

# Table of Contents

File 1980-0082  
Date 9/27/01

Project Name: Grand River Condos-Rezone I-1 to PR 17

P r e s e n t	S c e n e r i o	<p>A few items are denoted with an asterisk (*), which means they are to be scanned for permanent record on the in some instances, not all entries designated to be scanned by the department are present in the file. There are also documents specific to certain files, not found on the standard list. For this reason, a checklist has been provided.</p> <p>Remaining items, (not selected for scanning), will be marked present on the checklist. This index can serve as a quick guide for the contents of each file.</p> <p>Files denoted with (**) are to be located using the ISYS Query System. Planning Clearance will need to be typed in full, as well as other entries such as Ordinances, Resolutions, Board of Appeals, and etc.</p>		
X		*Summary Sheet - Table of Contents		
X		Application form		
		Receipts for fees paid for anything		
		*Submittal checklist		
X	X	*General project report		
		Reduced copy of final plans or drawings		
		Reduction of assessor's map		
		Evidence of title, deeds		
X		*Mailing list to adjacent property owners		
		Public notice cards		
		Record of certified mail		
X		Legal description		
		Appraisal of raw land		
		Reduction of any maps - final copy		
		*Final reports for drainage and soils (geotechnical reports)		
		Other bound or nonbound reports		
		Traffic studies		
		Individual review comments from agencies		
		*Consolidated review comments list		
X	X	*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)		
<b>DOCUMENTS SPECIFIC TO THIS DEVELOPMENT FILE:</b>				
X	X	Action Sheet	X	Letter from Del Beaver to Ron Rish re: floodway -11/12/80
X	X	Review Sheet Summary	X	Summary form
X		Review Sheets	X	Landscaping & Details
X	X	Planning Commission Minutes - ** - 1/27/81		
X		Letter from Bob Hirons to Don Warner re: Requests pulling application from City Council Agenda on 2/4/81 - 21/2/81		
X	X	City Council Agenda - ** - 2/4/81		
X	X	Letter from Robert Gerlofs, Paragon Engineering to Planning re: response to comments-12381		
X		Deed		
X		From letter from Sue Drissel re: public hearing on 1/17/81, 2/4/81		
X	X	Planning Commission Minutes - ** - 1/27/81		
X		Rezone Application		
X		Preliminary Development Plan Application		
X	X	Impact Statement		
X	X	Soils Classification		
X	X	Preliminary Plan		

IMPACT STATEMENT  
FOR  
GRAND RIVER CONDOMINIUMS

GENERAL

The project area is located on the Colorado River north of Brach's Market and is the former Colorado West Packers site. The bulk of the site is in the 100 year sheet flow area of the flood plain and will necessitate special treatment for housing elevations, foundations, and flood storage.

This site represents special challenges, but is also very exciting. We have an opportunity to create a water oriented environment in a semi-arid climate which is not artificial or out of keeping with the river bottom environment. It also represents an opportunity to use under used land which is close in the urban core. It goes without saying that proper respect must be given to the river and its flooding potential. Floodways cannot be tampered with; flood storage cannot be displaced disproportionately on adjacent parcels; and all created waterways must be engineered to function both as flood storage devices as well as for aesthetic purposes.

Particular health hazards must also be addressed in terms of mosquito breeding, algae blooms, etc.

It is anticipated that this development will consist of a large percentage of two bedroom townhomes with smaller percentages of single and three bedroom units. Most of these units have decks and balconies which open onto the river and internal waterways.

The units size will range from approximately 750 square feet to 1,050 square feet of living area.

NEED FOR CHANGE

This area is currently zoned I-1 Industrial largely because of the former use. Only the gravel mining is a viable industrial use. The area is on the wrong side of the river and is not accessible to rail or readily accessible to the major shipping roadways in the Grand Valley. To reach these routes, industrial traffic would have to enter and impact to a high degree on Colorado State Highway 340. In short, the zoning is inappropriate. The area is only appropriate for carefully done housing or parkland. Parkland is an admirable goal, but there are plans for a sizeable park at the confluence of the Redlands Canal and the Colorado River adjacent to the proposed Greenbelt Parkway. Bikeways and walkways will be planned to connect with a future hiking/biking system along the south/west bank of the Colorado River.

X

IMPACT ON SURROUNDING AREA

Due to its proximity to Colorado State Highway 340, the largest impact this project will have will be on the intersection at Brach's Market and Highway 340. Unless improvements are made to Power Road and Dyke Road, the traffic conflicts between gravel and concrete carrying trucks and the residential traffic from this development will not be acceptable.

