

Downing/Leach
Architecture
Planning
Engineering

March 1, 1982

City Planning Commission
City Council
City Development Department

Re: Surrey Hill
Rezoning & Outline Development Plan (ODP) proposal for a 12.16 acre
site located at the northwest corner of the intersection of 27½ Rd.
and Cortland Avenue (F3/4 Rd.)

Ladies and Gentlemen:

We are pleased to submit to you for your review and approval the Outline
Development Plan (ODP) proposal for the Davis Tract at the above referenced
location.

Surrey Hill will be a residential development with an overall density of
approximately 10 units/acre, not much more than the 8 units/acre density
already approved for the Crown Heights Subdivision across 27½ Rd. to the
east and northeast and the 7.2 units/acre to the southeast.

This development will be comprised of dwelling units attached in a variety
of ways and clustered in various configurations around parking courts
containing in some instances, "small carriage houses" located above garages.

It is the developer's intent to make Surrey Hill an attractive residential
community that will meet the housing needs of its residents while responding
sensitively to the needs of its neighbors and the community. The means by
which this will be accomplished are as follows:

1. Respect for the land uses that exist in the adjacent areas surrounding
the project site.

3985 Wonderland Hill
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336 Main Street, Suite 205
Grand Junction, Colorado
81501
303-241-5071

2. Respect of the physical site by retaining and reinforcing the significant natural features within the property.
3. The creation of attractive and functional land use patterns within the project.
4. Provide for a variety of housing opportunities for residents of Grand Junction.
5. Design for maximum energy efficiencies wherever possible.
6. Provide residents of the development recreational opportunities in the form of a commonly held and used working greenhouse and garden plot.

The units will be specifically designed to accommodate and appeal to older couples without children and younger singles and couples with few children. The emphasis is on providing a comfortable mix of ground-level "flats" and two-story townhomes and walk-up flats. Rear yards have been minimized and commonly held and maintained landscaped areas will comprise the bulk of the open space.

We are proposing a development that we feel would provide unique and attractive housing for an area of Grand Junction facing overwhelming pressures to develop since the Horizon Drive corridor has developed into a community job center. As the ODP documents demonstrate, natural features of the site have been approached with care, circulation will be controlled and environmental quality made an integral element of the development's design.

Surrey Hill can make a valuable contribution to the community and we urge your careful consideration of this proposal.

Respectfully submitted,



Mark Leese, AIA
Planner, Architect

MR/kg
Enclosures

March 1, 1982

REZONE APPLICATION
SURREY HILL

Located at the northwest corner of the intersection of 27½ Rd. and Cortland Avenue (F3/4 Rd.)

IMPACT STATEMENT

1. Need for the rezone:

The need for the rezone stems from the intensity of pressures in the immediate vicinity to develop at higher densities than are allowed under its present zoning (R4) combined with the desire of the developers to create a unique and attractive development that will contain certain common elements and provide for the continued maintenance of common areas and property. It is the intent of the developers to provide housing which will accommodate and appeal to older residents of the community and to provide a much needed housing opportunity for this segment of the housing market. In order to provide the kinds of amenities (i.e. greenhouse and garden plot) and place emphasis on common landscaped areas (to be maintained by the Homeowner's Association as opposed to private yards requiring upkeep by individual owners), and to provide as convenient access to the dwelling units as possible, it was necessary to propose a condominium project and apply for a planned development zoning designation. The planned development designation will allow the developer to offer a greater variety in type, design and layout of buildings and to more efficiently use the open space contained in the development.

The existing zone was not an error at time of adoption. However, there has been a dramatic change in the character of the area due to recent growth trends, particularly along Horizon Drive. There is a community need for the proposed rezone: by allowing higher densities of development on this site, the community job center associated with the Horizon Drive corridor can be served and supported by residential land uses in the immediate vicinity and can thereby support energy conservation, one of the City's goals for planning and development. The proposed rezone is compatible with the surrounding area and will not have any adverse impacts. On the contrary, the rezone would provide the necessary transition between existing residential developments and proposals which may be developed for the land between it and Horizon Drive.

There will be benefits derived by the community by granting the rezone because it will allow the developers to create a variety of housing opportunities for residents of Grand Junction, particularly moderately-priced homes designed especially for older residents of the community.

The proposal is in conformance with the policies, intents, and requirements of the Grand Junction Zoning & Development Code and other adopted plans and policies of the City. There are adequate facilities available to serve development of the type and scope suggested by the proposed zone. There are adequate community facilities in the area, especially medical facilities and the site is well served by the City's transportation system.

