of line would remain in the system, and did express our concern of line locations. At a time Ute Water was advised you were replatting the Sub-Division, we were assured by Jim Roberts, of your engineering contractor, that this line was correctly in the easement as recorded, even though we re-iterated our concern that accurate locations could not be tied without corner pins. Assuming there is a problem of location of the line, it may be a result of the replat or engineering error you inherited in your purchase from Dempsey Corp.

Also, more recently a letter from Paul Barru dated July 17, 1978 and the Ute Water response of July 19, 1978 - in this later response, Ute Water said we would allow a reasonable length of time for the Sub-divider to resolve the problem. We feel this has been allowed and do at this time, submit the contract signed by Paul Barru on April 24, 1978 for Spring Valley Filing #5 is not fulfilled, nor is the installed water system for Filing #5 approved by Ute Water Conservancy District.

Until this has been approved by Ute Water, any and all maintenance and liabilities of the potable domestic water system relating to Filing #5 of the Spring Valley Sub-division will be the responsibility of the Sub-divider.

Sincerely,

Wayne Weathers
Manager

WW:lb

CITY - COUNTY
DEVELOPMENT DEPT.

P.O. BOX 897 - GRAND JUNCTION, COLORADO - 81501
DIAL 303/ 243-9200 ext. 343

Grand Junction Planning - Mesa County Planning - Building Department

September 27, 1978

B. D. 76
c/o Mr. Paul Barru
P.O. Box 368
Grand Junction, Colorado 81501

Re: File # 96-78 Pheasant Run, Spring Valley Filing #6

Dear Mr. Barru,

The item referenced above was approved by the Grand Junction Planning Commission on September 26, 1978 . This item will be heard before the Grand Junction City Council on October 18, 1978 .

Conditions, restrictions or special requirements placed on this approval are as follows:

1). Approval is of the amended plan presented at the Planning Commission meeting.
2). Street name changes as required.
3). Easements as required.
4). Fire Department recommendations.
5). Agreement on F 3/4 Road improvements.
6). Petitioner to be responsible for signing of no parking areas on streets designed for one side parking.

Please contact our office if you have any questions concerning this item.

Yours truly,

Karl Metzner
Planner I

CITY OF GRAND JUNCTION, COLORADO

MEMORANDUM

Reply Requested
Yes ☐ No ☐

Date
Oct. 23, 1978

To: (From:) Del Beaver, Development Director

From: (To:) Ron Rish RPR, City Engineer-Public Works

Subject: Spring Valley Filing No. 6

As requested, I have checked the lengths of streets in the above filing reported to you on my review sheet of September 24, 1978. My original estimated lengths and the recent check were both by scaling from the 1" = 100' plan layouts submitted by the petitioner for review. The results are as follows:

September 24, 1978, Review Sheet report:

	Preliminary Plat	Final Plat	Diff.
Total Street Lengths =	9850 L.F. ±	11,400 L.F. ±	+1550 L.F.
28' mat (one-side parking) lengths* =	2250 L.F. ±	4,400 L.F. ±	+2150 L.F.

October 20, 1978 Check:

	Preliminary Plat	Final Plat	Diff.
Total Street Lenghts (including culs) =	9850 L.F. ±	11,340 L.F. ±	+1490 L.F.
28' mat (one-side parking) lengths* +	2290 L.F. ±	4,480 L.F. ±	+2190 L.F.

*Note: Does not include cul "bulbs"

The above lengths are scaled only. I have the worksheet maps used for both compilations available for anyone's examination.

Let me also state that all objectives of good residential street design can be achieved on 55 ft. right of way on all streets in this filing. If this is possible while still meeting the other requirements of lotting and utilities services, I recommend that all streets in the filing be provided on 55 ft. rights of way.

cc - Jim Patterson
Jim Wysocki

Call Bill Smith

City of Grand Junction, Colorado 81501
250 North Fifth St., 303 243-2633

February 26, 1979

Mr. Robert P. Gerlofs
Paragon Engineering, Inc.
P. O. Box 2872
Grand Junction, CO 81501

Dear Bob:

Re: 28 Road and Cortland Avenue adjacent to Spring Valley Filings Nos. 5 and 6

I have reviewed the profiles and typical sections for Cortland Avenue (F 3/4 Road) and 28 Road as submitted to me by Steve Heald and have the following comments:

1. The profiles proposed for both 28 Road and Cortland Avenue appear reasonable and seem to fit the existing road profiles closely enough that utility relocations may not be a major problem. I assume vertical curves will be provided at all P.I.'s on Cortland Avenue as you have on 28 Road.

2. The grade shown at Applewood Street seems to fit the Applecrest plans.

3. Storm drainage will outlet at the west end of Cortland Avenue improvements into the existing ditch which is at elevation 4743.12 vs. the 4747.00 pavement elevation.

4. Storm drainage outletting of 28 Road into the Spring Valley streets, the existing ditch on the east side and the proposed catch basin in storm sewer SD on the west side seems reasonable.

5. No pavement sections have been proposed. Pavement calculations based on soils tests should be prepared. I would recommend that rather than "feathering" pavement on the existing F 3/4 Road mat, it would be better to cut the existing pavement in a neat line and construct a constant new section to that line. Grade irregularities could be accommodated by varying the cross-slope between the cut-line and crown-line as necessary between limits of 0.015 and 0.040 ft. per ft.