ACCESS TO TRAFFIC PATTERNS

This has already been discussed. One additional point, however, should be made. If the County Commissioners plan is successful to create the Greenbelt Parkway, the area would then be on a loop road.

ACCESS TO UTILITIES

Ute water must be obtained and lines extended from the large main at Mayfair Drive.

Sanitary sewer service will be gained from the enlarging of the Colorado West Packers lift station. Sewage would be treated by the City of Grand Junction. The other utility systems are in the area and do not pose a problem for extension.

IMPACT ON FACILITIES

This area will have major impacts on the existing circulation system until the traffic can enter Colorado Highway 340. Additional impacts will occur at First and Grand. However, traffic is increasing in the entire Redlands area and impact will appear at First and Grand regardless of this development.

There is no unusual impact on either the parks or the utility systems, given the extensions previously mentioned.

It is anticipated that few elementary school age children will live in this type of development and school impact will be minimal.

DISTANCES TO

As previously mentioned, this area is within the Grand Junction corporate limits and would be termed "close in" and residents could walk or bicycle to most destinations if they desire to do so. Distances to most employment and neighborhood shopping destinations are under three miles.

SUMMARY

This development represents an opportunity to create an exciting water oriented, high density development close in with little or no adverse residential impact. The problems can be worked out satisfactorily due to the yield of dwelling units for the parcel. The developers are local and together we can create something Grand Junction will be proud of.