All utilities are present in the area and have adequate capabilities to serve the proposed development. The sanitary sewage collection service will need further study to determine the most economical design and there are several viable options to be studied.

2. Present and future effect on the existing zone districts, development, and physical character of the surrounding area:

At present, the site is bounded on the south by two parcels of farmland which are both zoned RSF 4. On the west, northwest, and north, the site is bounded by parcels zoned PB which are vacant and have frontage on Horizon Drive. Directly across 27½ Rd. to the east is Crown Heights Subdivision, zoned PR 8. South of Crown Heights is a vacant parcel zoned PR 7.2 and the land north of Crown Heights, now occupied by a farm, is zoned PR 8. It is expected that the parcel south of the site may eventually be rezoned to allow a higher density than is allowed under RSF 4.

It is expected that when the property to the north is developed, it will contain uses on the top of the mesa to be compatible with the other parcels immediately adjacent. And the portions of those parcels which are lower in elevation and front on Horizon Drive will likely be developed for uses appropriate along a major transportation corridor. The change in elevation between the two areas is so abrupt and severe that residential units on the top of the mesa are effectively buffered from commercial development on Horizon Drive, and it appears logical to expect residential development to occur on the upper portions of the parcel and to let the edge of the mesa define the boundaries between residential and the possibility of commercial uses. It follows that the area immediately to the north of the site may be appropriate to be developed with densities similar to the densities we are requesting.

The existing zones in the area allow densities compatible with our proposal and are as yet mostly undeveloped. Therefore, we expect that the character of the surrounding area will develop in a manner compatible with the character of the site we are proposing to rezone.

(For a description of the character of the proposed development, please refer to the material in the Outline Development Plan.)

We are proposing to buffer the site on the north by locating the parking spaces for those units along the property line and will provide fencing to screen the area. The project will be buffered with open space and landscaped along 27½ Rd. by arranging the units so that they are set back from 27½ Rd. to protect the units from road noise and to provide the units with privacy. This same arrangement will be provided along the proposed Cortland Avenue right-of-way.

3. Access to the area, traffic patterns, and impact of the requested zone on these factors:

The site is bounded on the east by 27½ Rd. Cortland Avenue extends east from 27½ Rd. and will, under our proposal, be extended to the west approximately 650 feet to form the southern boundary of the site and provide access into the site at about midpoint on the south boundary.

Access into the site will be provided by a cut off of 27½ Rd. approximately 400 feet north of the intersection of 27½ Rd. and Cortland Avenue. Extension of Cortland Avenue to 15th St. (F3/4 Rd.) through to Cliff Drive is not necessary for the development of this site and, in fact, is made difficult and expensive by the topography that would have to be traversed. The developer will dedicate the right-of-way to the City for the eventual extension of Cortland Avenue to the southwest corner of the site. 15th Street is planned to eventually extend south from Horizon Drive to that same corner. Right-of-way will be dedicated along the west boundary of the site for the extension of 15th Street. Again, this extension is difficult due to the extensive cutting and filling that would be required. The developer will provide improvements to provide for two-way traffic on Cortland Avenue at this time.

In our proposal, all traffic generated on-site would be directed onto 27½ Rd. It is our feeling that it would not be desirable at this time to construct Cortland through to Cliff Drive nor is it necessary for vehicular access in the area generally. It is our feeling that the impact of the development on the traffic on 27½ Rd. will not be significant and that impact on Cortland Avenue will be negligible. It is the intent of the developers to grant power-of-attorney to the City to facilitate future improvements on 27½ Rd., Cortland Avenue (for the total length between 27½ Rd. and 15th Street), and 15th Street where these streets are contiguous with the site.

4. Availability of Utilities:

Gas & Electric: Service is provided by Public Service. Service is available at the site and capacities are adequate to serve the proposed development. All new electrical utilities construction will be placed underground and tied into the existing overhead transmission lines on 27½ Rd.

Water: Water service is available from Ute Water District and the site is presently served by an 18-inch diameter main in 27½ Rd. Capacity is adequate to serve the proposed development.

Sewer: The area is presently served by an 8-inch diameter line in 27½ Rd. and a 15-inch diameter line in Horizon Drive. Capacities in the area are sufficient to serve the proposed development.

Telephone: Service in the area is provided by Mountain Bell and the capacity to serve the proposed development is adequate. All new telephone lines will be placed underground.