6. Agreements to date with your client and current City Council policy have been that the development is responsible for the cost of one-half of a standard residential street which includes 17 feet of mat. Additional width may be required because of street designation and the City would stand the added cost. My recommendation is that both 28 Road and Cortland Avenue will function as collector streets and that all street dimensions should conform to the current City standard for collector streets which include 41 foot mat width.

7. Current City standards were adopted by Council on December 6, 1978, after final plat approvals for Spring Valley Filings Nos. 5 and 6 so no request was made for 3 additional feet of right of way. I also understand, your client obtained Council approval to not provide a sidewalk on the west side of 28 Road. Mr. Barru called me February 14, 1979, and mentioned that they may want to provide a sidewalk on the south side of Cortland Avenue. If no sidewalk is provided on the west side of 28 Road, the collector street standard can fit on the 30 feet of available right of way. If sidewalk is provided on the south side of Cortland Avenue, the existing 30 feet of half right of way lacks 3 feet to meet the current City collector street standard. These items need to be resolved prior to my approval of detailed construction plans. The same dilema exists on the Applecrest frontage. Crown Heights subdivision to the west will have 33 feet half right of way on Cortland Avenue and I assume Spring Valley Townhouses may not have sidewalks on 28 Road since none will be provided to the north. I am, through copy of this letter, requesting Del Beaver to assist in resolving these matters.

8. As you are aware, the City limit is at the centerlines of 28 Road and a portion of Cortland Avenue. I can make no decisions or commitments for Mesa County and am by copy of this letter requesting Del Beaver to advise the Mesa County Commissioners of the proposed improvements agreement between the City and your client and in particular to make them aware of time limitations to be specified therein.

Upon resolution of the above comments please submit detailed constructions plans for my approval prior to any construction on 28 Road or Cortland Avenue. If I can assist in answering any questions or resolving any items please do not hesitate to call on me.

Very truly yours,

Ronald P. Rish, P.E.
City Engineer-Public Works

RPR/hm

cc - Del Beaver
John Kenney
Jim Patterson
Jim Wysocki

cc: Connie McDonough 4-13-79
RPR

#1 96-1

81501

2638

July 29, 1980

Mr. Robert P. Gerlofs
Paragon Engineering, Inc.
P. O. Box 2872
Grand Junction, CO 81501

Dear Bob:

Re: Roadway Improvements in Spring Valley
Filings Nos. 5 and 6

In response to your request for City acceptance of the portion of the roadways between the edges of gutters in Filing 5 and certain streets in Filing 6 (Applewood-Hawthorne to Wintergreen, Beechwood-Hawthorne to Wintergreen, Wintergreen-Applewood to Beechwood, Apple Court, and Dogwood Court), I offer the following:

1. I field-checked the above recently and apparently all asphalt pavement construction is satisfactorily complete except for a sink-hole in the pavemet in front of 3009 Pheasant Run Street which should be corrected.

2. We do not have the required construction tests results and as-built drawings in our files. (Include documentation of testing specified in our letter of May 30, 1978.)

3. This partial acceptance will not include any concrete work or storm drainage facilities since we have not yet been requested to final-inspect those items. The City is very concerned that so much time has passed since the construction of Filing 5 improvements, and we still have not been presented with the street and storm drainage improvements. Residents have been calling us frequently about this matter. The probable impact of this situation on the City's public relations is unfavorable and I encourage you to do what you can to correct this situation. Consider this to be a formal request for a time schedule estimate of when the Filing 5 improvements will be ready for City acceptance.

4. This partial acceptance will include the stipulation that any pavement settlements (such as the one at 3009 Pheasant Run Street), any excavations in pavement areas due to storm sewer system deficiencies determined in our final-inspection, or any pavement removals required to correct or modify concrete improvements which may occur prior to the City's final-acceptance of all street and storm drainage improvements shall be replaced by the Developer at no expense to the City to a satisfactory condition consistent with City specifications and the project plans.

When the above comments have been addressed, please contact me.

As discussed with you today, Corn Construction is experiencing some difficulty with the match between the grades of the recently constructed curb and gutter along the west side of 28 Road and the centerline of the existing pavement. Both Ed Settle and Bill Benson called me last Friday about this and I referred them both to you as the design engineer. Upon resolution of this matter, I would appreciate being contacted as to what course of action is proposed. The City's financial responsibility on 28 Road is limited to the letter of February 15, 1980, from Jim Wysocki to Paul Barru.

Thanks for your continued cooperation.