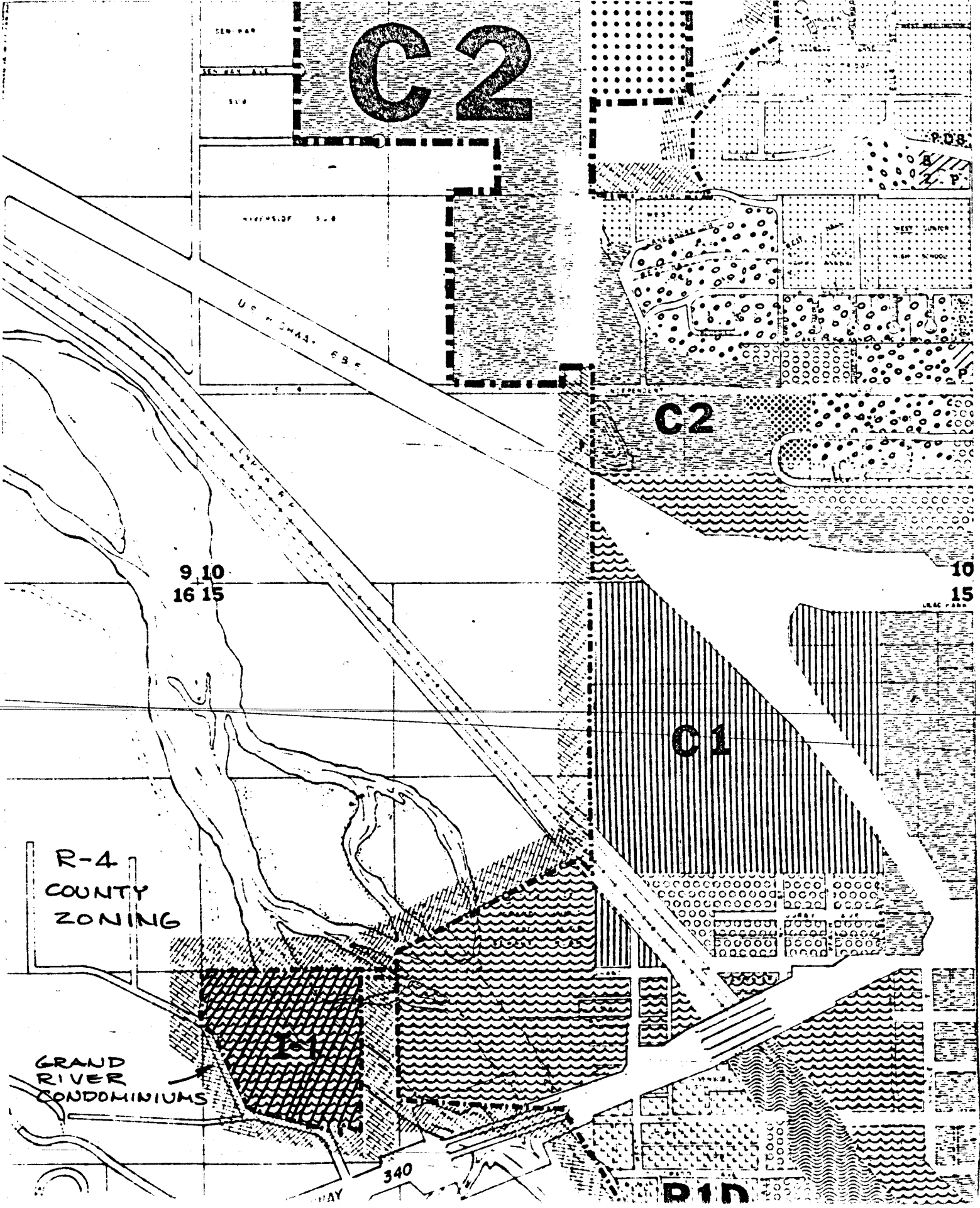
82-80

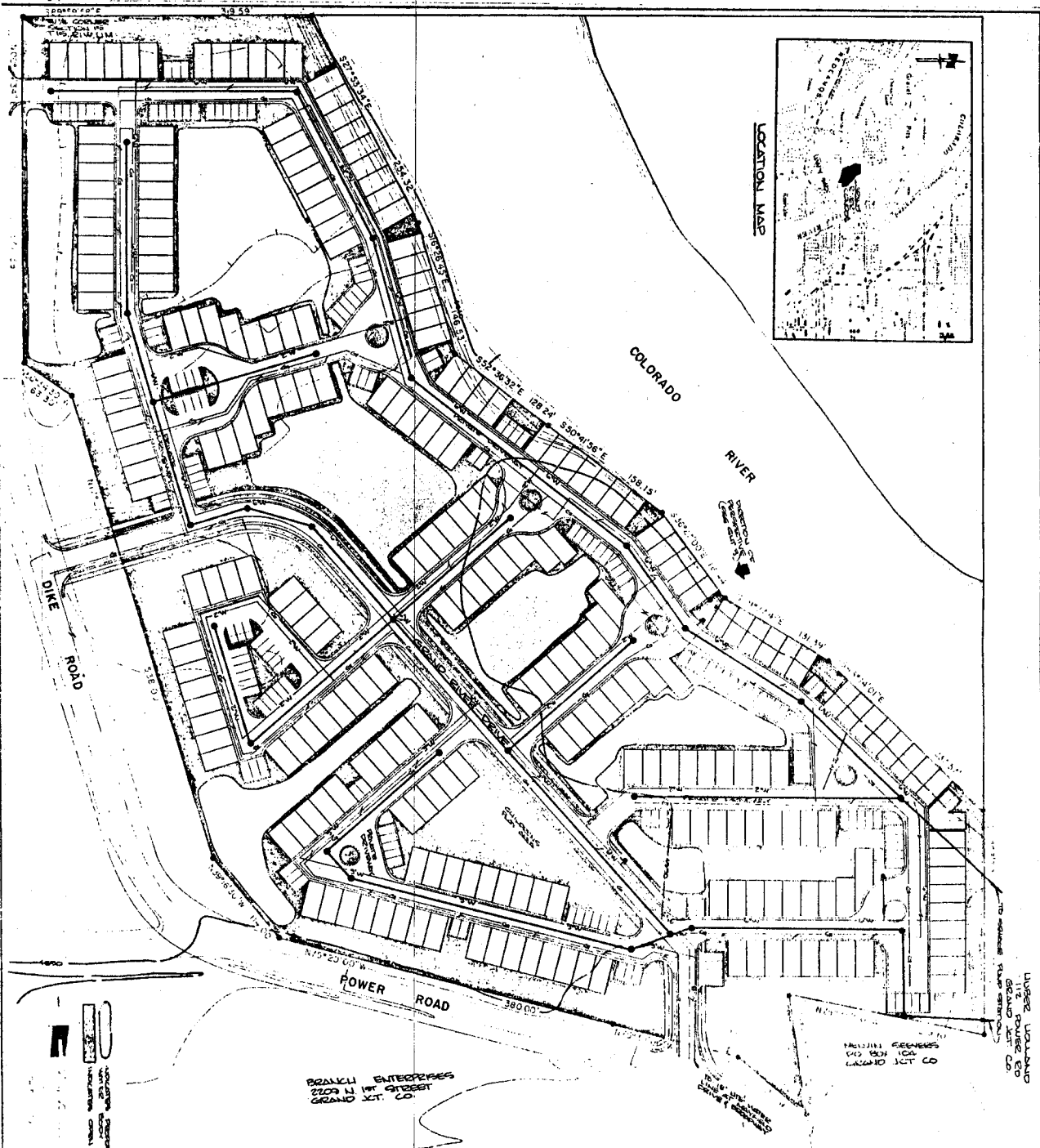
PROPOSED DEVELOPMENT  
SCHEDULE

Spring	1981	Construction	84 Units
Fall	1981	Completion	84 Units
Spring	1982	Construction	84 Units
Fall	1982	Completion	84 Units
Spring	1983	Construction	84 Units
Fall	1983	Completion of Project	