Irrigation: Irrigation water is presently provided to the site by the Grand Valley Water User's Association. It is the developer's intention to use water rights which go with the property to irrigate the landscaping in the common areas.

5. Present and future effect on public facilities and services:

Fire Protection: An approved water supply will be provided capable of supplying fire protection to all premises. The location, number, and type of fire hydrants connected to a water supply will be provided on the public streets or on-site as required and approved by the Chief.

The site is within the service areas of Firestation No. 3, located at 582 25½ Rd. and Firestation No. 2, located at 18th Street and North Avenue. In addition, when the firestation proposed to be built near the Airport is completed, it will also serve the site. No other additional stations, equipment, or personnel will be required.

Police Protection: Police protection will be provided by the City and can be served by existing police personnel and facilities. The project has been designed to provide security through controlled circulation and clustering of dwelling units and parking areas. Area lighting will be provided in parking and other common areas.

Water Distribution: The area is presently served by an 18-inch diameter water main in 27½ Rd. which is presently underutilized. We propose to serve the property with looped service lines of adequate capacity to provide both domestic and fire use. Service is provided by the Ute Water District.

Sanitary Sewage Collection: The area is presently served by an 18-inch diameter line in 27½ Rd. and a 15-inch diameter line in Horizon Drive near the 15th Street intersection. The capacity of the 27½ Rd. line is adequate; however due to the shallow depth of the line and manhole, it appears that alternatives to intercepting the system at that point will have to be considered. There are other options to the south and west. The capacity of the sanitary sewage collection system in the area is adequate to serve the proposed development and a detailed design will be developed prior to submittal of the preliminary plan.

Roadways: The developer will construct the extension of Cortland west of 27½ Rd. for approximately 650 feet and all streets and private drives internal to the project will be designed for normal passenger and emergency vehicular traffic.

Parks: The parks and recreation facilities that exist near the site include : Spring Valley Park (3.28 acres, at F Rd. and 27½ Rd.), Columbine Park (12.5 acres, at Orchard Avenue and 28½ Rd.), Melrose Park (2.7 acres, near 25th Street and Orchard Avenue). The Bookcliff Country Club and Golf Course is northwest of the site across Horizon Drive.

Schools: Tope Elementary School, West Junior High School, and Grand Junction High School will serve the proposed development. Happy Kingdom Preschool is close by at 641 Horizon Drive.

Community Facilities: Neighborhood shopping centers that will serve the project include Centennial Plaza, Cedar Square, and miscellaneous stores located along Horizon Drive. The proposed Village Fair Project at 12th St. and Patterson Ave. will also serve the project. St. Mary's Hospital and numerous clinics and other medical facilities are nearby and easily accessible. Walker Field Airport is also very conveniently located vis-a-vis the project. There are several churches presently located in the immediate vicinity, and another is currently being planned within walking distance (Episcopal Church.)

Storm Drainage: Storm drainage on the site presently flows across the site from east to west by sheet flow. Storm drainage of the site after development will approximate present directions of flow. Storm drainage detention will be provided by a combination of features including on-site controlled release ponding and a system of retention areas scattered among the open space areas in the project. Storm drainage for the site will be designed so that no off-site property is adversely affected by the impact of the increased runoff due to development of the site. Detailed site drainage plans will be made part of the Site Engineering Plans approved by the City prior to building permit application. No additional public improvements will be required.

Public Transportation:

- Bus Service: The site is served by the bus system. Buses now stop at the Sandman Motel on Horizon Drive at G Rd., approximately 2½ to 3 blocks north and west of the site.
- Bicycle Access: 27½ Rd. is shown as an "On-Street Bike Route" on the Grand Junction Bicycle Access Map, prepared by the Mountain Bicyclists' Association.

6. The relationship between the proposal and adopted plans and/or policies of the City:

This proposal conforms to and/or supports the goals, objectives, and policies of the Grand Junction Zoning and Development Code; in particular, the policies of the City relating to residential land use and energy. Energy conservation is supported by the proposed density and the project's

proximity to the community job center developing along the Horizon Drive corridor. The City's policies concerning residential land use are supported by: the location of the project with respect to arterial and collector streets and employment centers and community facilities such as St. Mary's Hospital, medical clinics, and the airport; the intention of the developers to provide moderate income housing designed to accommodate older people specifically; and the proposal to cluster the housing units in order to reduce housing costs while providing adequate open space.