Very truly yours,

Ronald P. Rish

Ronald P. Rish, P.E.
City Engineer

RPR/hm

cc - Karl Metzner
Jim Patterson
Jim Wysocki

PARAGON ENGINEERING, INC.
P.O. Box 2872
2784 Crossroads Blvd., Suite 104
Grand Junction, Colorado 81501 (303) 243-8966

May 6, 1981

Mr. Ron Rish, City Engineer
City of Grand Junction
250 N. 5th Street
Grand Junction, CO. 81501

Re: 28 Road and Cortland Ave.
Spring Valley Filing #6

Dear Ron:

The following is a construction quantity breakdown for the City's share of the above referenced street improvements:

28 Road 23+00 to 34+87 = 1187 L.F.

Excavation	1355 C.Y. x 3.5 ÷ 20.5 =	231 C.Y.
Subgrade Preparation	1187 x 3.5 ÷ 9	462 S.Y.
Base	1187 x 1.33 x 3.5 ÷ 27	205 C.Y.
	1187 x 0.5 x 17 ÷ 27	374 C.Y.
Prime	1187 x 3.5 ÷ 9 = 462 @ 0.25 gal/SY	116 Gal.
2" Asphalt	1187 x 3.5 ÷ 9	462 S.Y.

NRPR 5-15-81

Cortland Ave - 1+50 - 0+00 = 150 L.F. (Tapor)
0+00 13+00 = 1300 L.F.

Excavation North of Section Line =		232 C.Y.
643 C.Y. x 3.5 ÷ 20.5 =		110 C.Y.
1122 C.Y. x 3.5 ÷ 25 =		157 C.Y.
	Total	499 C.Y.
Subgrade Preparation		
150 x 4.2 ÷ 9 (Tapor) =		70 S.Y.
488 x 6.9 ÷ 9 (Applecrest) =		374 S.Y.
1300 x 3.5 ÷ 9 =		506 S.Y.
	Total	950 S.Y.
Base		
150 x 4.2 x 1.33 ÷ 27 (Tapor) =		31 C.Y.
~~150 x 4.2 x 0.5 ÷ 27 (Tapor) =~~		~~12 C.Y.~~ No, included
488 x 6.9 x 1.33 ÷ 27 (Applecrest) =		166 C.Y.
1300 x 3.5 x 1.33 ÷ 27 =		224 C.Y.
1300 x 17 x 0.5 ÷ 27		409 C.Y.
~~488 x 6.9 x 0.50 ÷ 27~~		~~68 C.Y.~~ No, included
	Total	904 C.Y. → 830 C.Y.

NRPR 5-15-81

Prime

150 x 4.2 ÷ 9 = 70 A 0.25 gal/S.Y. (Tapor)		18 gal. ✓
488 x 6.9 ÷ 9 = 374 @ 0.25 gal/S.Y.		94 gal. ✓
1300 x 3.5 ÷ 9 = 455 @ 0.25 gal/S.Y.		127 gal. ✓
506	Total	239 gal. ✓

RPP 5-15-81

2" Asphalt

150 x 4.2 ÷ 9		70 S.Y. ✓
488 x 6.9 ÷ 9		374 S.Y. ✓
1300 x 3.5 ÷ 9		506 S.Y. ✓
	Total	950 S.Y. ✓

If you have any questions, please contact me.

Very truly yours,

James T. Patty

James T. Patty

JTP/kk

encl: Cross Sections
(3 sheets originals, please return)
Earthwork Quantities (2 sheets)

#96-78

City of Grand Junction, Colorado 81501

May 15, 1981

Mr. Edward Settle
Corn Construction Co.
3199 D Road
P. O. Box 1240
Grand Junction, CO 81502

Dear Ed:

Re: 28 Road and Cortland Avenue adjacent to Spring Valley Filing No. 6

In accordance with a letter agreement of February 15, 1980, between the City Manager and Paul Barru, the City has accepted responsibility for certain construction costs for improvements on the above. As stated in my letter to you of March 19, 1981, I requested that Paragon Engineering prepare estimated quantities and cross-section worksheets in accordance with the approved construction plans. The enclosed letter of May 6, 1981, as edited by me shows the quantities involved in the City's responsibility.

Using Paragon's quantities as estimated in their May 6, 1981, letter and the unit prices quoted in your letter of March 18, 1981, results in the following costs which are the entire responsibility of the City for the improvements on 28 Road and Cortland Avenue adjacent to Spring Valley Filing No. 6.

Excavation = 730 C.Y. @ $0.70 =	$ 511.00
Subgrade Preparation = 1,412 S.Y. @ $0.35 =	494.20
Base = 1,409 C.Y. @ $9.70 =	13,667.30
Prime = 355 gal. @ $1.00 =	355.00
Asphalt Pavement = 1,412 S.Y. @ $2.85 =	4,024.20
Total =	$19,051.70

If you agree with the above, please sign a copy of this letter and return it to me. this will constitute your authorization from the City to perform this work and upon acceptance of the completed facilities and invoice to the City in the amount shown above, you will be paid.

Very truly yours,

Ronald P. Rish, P.E.
City Engineer

Acceptance:

_____
Corn Construction Co.

Enclosures

cc w/ encl. - Bob Gerlofs, Paragon Engineering
Steve Heald - Mountain Realty
Karl Metzner
Jim Patterson
Jim Wysocki
File

City of Grand Junction, CO 81501
(303) 242-2633

July 21, 1981

Mr. Robert P. Gerlofs
Paragon Engineering, Inc.
2784 Crossroads Blvd.,Suite 104
Grand Junction, CO 81501

Dear Bob:

Re: Spring Valley-Filing No. 6, Fence at 28 Road and Cortland Avenue

As discussed with you last week, I suspect a sight-obstruction has been constructed at the above intersection. I had our surveyors make some measurements which result in the enclosed scale sketch. The fence not only violates the City Development Regulations requirements (enclosed page 84 shows 35 ft. "sight-triangle") but based on found property pins and the recorded plat the fence is constructed in the street right of way at the intersection. Approximately 50 linear feet of fence is within the street right of way and also exceeds the allowed height for sight-distance requirements.