ADJACENT ZONING

82-80



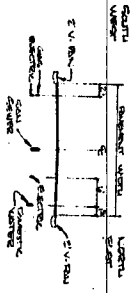


PRELIMINARY PLAN FOR:  
**GRAND RIVER  
 CONDOMINIUMS**

OWNER: GRAND RIVER CONDOMINIUMS ASSOCIATION  
 2202 N. W. STREET, GRAND RIVER, CO. 80424  
 ARCHITECT: [Faded Name]  
 1000 S. 30th Street, Grand, W. 245-3300

THERE ARE NO SIGNIFICANT VESUVIUS PATENTS ON THIS PROJECT.  
 THIS DEVELOPMENT IS LOCATED IN THE SAUVI SECTION IS, THIS E/W, THE W/SECTION THIS PROJECT IS PART OF THE W/ER COMPANY CONTRACT DISTRICT

- SEWERAGE SYSTEM - 12" DIA. (10' DIA. MAIN)
- WATER MAIN - 12" DIA. (10' DIA. MAIN)
- ELECTRIC MAIN - 12" DIA. (10' DIA. MAIN)
- TELEPHONE MAIN - 12" DIA. (10' DIA. MAIN)
- STORM SEWER - 18" DIA. (16' DIA. MAIN)
- WATER MAIN - 12" DIA. (10' DIA. MAIN)
- ELECTRIC MAIN - 12" DIA. (10' DIA. MAIN)
- TELEPHONE MAIN - 12" DIA. (10' DIA. MAIN)
- STORM SEWER - 18" DIA. (16' DIA. MAIN)
- TOTAL - 28' DIA. (26' DIA. MAIN)



SEWER TO CONDUIT PIPES LEFT SHOWN TO BE SPACED THE WATER LINE WILL BE SPACED TO ONE FEET AWAYFIELD ONE

PROPOSED UTILITIES:  
 \* SANITARY SEWER (12" DIA.)  
 \* WATER MAIN (12" DIA.)  
 \* ELECTRIC MAIN (12" DIA.)  
 \* TELEPHONE MAIN (12" DIA.)  
 \* STORM SEWER (18" DIA.)

82-80

SHEET 1 OF 2  
 PRELIMINARY PLAN FOR  
**GRAND RIVER CONDOS**

COLO. HWY 340 (BROADWAY)

2945-153-00-18  
Branch Enterprises  
2209 N. 1st Street  
Grand Junction, CO 81501  
82-80

2945-153-00-13      82-80  
Melvin Seevers  
c/o P. Lutz & S. Golob  
197 Power Road  
Grand Junction, CO 81501

2945-153-00-17  
Huber D. Holland  
112 Power Road  
Grand Junction, CO 81501  
82-80

2945-153-00-009  
Verle & Evelyn Anway  
200 Dike Road  
Grand Junction, CO 81501  
82-80

*Preston Corp  
159 Colorado Ave.  
City 81501  
82-80*

Grand River Condominiums



SOILS CLASSIFICATION FOR GRAND RIVER CO. DOMINIUMS

PROVIDED BY SOIL CONSERVATION SERVICE, DEPT. OF AGRICULTURE

GREEN RIVER VERY FINE SANDY LOAM, DEEP OVER GRAVEL, 0 to 2 percent slopes, Class IIs Land (Gm)

This soil occurs along the Gunnison and Colorado Rivers, but for the most part at higher levels than the other Green River soils. Its better position makes it less susceptible to flooding or occasional high water tables. It can be cropped successfully, especially after it has been ditched to provide adequate underdrainage.

The surface soil, a pale-brown or light brownish-gray very fine sandy loam, contains numerous small fragments of mica. Below depths of 10 to 12 inches, the very fine sandy loam has a brighter pale-brown or very pale-brown color, and at depths of 24 to 30 inches it grades into similarly textured soil material that shows light-gray and reddish-brown specks or very small spots. Below depths of 3 or 4 feet textural variations are common, but fine sandy loam is dominant.