The project also supports the stated purpose of Planned Developments, i.e. to encourage preservation of the site's natural characteristics, to encourage innovative development and to conserve and more efficiently use open space ancillary to developments, and to encourage an integrated approach to planning.

Appendix A; Drainage Area Calculations

<u>Discharge Point</u>	<u>Storm Frequency</u>	<u>Condition</u>	<u>Drainage Area</u>	<u>Runoff Coefficient</u>	<u>Rainfall Intensity</u>	<u>Discharge</u>
1	2 year	Existing	0.6	0.15	2.1	0.2 cfs
1	2 year	Full Development	0.14 c	0.60	1.9	0.2 cfs
1	100 year	Existing	0.6 c	0.15	5.3	0.5 cfs
1	100 year	Full Development	0.14 c	0.60	5.85	0.5 cfs
2	2 year	Existing	5.89	0.15	1.4	1.2 cfs
2	2 year	Full Development	10.67	0.60	0.9	5.8 cfs
2	100 year	Existing	5.89	0.15	3.6	3.2 cfs
2	100 year	Full Development	10.67	0.60	2.6	16.6 cfs
3	2 year	Existing	5.72	0.15	0.9	0.8 cfs
3	2 year	Full Development	1.85	0.60	1.45	1.6 cfs
3	100 year	Existing	5.72	0.15	2.5	2.1 cfs
3	100 year	Full Development	1.85	0.60	3.7	4.1 cfs

March 1, 1982

Outline Development Plan (ODP)

Surrey Hill

located at the northwest corner of the intersection of 27½ Rd. and
Cortland Avenue (F3/4 Rd.)

Written Statement

A. The approximate number of acres in each type of land use:

dedicated streets	2.12 acres	17.4%
parking and private drives	2.37 acres	19.5%
buildings	2.52 acres	20.7%
open space	5.15 acres	42.4%
Total:	12.16 acres	100 %

B. Approximate ("design" densities):

	<u>Acres</u>	<u>No. of Units</u>	<u>Density</u>	<u>Unit Type</u>
Area A	1.18	12	10.17	Townhomes
B	1.48	15	10.14	Townhomes
C	1.57	10	6.37	Townhomes
D	1.73	9	5.20	Townhomes
E	6.2	80	12.90	Flats, carriage houses

The gross density of the entire proposed development is 10 dwelling units per acre.

C. The character and density of dwellings:

Area A: In Area A, the units which are partly located on steeply sloping terrain will be two-story townhomes stacked on two-story units with walk-out garden levels. There will be a split-level entry to serve each of the stacked pairs of units. The remaining units in this area will be 1½ or two-story townhomes. This area contains 12 units, all attached and has a density of 10.17 dwelling units per acre, gross.

Area B: Area B contains two fourplex buildings containing two-story townhomes. There are 15 units total with a density of 10.14 dwelling units per acre, gross.

Area C: Area C contains five duplex buildings containing 1½ two-story townhomes. There are a total of 10 units with a density of 6.37 dwelling units per acre, gross.

Area D: Area D contains three tri-plex buildings containing 1½ and two-story townhomes. There are nine units and the density of this area is 5.20 dwelling units per acre, gross.

Area E: In the block designated as Area E, there are planned between 60 and 80 homes. 30 of these are single-level units with ground-level entrances and direct access to a garage whenever possible. Another approximately 30 of the units in this area are single-level and two-story units stacked on the "flats" units described above. Up to 20 additional units will be placed above garage structures as in "carriage" houses. The northeast corner of Area E has a working greenhouse located on it which will be commonly owned and used by the residents. Next to it will be an open area for vegetable gardening on a small scale. The total number of units proposed for Area E is 80 and the density is 12.90 dwelling units per acre, gross.

We intend to incorporate passive solar heating features into the designs of the units and to design the units to accommodate the future installation of active solar heating systems. Exterior materials of the units will consist of premium quality wood siding and brick masonry. The developers seek to create a project that is visually unified at the same time as each area is architecturally distinct. Landscaping in the common areas is intended to be intensive while utilizing native drought-resistant plant materials as much as practicable.

- D. According to maps prepared by the Soil Conservation Service, the soil on the site is sandy loam except for the edge of the draw along the northwest boundary of the site. The soil along that boundary is silty-clay.
- E. Phasing: Development is expected to occur in one continuous phase.

- F. Expected Schedule of Development: The developers expect to begin construction as soon as all planning requirements have been satisfied and all necessary permits have been obtained. It is hoped that construction could begin during the summer of 1982. It is the developer's intent and goal to complete the development over a period of three years.
- G. Legal description of the area proposed for rezoning: See attached sheet.