Also enclosed are two (2) copies of fence details included on Paragon's plans for the subdivision improvements which I approved for construction on June 6, 1979. Those details show the barrier fence to be located at 6 ft. outside of the street right of way line. It appears the fence has instead been constructed around the entire Spring Valley Subdivision on the right of way line. I do not understand why the approved plans have not been followed.

I am by copy of this letter notifying the Development Department and the subdivision developer, Steve Heald, of these matters. I would advise that you contact them and request that you or Steve advise me in writing of what actions are intended in light of the above.

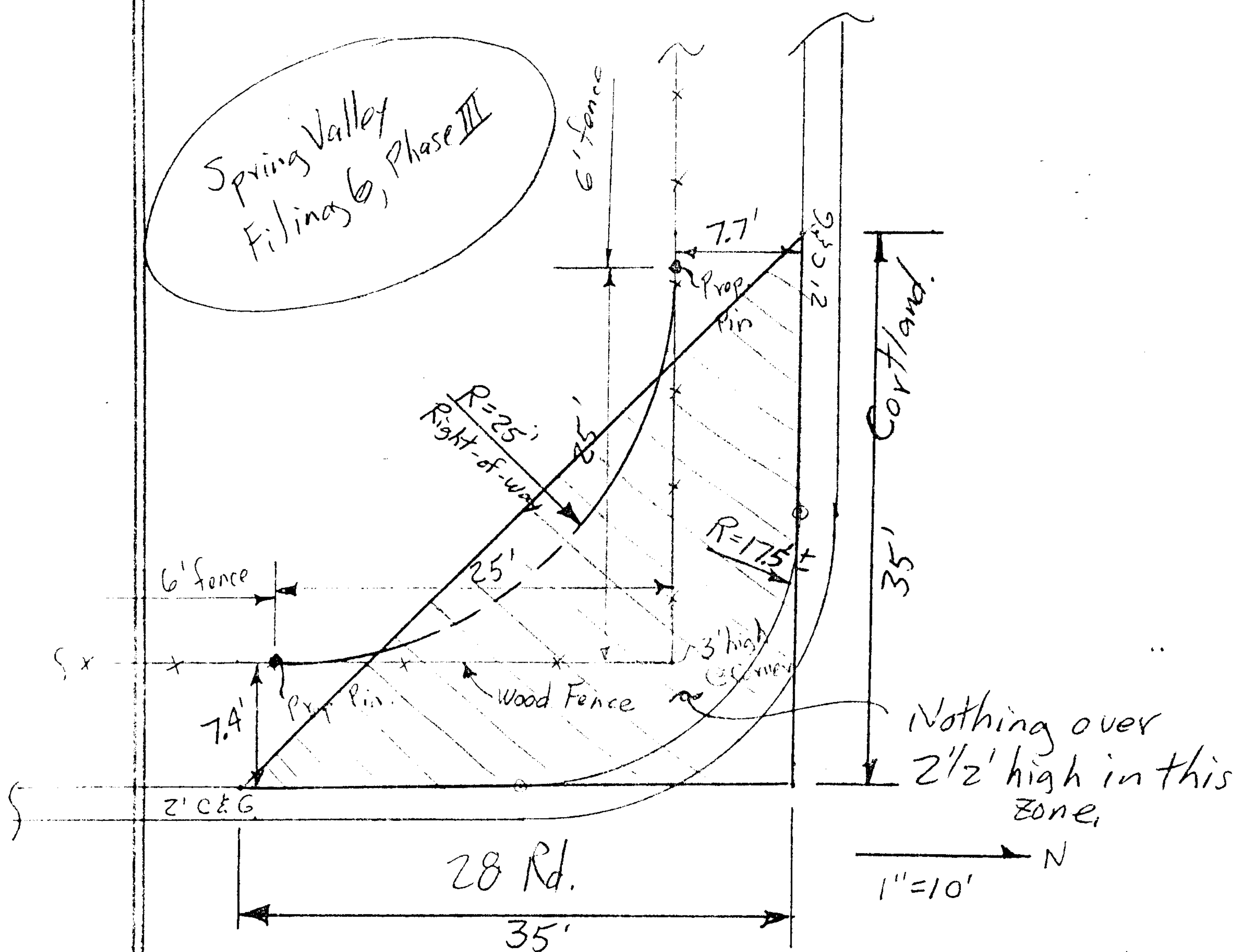
Very truly yours,

Ronald P. Rish

Ronald P. Rish, P.E.
City Engineer

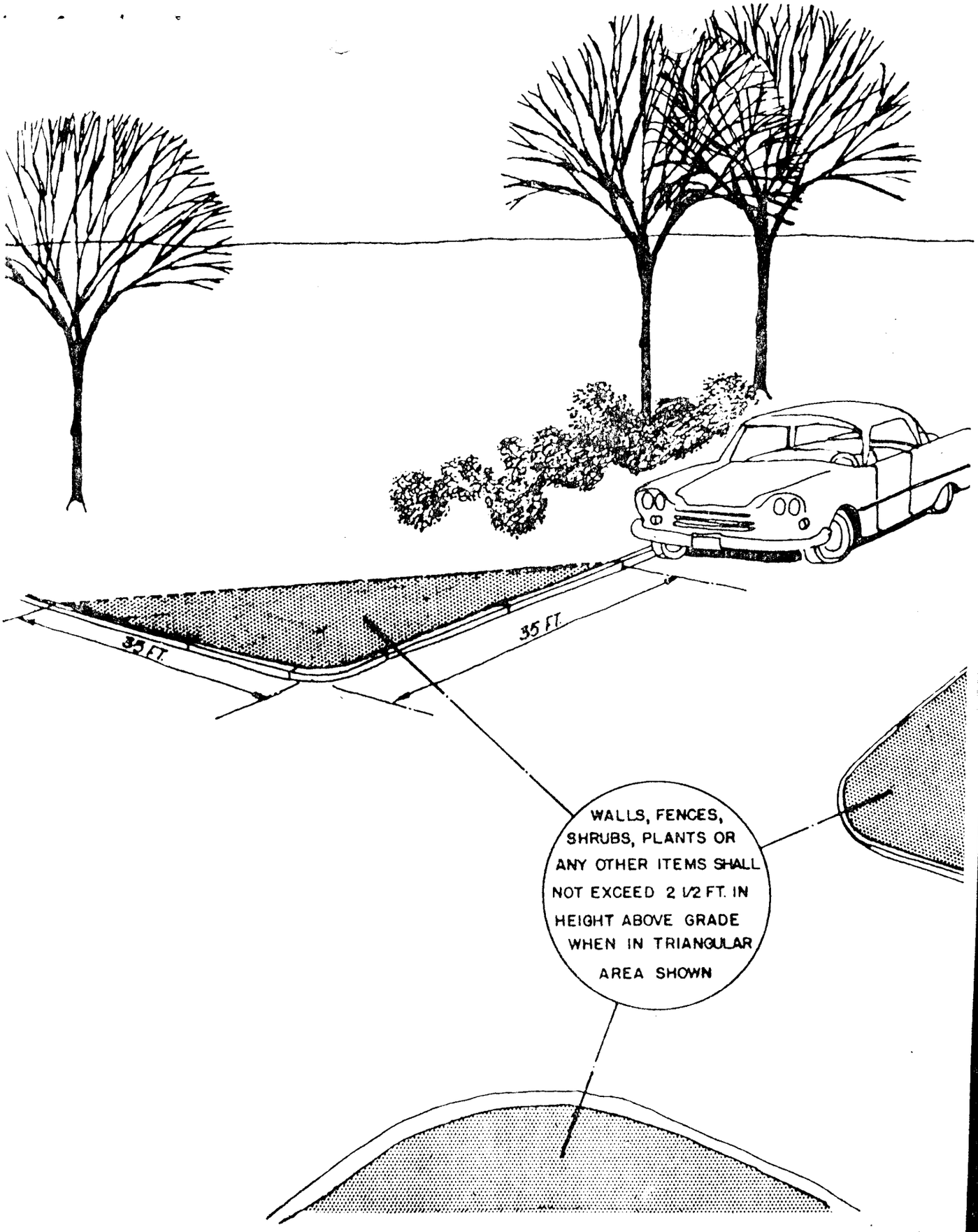
Enclosures

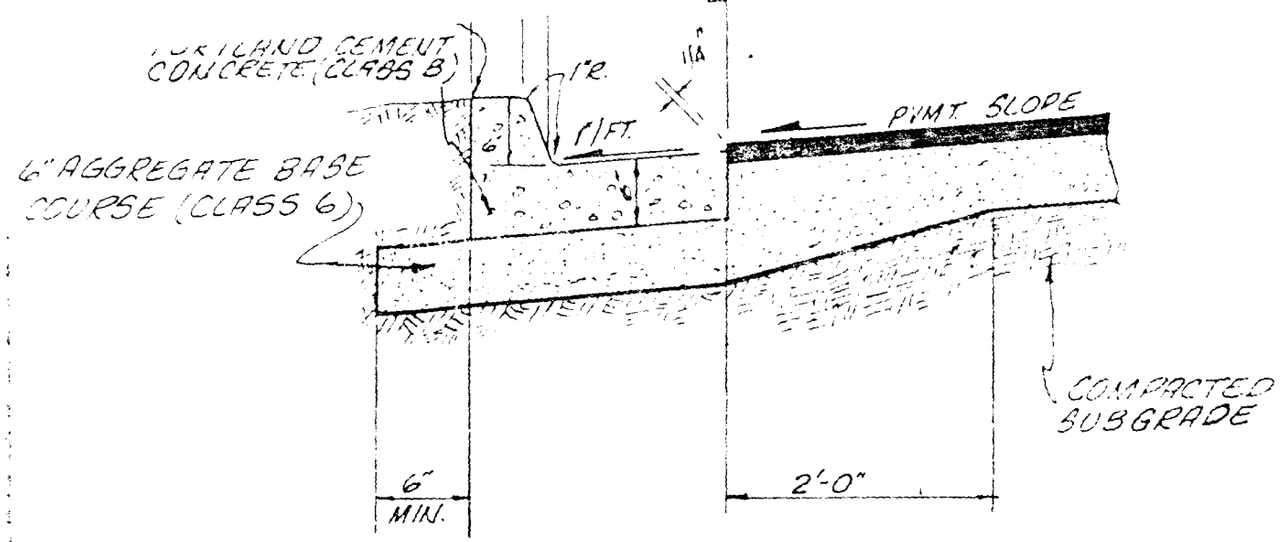
cc w/encl: Steve Heald, Mountain Realty
Jim Bragdon
John Kenney
Jim Patterson
Daryl Shrum
Jim Wysocki
File