When moist, this soil is friable. Well-disseminated lime is present from the surface downward, but the organic-matter content is low. Workability and tilth are exceptionally favorable for irrigation and cultivation, but some places need ditches that will lower the water table.

Soil limitations are classified as severe for local roads and streets (seasonal high water tables, poor traffic-supporting capacity, subject to frost heave), shallow excavations (seasonal high water table), dwellings without basements (seasonal high water table), sanitary land fill (seasonal high water table), septic tank absorption fields (seasonal high water table), and sewage lagoons (rapid permeability below about 1 foot, seasonal high water tables. )

REVIEW SHEET SUMMARY

FILE# 82-80

ITEM REZONE I-1 to PR 17

DATE SENT TO REVIEW DEPT. 11-05-80

PRELIMINARY PLAN-GRAND RIVER CONDOS

DATE DUE 11-14-80

PETITIONER SNPH-c/o Steve Heald

LOCATION E. of Power Rd. N. of Brach's Mkt., on Colo. River

<u>DATE REC.</u>	<u>AGENCY</u>	<u>COMMENTS</u>
11-10-80	CITY UTIL	No structure built in the floodway of the 100 year flood plain may connect to the City-County sewer system. If this is to be a public sewer system, a utility easement must be provided where the sewer mains are located on private property or in private driveways. A sewer main under buildings, as shown, would be unacceptable. Some units would be difficult to serve with system as shown. The sewage lift station was designed to meet existing zoning and use. An enlargement of the lift station due to a change to higher density zoning should be paid for by the developer requesting the higher density.
11-10-80	UTE WATER	Water services for this development would come from the extension of an 8" water main from the North side of Hwy. 340 where it is intersected by Brach Drive (Pioneer Village South) at the developer's expense. It will also be required of the developers to participate in the expense of the existing extension which presently ends at the stated connection point. Extension policies, connection, tap and development fees in effect will apply.
11-12-80	CITY PARKS & REC.	Very poor use of available space on layout of units. (see red notes on blue print) 10 or 12 units all in a line is not quite "state of the art" planning--(I hope). An additional 252 units in an area, as congested as 340 & Grand Ave is at 8 and 5, is not going to help this matter at all.
11-13-80	CITY FIRE	Nearest adequate water main, according to our information is in Mesa Vista at its intersection with Hwy. 340. Water main sizes indicated are inadequate. Minimum 8" looped lines must be used. Hydrant spacing is also inadequate. Spacing must be no more than 300' between hydrants with no structure more than 150' from a hydrant. <u>All roadways in development must meet Uniform Fire Code, 1979 edition, requirements.</u> We have no objections to this rezone. As this is within the city, we would be responding two engines, one from station #1 and one from station #4. Fire Flow Survey required for each building prior to issuance of building permit. Private driveways shown do not meet requirements for fire equipment access.
11/17/80	Comprehensive	Site of proposed re-zone is that of the old meat packing plant - but presently the only utilized land use is that of the County Residential (R-4) areas adjacent to the north west. A planned residential development of 17 d.u./acres would be compatible with the county R-4 zone allowing approximately 17 d.u./acre. The town home concept, and the proposed site plan do not seem to be the most appropriate approach to high density residential living on this site.

11/17/80 Comprehensive, Cont. The 100 year floodplain should be further investigated in regard to this proposed site plan - possibly some other site design and type of structure would be more suitable to this type of constraint (i.e. misuses with underground or 1st and 2nd level parking).  
The intersection of Dike Road and St. Hwy. 340 is improved and signalized, but a more detailed analysis of trip generation should be submitted for review.

11/14/80 Transp/Eng. The Power Road entrance is shown in the curve. This should be relocated to a tangent section of Power Rd.  
The traffic "islands" shown on the private drives are safety hazards and probably maintenance problem  
Traffic circulation and emergency vehicle access into the area to the right of the dike road entrance (public street) is very poor.

11/14/80 County Health Approved as submitted.