Emanuel Epstein
1900 Quantin Rd.
Brooklyn, N.Y. 11229

#18-82

K.L. & J.L. Etter
697 27 $\frac{1}{2}$ Rd

City 81501 #18-82

Andrew H. Christensen
132 Walnut Ave.

City 81501 #18-82

Lloyd & Leland Unfred
3900 Applewood

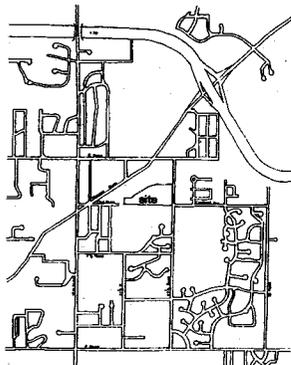
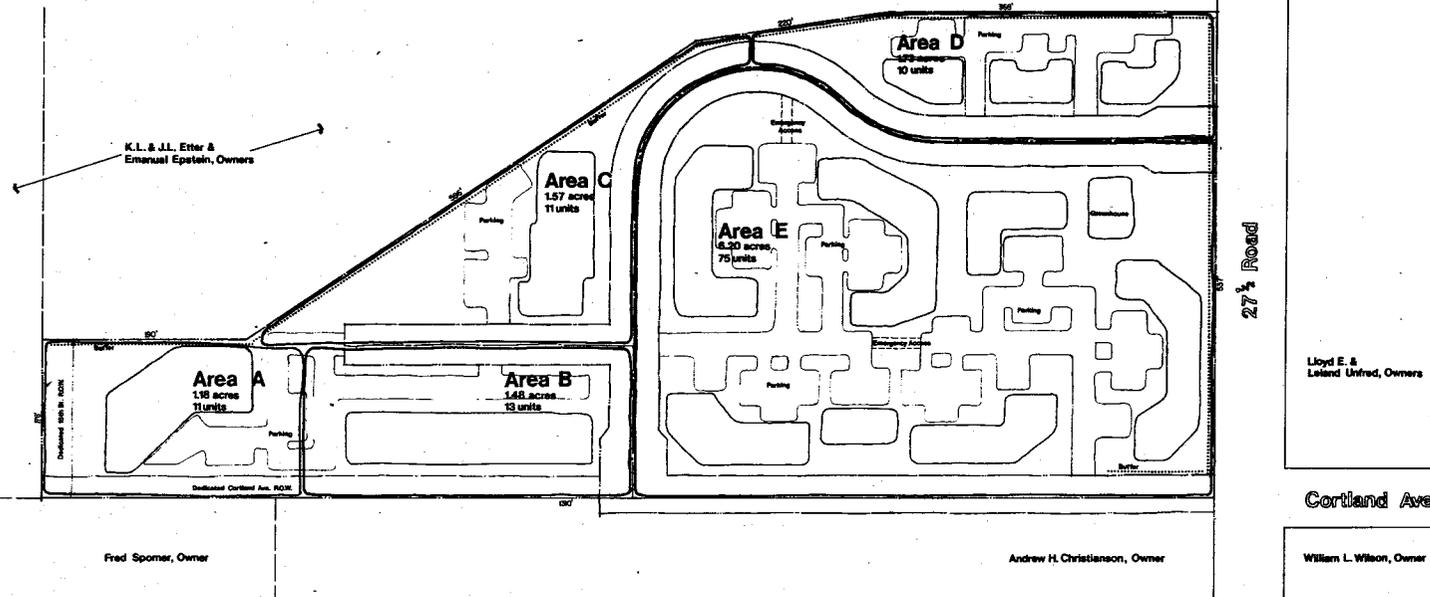
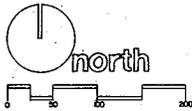
City 81501 #1882

William L. Wilson
2666 FK Rd

City 81501 #1882

Edward Spomen
2623 G Rd.

City 81501 #18-82



Location Plan

Notes

This development is located in the N.E. 1/4 of the N.W. 1/4 of Section 1, Township 1 South, Range 1 West of the Ute Meridian.

Service Districts:

- Ute Water
- Grand Valley Irrigation
- Public Service Company
- Mountain Bell
- Grand Junction City Sanitation

The parcel contains approximately 12.16 acres and is being rezoned from RSF 4 to PD 10.