Spring Valley
Filing 6, Phase III
6' fence
7.7'
Prop. Pin
2' C&G
Cortland
R=25'
Right-of-way
R=17.5'
35'
6' fence
25'
3' high
Wood Fence
Prop. Pin
7.4'
Nothing over 2½' high in this zone.
2' C&G
28 Rd.
35'
N
1"=10'

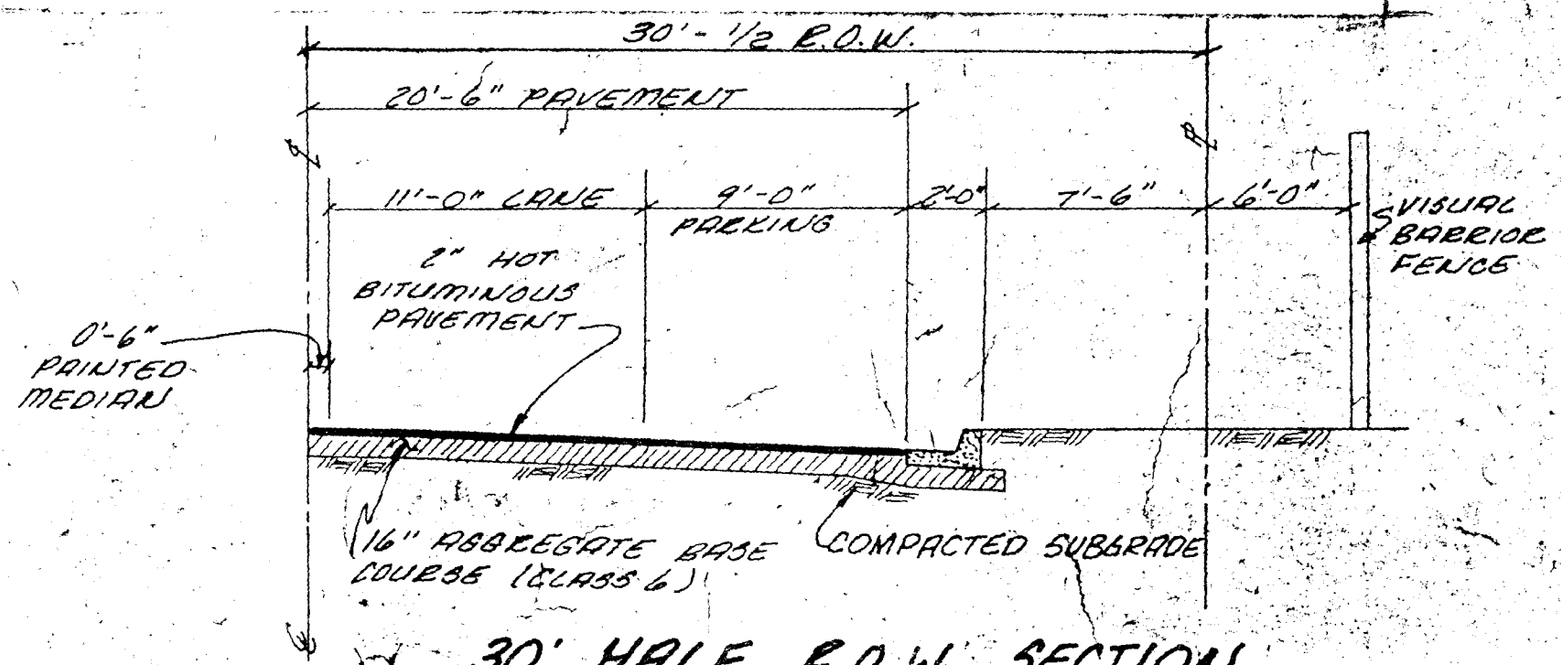
RPR
7-20-81


35 FT.
35 FT.
WALLS, FENCES, SHRUBS, PLANTS OR ANY OTHER ITEMS SHALL NOT EXCEED 2 1/2 FT. IN HEIGHT ABOVE GRADE WHEN IN TRIANGULAR AREA SHOWN



CURB AND GUTTER SECTION

NO SCALE



30' HALF R.O.W. SECTION

Typical of Cortland Ave.