11/17/80 City Eng. My comments are the same as the Utilities Director concerning sanitary sewers.  
The 100 year "floodplain" and "floodway" limits and elevations should be shown on the plan. The project is clearly in the floodplain and will require submission of an application for floodplain permit. It is not clear to me where the floodway limit is in relation to the buildings along the river. No filling of any kind is permitted in the floodway. This plan appears to be based on some filling along the river bank to encroach the proposed buildings to a straight line on the existing curved bank. Does this result in filling the existing floodway. If the buildings are able to be constructed outside the floodway but along the bank similar to as shown what structural precautions will be made to prevent flood scour from undermining the buildings.  
Dike Road and Power Road should be dedicated to a 33 ft. half right-of-way and power of attorney for full street improvements should be obtained by Development staff prior to filing of the final plan  
The proposed scheme of public/private streets is reasonable provided no on-street parking is allowed sufficient off-street parking is available, and easements are granted for all utilities outside of the public streets.  
As indicated by their drainage calculations, large storm flows are routed through this site and the site is low resulting in their proposal to install flap gates on the outlet pipes to the river. The storm drainage system will have to be very carefully designed so as to protect this high-density development from storm runoff flooding. The potential for flooding at this site is high unless the drainage system is well designed and constructed exactly as designed. I am not sure I understand or agree with their implied concept of storm detention when the site is right next to the river. Why not have a "positive" a drainage outlet system as possible?

11-18-80 STAFF COMMENTS

1. Don't know if the proposed density will work until the floodplain is thoroughly evaluated. Same comment with site plan.
2. Is it really necessary to orient condos right against the river?  
It seems like such an ideal place for open space in the design.
3. Recommend that a management plan for the lakes be submitted. This

should focus on the health aspects (insect control, etc.), maintenance, and policy (to insure refuse or other improper activities are managed). This should be incorporated as part of the Homeowners organization.

4. The industrial zoning at this location is undesirable. Residential zoning here would be an improvement, however, site constraints are critical at this location.

5. Recommend that all constraints be thoroughly examined (especially floodplain), and then applicant submit a site plan with a specific density. It would be desirable if existing vegetation were considered in site plan.

SUMMARY of COMMENTS

1. Sewer mains should not be located under buildings. Developer should contribute to enlarging the lift station.
2. Water system, hydrant locations, fire flow survey, and emergency vehicle access need to be designed and approved to Fire Department specifications.
3. Rezone to residential is appropriate, however, the type and density need to be thoroughly examined.
4. Redesign access as per transportation engineers comments. The traffic islands would be inappropriate.
5. The floodplain and floodway limits need to be shown. Basic questions need to be answered concerning the floodplain/floodway and its relationship to the site and proposed structures.
6. Dike road and Power Road half R-O-W's (33') needed and P.O.A.s for full street improvements on these as well.
7. On street parking should be prohibited and enforced.
8. Applicant should demonstrate why they should not have a positive drainage system rather than the proposed "flap gate" system.
9. Recommend taht a strip along the river be utilized as open space rather than built upon.
10. Management plan for "lakes" is recommended.

RECOMMENDATION

While the proposed use is, in concept, appropriate and the site plan is intriguing, it is not possible to properly evaluate either the proposed density or the site plan until the serious site constraints are thoroughly examined. Recommend this item be tabled until this is done.

11/26/80 CNTY RD

The impact statement mentions impacts to Power Raod and Dike Road. If a trip generation figure of between 5 and 10 is used for this development, the projected ADT would range from 1260 to 2520 additional. The present ADT (1980 count) is 1752.

I recommend the developers improve Dike Road to a collector status along the boundary of the development.

The preliminary alignment of Greenbelt Drive is proposed to begin at Highway 340 and traverse northwesterly, generally along Power Raod. I also recommend the developer include improvements on this road to minor arterial status.

12/01/80 MT. BELL

The utility composit/preliminary plan as drawn does not provide any means to distribute telephone facilities to each lot as no provision is made for access from one side to the other of the roads.

Also, we cannot accept a plan in which all of our lines are under asphalt.

We will serve the development from Power Road using a rear lot design in the Arailaba open space indicated or from the front, requesting a 10' easement along all proposed streets and drives.

12/03/80 PUB. SERV.

Electric: Utility Easement to "Blanket as stated on Prelm. Plan application. Electric meter locations to be "Grouped" on end of each cluster or group of Condos as determined by P.S.Co.; (There is a question whether these are to be Condominiums or townhomes.) On final plat, show 69 LV transmission line easement as recorded in Book 795 Page 565.  
Gas: Developer should contact P.S.Co. for service location needs (Re: Townhouse or Condominiums?). Also need to field check location of gas line in Power Road North of Duke Road. Is this a right of way which is to be abandoned?