Use	Acreage	% of Total
Residential Units	2.52	21
Parking and Private Drives	2.37	19
Public Streets	2.12	17
Common Area / Open Space	5.15	43

Proposed Units: 120

Design Density of approximately 10 units / acre.

Surrey Hill

planned residential development

Grand Junction, Colorado

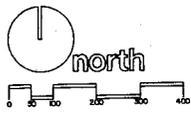
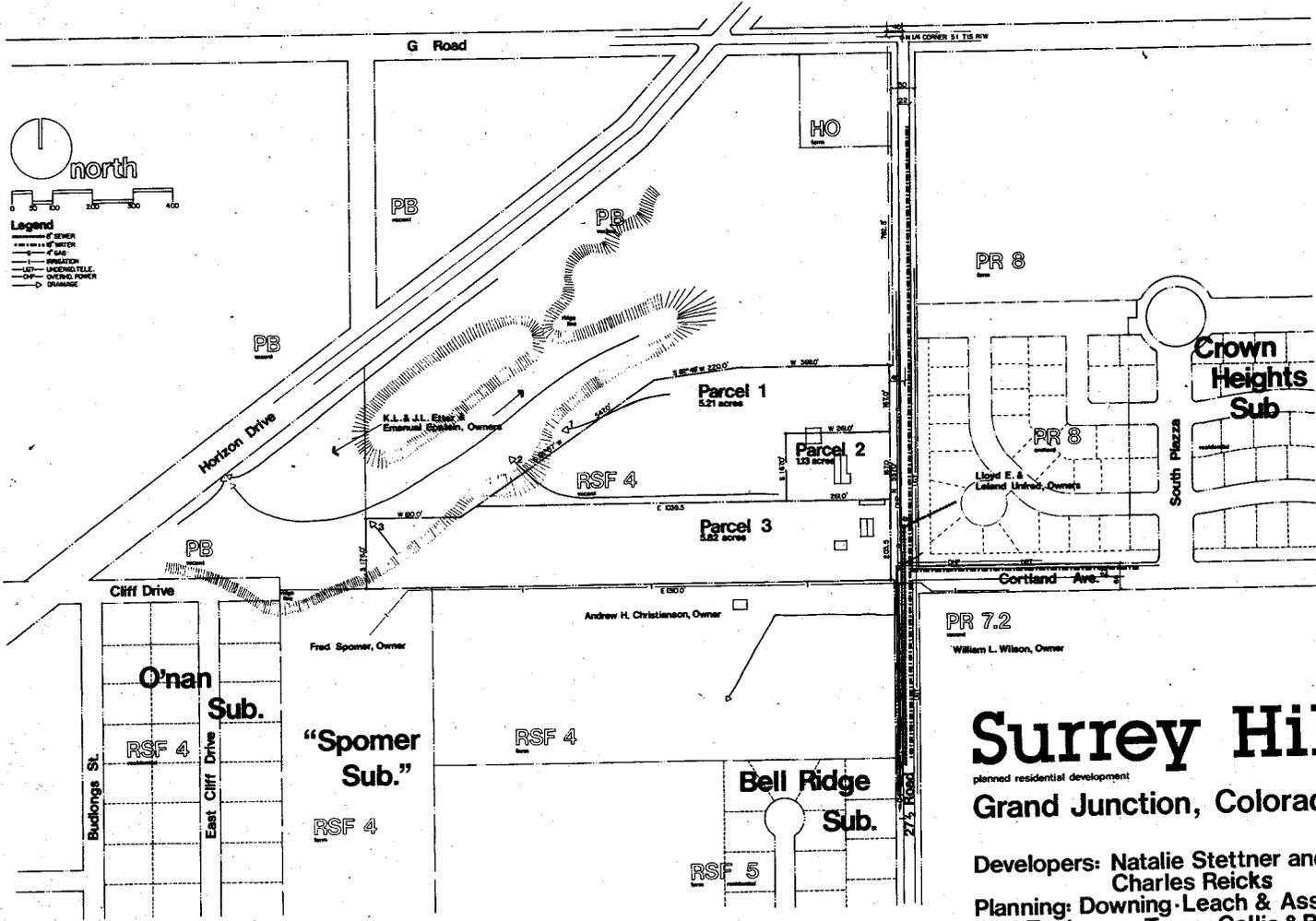
Developers: Natalie Stettner and Charles Reicks

Planning: Downing-Leach & Associates
Civil Engineers: Turner Collie & Braden Inc.