6'-0"
EXCEP WHERE NOTED
4'x4" CEDAR POST
2"x2" CEDAR
2 1/2" to 3 1/2"
SPLIT CEDAR
PICKET
2"x2" CEDAR
6' VISUAL BARRIER FENCE
Scale 3/4"=1'-0"
NOTE: LOCATE 6" INSIDE
PROPERTY LINE
28 ROAD AND CORTLAND AVE.

REVIEW SHEET SUMMARY

FILE # 96-78

ITEM Pheasant Run, Spring Valley Filing #6

MEETING DATE

COPY SENT TO PETITIONER SEPT 19, 1978 KGM

COMMENTS:

City Engineer - Duane Jensen

~~Sewer lines near dead end on short street should have steeper grades than 0.4% as shown in several locations.~~ - Satisfied

Police Department - Vandertook

Street widths are too narrow. Will cause traffic enforcement problems. Deviated from preliminary greatly. Streets must be wider to facilitate both side parking, two way traffic & sufficient room for emergency & service vehicles. ~~Do not recommend acceptance of this plan.~~ Don't agree with 50' R.O.W. plan. Considering tradeoffs of 50' R.O.W. I recommend detached side-walks, for safety, with one side parking for this filing.

Public Service

Gas - No Objections. Electric requires the following easements:
10' Easement West Side of Lot 25, Block 15
10' Easement South Side of Lot 2, Block 17
7' Easement South Side of Lot 3, Block 17

City Utilities - McGregor

Change Wintergreen Drive to anything else. You have Wintergreen Ct. & Ave. in your previously approved Wintergreen Estates.

City Parks - Idleman

No Comment

City Fire - Mantlo

(1) Check street width. (2) Check fire hydrant locations. Item #1.(22 feet plus parking) Item #2. The water system plan as shown on the Utilities Composite is approved provided it can supply 2000 GPM from any two of the most hydraulicly remote hydrants.
Attn: Paul Barru and Paragon Engineering: Certain hydrants may be eliminated provided others are moved to compensate - See attached schedule.

City Engineer - Ron Rish

(1) Some agreement needs to be worked out for F 3/4 Road improvements. We have a proposed agreement from developer for 28 Road.
(2) Detailed review of all plans necessary prior to construction. Upon separate request from Dev. engineer, I will do this including pavement and drainage calculations and detailed grades check.
(3) Street details and lauout looks ok generally. Apricot & Dogwood are at "maximum" cul length. Layout differs from Preliminary due to siting and utilities problems (per developer). Grades generally look ok.
(4) I reserve comment on 28 Road profile until further discussion with Gerlofs. Grade looks high but utilities are a problem. I am sure details can be worked out prior to construction.
(5) Lengths of streets differs from Prel. Plan. My rough check results in:

	Prel.	Final	Diff.
Total Length=----------	9850'±	11,400'±	+1550'
28' mat (one-sideParking)length	2250'±	4,400'±	+2150'

One objective of platting should be to minimize the total length of streets.
(6) Wintergreen Drive should definitely be 2-side parking w/resulting 34' mat.
I leave it to others to decide merits of the other 3700' ± of 28' mat (one-side parking).
My feelings were aired on Filing 5 and I feel the same. It is justified on short culs and loop streets. Obviously this is a judgement issue with several factors (and parties) involved.

DEVELOPMENT DEPARTMENT RECOMMENDATION

Recommend Approval based on:
Wintergreen - 55' R.O.W. with detached sidewalks & 34' mat.
Petitioner signing for parking on one side prior to lots being sold.
Staff Comments.

PLANNING COMMISSION RECOMMENDATION

rec. approval of revised submittal subject to review comments.

GOVERNING BODY DECISION

REVIEW SHEET SUMMARY

FILE # 96-78

ITEM Pheasant Run, Spring Valley Filing #6

MEETING DATE _____

COPY SENT TO PETITIONER Sept 19, 1978 KGM

COMMENTS:

City Engineer - Duane Jensen
Sewer lines near dead end on short street should have steeper grades than 0.4% as shown in several locations.

Police Department - Vandertook (Captain Burg)
Street widths are too narrow. Will cause traffic enforcement problems. Deviated from preliminary greatly. Streets must be wider to facilitate both side parking, two way traffic & sufficient room for emergency & service vehicles. Do not recommend acceptance of this plan.

Public Service
Gas - No Objections. Electric requires the following easements:
10' Easement West Side of Lot 25, Block 15
10' Easement South Side of Lot 2, Block 17
7' Easement South Side of Lot 3, Block 17

City Utilities - McGregor
Change Wintergreen Drive to anything else. You have Wintergreen Ct. & Ave. in your previously approved Wintergreen Estates.

City Parks - Idleman
No Comment

City Fire - Mantlo
(1) Check street width. (2) Check fire hydrant locations. Item #1.(22 feet plus parking) Item #2. The water system plan as shown on the Utilities Composite is approved provided it can supply 2000 GPM from any two of the most hydraulicly remote hydrants.
Attn: Paul Barru and Paragon Engineering: Certain hydrants may be eliminated provided others are moved to compensate - See attached schedule.

DEVELOPMENT DEPARTMENT RECOMMENDATION

PLANNING COMMISSION RECOMMENDATION

GOVERNING BODY DECISION

Subdivision Pheasant Run, Spring Valley Filing #6

Date 1 Sept. 78 Item # 96-78

Petitioner B.D. 76 c/o Paul Barnu

of 28 rod from F 1/4 rd to F 3/4 rd.