11/25/80 RIDER/SCHOENBECK PASSED 6-0 A MOTION TO RECOMMEND APPROVAL TO THE CITY COUNCIL OF THE REZONE I-1 TO PR 17 ON #82-80

RIDER/SIMONETTI PASSED 6-0 A MOTION TO TABLE THE CONSIDERATION OF THE PRELIMINARY PLAN, #82-80, GRAND RIVER CONDOMINIUMS, UNTIL SOME OF THE PROBLEMS REFLECTED IN THE REVIEW COMMENTS HAVE BEEN RESOLVED TO THE SATISFACTION OF THE STAFF AND THE PLANNING COMMISSION AND THE ULTIMATE DENSITY IS RE-STUDIED IN RELATION TO THE PLAN.

12/16/80 ST. HWY DEPT.

This proposed development affects the proposed alignment of the southwest circumferential route, which has long been recognized as a vital long range transportation corridor in this area.  
Preservation of this corridor is necessary as no alternative corridor is readily apparent that provides for west to south circumferential traffic routing.

01/27/81 SIMONETTI/FRANK PASSED 4-1 (RIDER AGAINST) A MOTION TO RECOMMEND APPROVAL TO THE CITY COUNCIL OF #82-80 PRELIMINARY PLAN FOR GRAND RIVER CONDOMINIUMS, SUBJECT TO STAFF COMMENTS, FULL WIDTH STREET IMPROVEMENT FROM 340 UP TO THE FIRST TURN-OFF FOR THE PROPOSED PROJECT, WITH HALF STREET IMPROVEMENTS TO THE END OF THE PROJECT; THAT IT IS RECOMMENDED THAT AS MUCH RIVER PARK AS POSSIBLE BE UTILIZED IN THE PLAN BEFORE FINAL PLAN STAGE.

Acres 23.9 (15.4 developable) CITY ACTION SHEET  
 Units \_\_\_\_\_  
 Density PR17

File # 82-80  
 Zone I-1

Activity Rezone I-1 to PR17 Date Neighbors Notified--  
 Phase Prelim. Plan - Grand View Condos City Council 12-8-80 / 1-9-81  
 Date Submitted 11-5-80 Date CIC Legal Ad 1-28-81  
 Date Mailed Out 11-5-80 Hearing Date--  
 Date Posted \_\_\_\_\_ Planning Commission \_\_\_\_\_  
 Legal Ad Date \_\_\_\_\_ Hearing Date--  
 Date Neighbors Notified-- City Council 2-4-81  
 Planning Commission \_\_\_\_\_ 10 Review Period-Return By Nov. 14

Review Agencies

Send

- COUNTY ROAD DEPARTMENT
- MOUNTAIN BELL
- 2  PUBLIC SERVICE COMPANY
- FIRE
- IRRIGATION G
- DRAINAGE GJ
- SEWER
- WATER (UTE CLIFTON)
- FLOODPLAIN
- CITY ENGINEER
- CITY UTILITIES
- CITY POLICE
- TRANSPORTATION ENGINEER
- PARKS AND RECREATION
- ~~ENERGY OFFICE~~ St. Almy Dept
- TECH REVIEW
- WATER AND POWER RESOURCES
- County Health
- County Surveyor
- Energy Office

Common Location East of Power Road, N. of Brachs Mkt. on Colo. River  
 Floodplain  
 Comp  
 Trans. Am.

<u>Board</u>	<u>Date</u>	<u>Comments</u>
<u>GJPC</u>	<u>11/25/80</u>	<u>Approved - Rezone from I-2 to PR-17 with the stipulation that they leave it open to review the density to coincide with the site plan Table - Site Plan</u>
<u>CIC</u>	<u>2-14-81</u>	
<u>GJPC</u>	<u>1/27/81</u>	<u>App - Subj. to staff &amp; review comments &amp; they deleted some condos on the riverfront</u>

Staff Comments

OK  
adj. OK  
Rezone only app at GJPC - 11-25-80  
Rezone goes to Council on 12-17-80  
Council did not want to hear rezone  
Melvin B. Severs - maybe legal property owner -

Original Documents

- Improvement Agreement
- Improvement Guarantee
- Covenants
- Development Schedule

without knowing the problem



# PARAGON ENGINEERING, INC.

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

November 12, 1980

Ron Rish, City Engineer  
250 N. 5th  
Grand Junction, Colorado 81501

Re: Grand River Condos

Dear Ron:

I have discussed the floodway matter on the above referenced project with Mr. Dale Hatch, U.S. Army Corps of Engineers of Sacramento, California, and have determined the following:

- 1) Areas designated for 100 year sheet flow would not be part of the flood way.
- 2) The Sacramento office sent Rick Enstrom a complete package, including computer profiles and maps. Only the 1:200 scale maps are located in the Development Department.
- 3) In the preliminary phase of Grand River Condos, we have assumed the flood way to be top of bank. We have designed the project accordingly. Should the definitive information prove otherwise, we will redesign accordingly. It is not our intent to propose construction in the 100 year floodway.