1 March 1982

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#1882



- Legend**
- 12" SEWER
 - 18" SEWER
 - 4" GAS
 - IRRIGATION
 - WATER
 - UNDER TELE.
 - OVERHEAD POWER
 - DRAINAGE

Surrey Hill

planned residential development
Grand Junction, Colorado

Developers: Natalie Stettner and Charles Reicks
 Planning: Downing Leach & Associates
 Civil Engineers: Turner Collie & Braden Inc.

1 March 1982

OFFICE COPY
#1882

REVIEW SHEET SUMMARY

FILE NO. 18-82 DUE DATE 3/12/82
 ACTIVITY Rezone & ODP, RSF-4 to PR-10, Surrey Hill
 PHASE _____ ACRES _____
 LOCATION NW corner of 27.5 Rd. and F.75 Rd. section line
 PETITIONER Natalie Stettner & Charles Reicks
 PETITIONER ADDRESS 743 Horizon Court
 ENGINEER TCB, Downing/Leach & Assoc.

OVERALL CONSIDERATIONS

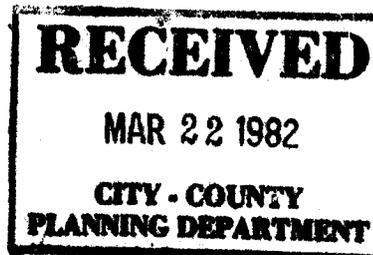
- OVERALL COMPATABILITY
- CONSISTENCY
- ADJACENT PROPERTY
- CHANGE IN THE AREA
- TRAFFIC IMPACT

HAS NOT BEEN ADDRESSED
 HAS BEEN ADDRESSED

<u>DATE REC.</u>	<u>AGENCY</u>	<u>COMMENTS</u>
3/8/82	Airport Authority	Surrey Hill residential development lies within the critical zone for Runway 4/22 of the airport overlay zone approved by the City Council at its 12/2/81 meeting and should be subject to that city approved overlay criteria. Residential development within this area would subject home owners to aircraft overflight and associated noise and fumes. Residents of the recently developed Crown Heights subdivision located adjacent to Surrey Hill and within this critical zone, have already made various complaints to the Authority over the past year regarding aircraft overflight, noise and fumes. Surrey Hill has "gross" density proposed of 10 dwelling units per acre (approximate "design" densities range from 12.90 units/acre for 6.2 acres of the 12.16 total acreage to 5.20 units/acre for 1.73 acres of the development). All of these densities range from medium to high and are incompatible with land use in the critical zone. Therefore, the Airport Authority is opposed to this Surrey Hill development at this density.
3/9/82	Mountain Bell	No request at this time. We will require esmts when prel. plats come through.
3/9/82	Ute Water Dist.	No objection. Correction - concerning existing 18" water main. It does not exist in 27 1/2 Road, South of Cortland Ave. Master metering for multi-family units is 80% of the then standard tap fee for each unit. Individual metering for each unit would be 100% of the then standard tap fee for each unit. Policies & fees in effect at the time of application will apply.

<u>DATE REC.</u>	<u>AGENCY</u>	<u>COMMENTS</u>
3/11/82	City Fire Dept.	This office has no objection to this rezone. Additional plans must be submitted showing proposed water line, fire hydrant placement. This development will require a minimum 8 inch looped line with fire hydrant placement every 300 ft. Possible on site fire hydrants may be required. Please submit plans site, size, construction type etc. to allow for fire flow computation.
3/12/82	Transportation Eng.	Areas "A", "B", and "C" appear to have only a single access point to the main road system. There should be at least two. The "emergency access" points should be full access points. What is the relationship of the north access point onto 27 1/2 Rd. to the Crown Heights entrance?
3/12/82	City Engineer	I am not aware of the "plan" to extend 15th Street south from Horizon Drive. Cortland Avenue should be dedicated to match and align with the right of way east of 27 1/2 Road. The existing irrigation drain near the south boundary will have to be accommodated. 27 1/2 Road should be dedicated to 33 ft. 1/2 right of way and power of attorney granted. Cortland should be improved by Surrey Hill to a minimum of 22 ft mat with curb, gutter and sidewalk on north side. I assume the streets shown will be as per city standards. Any sanitary sewers not located in dedicated streets must be in 20 ft. wide easements with vehicular access to all manholes. It appears from comments on page 4 of the report that off-site improvements may be required for sanitary sewer service. All required offsite sanitary sewer extensions including easements should be by the petitioner. It appears from the drainage layout and comments on page 5 of the report that storm runoff may have to be routed across the property to the north to outlet into Horizon Drive. Any offsite improvements including easements should be by the petitioner.
3/15/82	G.V. Irrigation	This review sheet will be submitted to the Planning Dept. early March 15, 1982, technically late for consideration, but in any event consider this statement as written notice of the fact that the Grand Valley Water Users Assoc. has had an irrigation lateral situated at or near most of the south boundary of the subject property with associated operating and maintenance right of way for more than 60 years. Such lateral continues to serve many water uses and its operating and maint. right of way will continue to be needed and required. In the event modifications to such lateral or its facilities are proposed due to development or any reason, all such modifications will be subject to approval by the Grand Valley Water Users Assoc.
3/16/82	Public Service Kati	
3/16/82	City Utilities Kati	
3/17/82	Staff Comments	This proposal is not in compliance with the adopted airport overlay (Sec. 5-11) which states 4 units/acre is the max density allowed for new development within the adopted critical zone. Since this proposal does lie within the established critical zone, all review agencies recommend a density of 4 units per acre max. Based on this recommendation, the ODP should be denied. A rezone request of PR-4 would be acceptable. It is currently zoned RSF-4 and this would allow a Planned Development of 4 units per acre with no change in overall density. We will not review the ODP until its resubmittal.