Review Agencies Comments

Review Agencies Comments

Ok to clear for [illegible]

Action Taken

P.C.

C.C.

Comments

Action Taken

P.C.

C.C.

Comments

ITEMS REQUIRED FROM DEVELOPER

___ Check
___ Drainage
___ Improvements

___ Utility Agreement
___ Landscaping
___ Guarantee

___ Title Investigation
___ Covenants
___ Annexation

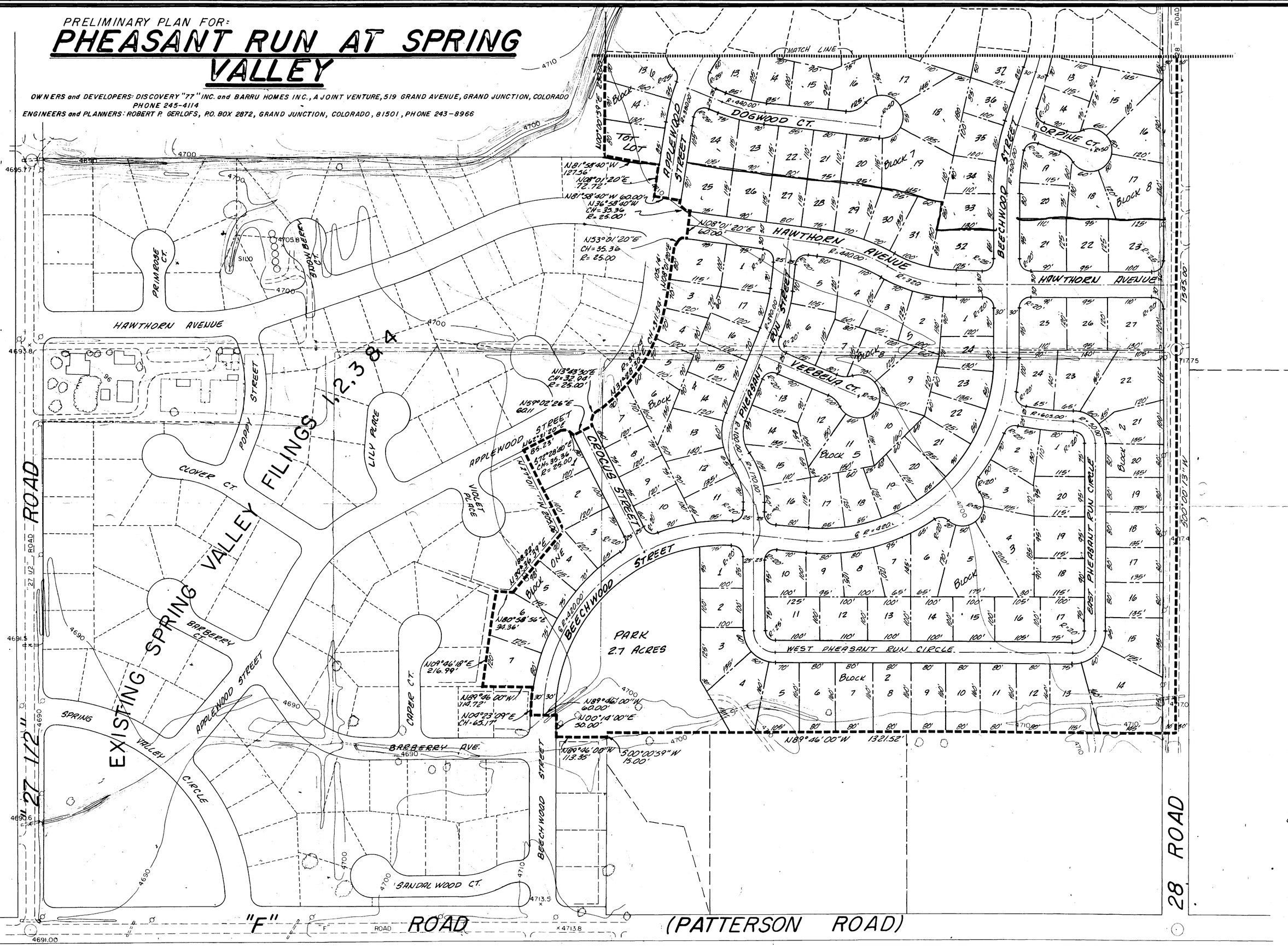
___ Other (Specify)

PRELIMINARY PLAN FOR:

PHEASANT RUN AT SPRING VALLEY

OWNERS and DEVELOPERS: DISCOVERY "77" INC. and BARRU HOMES INC., A JOINT VENTURE, 519 GRAND AVENUE, GRAND JUNCTION, COLORADO PHONE 245-4114

ENGINEERS and PLANNERS: ROBERT P. GERLOFS, PO. BOX 2872, GRAND JUNCTION, COLORADO, 81501, PHONE 243-8966



SCALE 1" = 10
CONTOUR INT

SHEET 2 OF 2
PRELIMINARY PLAN FO
PHEASANT RUN AT SPRING