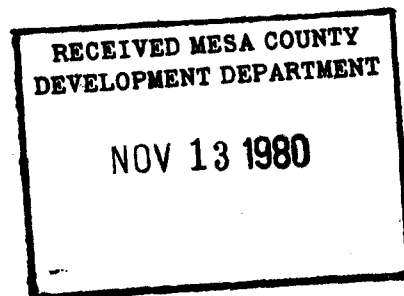
It appears the information is available, if unlocatable. If the definitive profiles are not found, Paragon Engineering will either obtain the necessary information from the U.S. Army Corps of Engineers in Scaramento, or determine the information ourselves.

Thank you for your cooperation and consideration.

Sincerely,

Del Beaver

cc: City/County Development Dept.





# PARAGON ENGINEERING, INC.

P.O. Box 2072  
2784 Crossroads Blvd., Suite 104  
Grand Junction, Colorado 81501 (303) 243-8966

January 23, 1981

City/County Development Department  
559 White Ave. Rm. 60  
Grand Junction, CO. 81501

Gentlemen:

A revised preliminary plan for Grand River Condominums has been submitted which addresses many of the review sheet comments summarized by the planning staff.

In addition, we submit the following written reply to the comments:

## CITY UTILITY

The floodway has been determined to be the top of bank of the Colorado River. The floodway has been located on the plan and no units will be constructed in the floodplain.

Sewer easements will be provided where necessary.

It is not intended to place sewer lines under buildings.

The developer understands his responsibility to bear the cost of upgrading the existing lift station.

## UTE WATER

It is the developer's intention to supply water to this project by extending a large water line from the intersection of Mesa Vista and Colorado Highway 340. A cross tie may be made to the existing 8" water main at Pioneer Village.

The developers understand and agree to abide by Ute policies.

## CITY PARKS AND RECREATION

No comment

## CITY FIRE

Main will be extended from Mira Vista and 340.

Interior lines will be sized to provide required fire flow. Lines may be 6", 8" or 10", depending on location and demand.

Hydrant spacing will not exceed 300 feet.

All roadways and private drives currently comply and will continue to comply with the Uniform Fire Code, 1979 edition.



#### COMPREHENSIVE PLANNER

The floodplain and floodway have been investigated in greater detail. See other review comments.

It is proposed that Dike Road be improved to Colorado 340 to handle the 1200 to 1500 vehicle trips per day which will be generated by this project.

#### TRANSPORTATION ENGINEER

The intersection of Grand River Drive with Dike/Power Road has been relocated to a tangent section.

The traffic "islands" are in the private streets and it is our desire to leave them in the project for visual relief and local traffic control. During final design, we may elect to eliminate these islands; however, we prefer the option.

The area to the right of the Dike Road-Grand River Drive intersection has been improved by adding an additional entrance to that cluster.

#### CITY ENGINEER

Floodway has been located per previous comments. No filling or construction is planned within the floodway with the exception of pre-rapping the bank.

Dike Road and Power Road adjacent to this property will be dedicated to the proper right of way width.

It is anticipated that the road will be fully developed from the main entrance to Colorado 340. Power of attorney will be granted for the balance of the improvements.

Easements will be granted for all utilities outside of public streets.

The drainage system proposed is to be positive drainage to the Colorado River. Flap gates will not be utilized.

Extensive site grading will be done on site to raise all units above the 100 year floodplain. The ponds created by the site grading will have sufficient volume to accommodate 100 year flood plain encroachments.

#### STAFF COMMENTS

Revisions to the plan have resulted in a reduction of two units to 252, or a density of 16.36 units/acre.

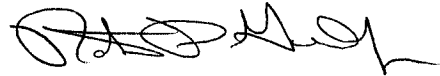
City/County Development Dept.  
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The river front is a major amenity of this project. There are acres of public ground in this area already available for open space.

A lake management program will be submitted at final plat submittal with the restrictive covenants and home owners association.

Thank you for your consideration.

Very truly yours,



Robert P. Gerlofs

RPG/kk