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March 22, 1982

Response to Review Sheet Summary,
Surrey Hill Rezone Application,
File No. 18-82

Airport Authority

The rezone request of PR-10 was based on information from the planning staff at the pre-application conference, which indicated the property was not in a critical zone of the airport overlay zone, Section 5-11-2B of the Grand Junction Zoning and Development Code. We regret to say that we relied on this representation and did not research the matter further.

Mountain Bell

Easements will be shown on the preliminary plat when submitted.

Ute Water District

The correction regarding the existing 18" water main in 27½ Road is acknowledged and will be reflected in subsequent submittals. Multi-family units will be metered using master metering arrangements under this proposal.

City Fire Department

Proposed water lines and fire hydrant placements will be shown in the preliminary plan submittal for approval prior to final plan submittal. All guidelines and requirements of the City Fire Department will be met in subsequent submittals for this site by this petitioner.

Transportation Engineer

Mention of a plan to extend 15th Street from Horizon Drive to Cortland Avenue was based on a conversation with a developer working in the area. It appears the statement was in error. The fact that there is no plan to extend 15th Street to Cortland Avenue has no impact on the proposal. Since access to the site was not in any way dependent on an extension of 15th Street. Conversely, there is no change in the impact of the proposal on the access to the area and traffic patterns.

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80302
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303-241-5071

City Engineer

At the meeting with the City Engineer on February 16, 1982, we were told that a 55-foot right of way for the proposed extension of Cortland Avenue was adequate since traffic patterns in the area did not warrant a 66-foot right-of-way, which, if indicated, is a result of its having been a county road originally. Cortland Avenue east of 27½ Road has at this time only one-half of a dedicated right-of-way (the 33 feet north of the centerline of the road was shown on the Crown Heights Sub-division plat). Cliff Drive has a 50-foot right-of-way and any right-of-way connection of Cortland Avenue between Cliff Drive and 27½ Road will have to change somehow from 66 feet to 50 feet. Further, the street classification for the proposed extension of Cortland even assuming it eventually becomes connected with Cliff Drive would be a local street which requires a right-of-way width of 55 feet, requiring the owners of this site to dedicate only 27.5 feet of right-of-way for the north one-half of Cortland Avenue.

The existing irrigation lines near the south boundary will be accommodated and their proposed design shown in the preliminary plan submittal. Please read the response to Grand Valley Water Users Association Comments.

The one-half right-of-way of 27½ Road where it borders the site is presently 40 feet. If the City Engineer prefers that the city return 7 feet of the right-of-way to the property owners, there is no objection.

It is stated in the submittal that the owners will grant power of attorney to the city for all contiguous right-of-ways. Street plans and sections and sewer layout and easements will be shown in the preliminary plan submittal. Vehicular access will be provided to all manholes.

The cost of any and all off-site storm and sanitary sewer improvements and related easements that may be required to serve this project will be borne by the petitioner of this proposal.

G.V. Irrigation

Any and all modifications to the irrigation lateral located at or near the south boundary of the site will be shown in the preliminary plan submittal for the approval by the Grand Valley Water Users Association prior to the final planning approval.

Staff Comments

Please refer to the response to the comments by the Airport Authority regarding the proposed zone and densities.

