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File 1994-0121

Name: Country Club Townhomes – FP - G Road And 27 Road+

P r e s e n t	S c a n n e d	<p>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, items are found on the list but are not present in the scanned electronic development file because they are already scanned elsewhere on the system. These scanned documents are denoted with (**) and will be found on the ISYS query system in their designated categories.</p> <p>Documents specific to certain files, not found in the standard checklist materials, are listed at the bottom of the page. Remaining items, (not selected for scanning), will be listed and marked present. This index can serve as a quick guide for the contents of each file.</p>
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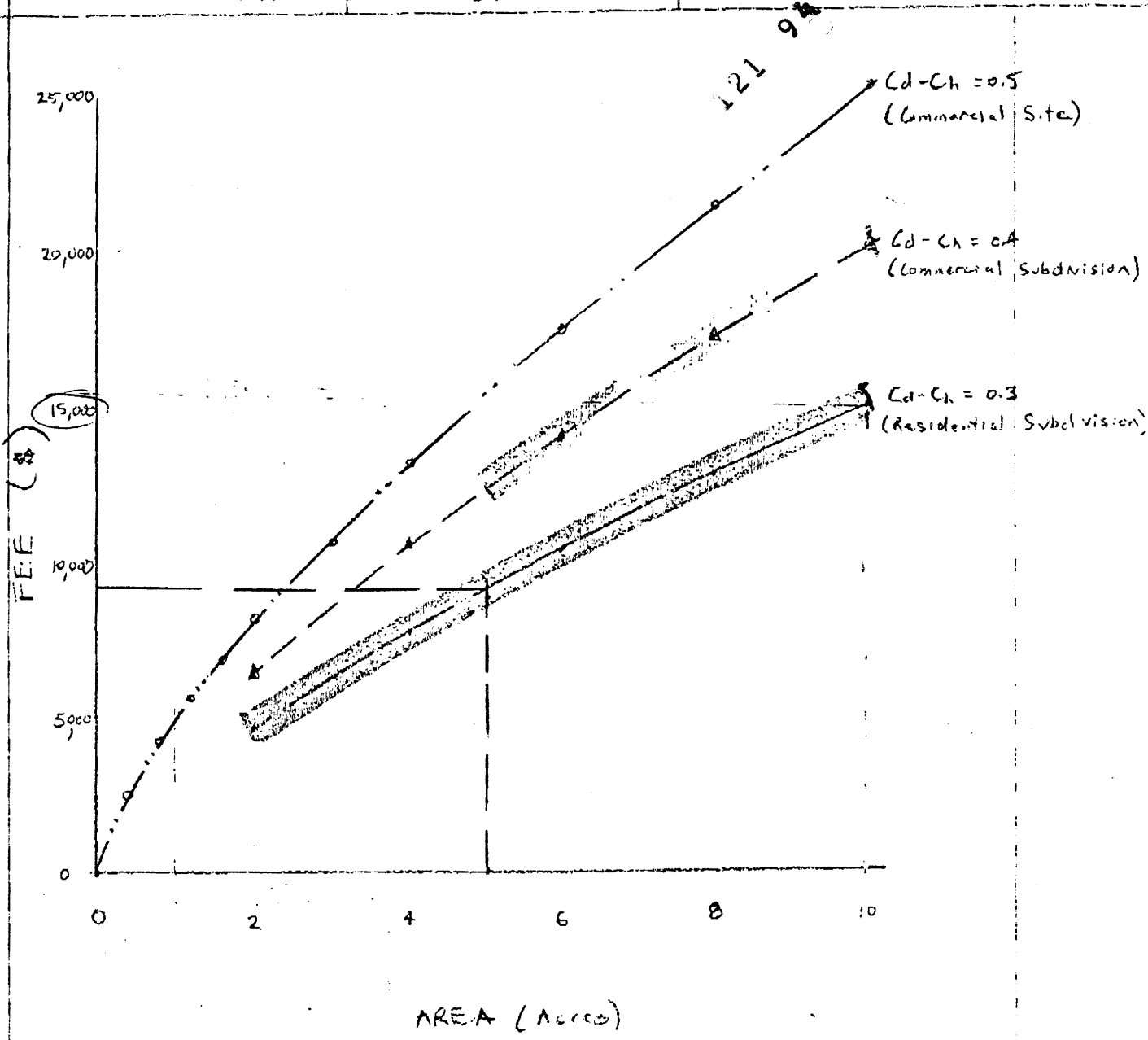
X	X	Table of Contents
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		*General project report
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X		Reduction of assessor's map.
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		*Summary sheet of final conditions

DOCUMENT DESCRIPTION:

X	X	Correspondence	X	X	High Traffic Commercial Swing Gate Operator Product Information
X	X	Subsurface Soils Exploration – 12/30/93 – this report is scanned with development file 1994-0021 - **	X	X	The Villas at Country Club – Filing One-Certification of Plat – 3/25/96
X		Commitment to Insure - Abstract and Title Company of Mesa County, Inc. – 10/5/93	X	X	Roadway and Drainage Imp. Exhibit B – 1/14/97 – Phs. II – The Villas at Country Club
X	X	Final Drainage Report – 2/94– this report is scanned with development file 1994-0021 - **	X	X	Landscaping Plan
X		E-mails	X	X	The Villas at Country Club – Filing Four
X		Posting of Public Notice Signs – 10/21/94, 5/26/95, 1/27/95	X	X	Quit Claim Deed – Bk 853 / Pg 452
X	X	Planning Commission Minutes – 2/7/95, 6/6/95 - **	X	X	Boundary Survey -
X	X	Roadway and Drainage Improvements – 10/1/94	X		Street Plan/Profile – GIS Historical Maps - **
X	X	City Council Minutes – 6/7/95 - **	X		Street Detail– GIS Historical Maps - **
X		Country Club Townhomes - Certification of Plat – 8/21/95	X		Sewer and Water Plan– GIS Historical Maps - **
X	X	Utility Coordinating Committee Approval – 8/9/95	X	X	Grading and Drainage Plan – scanned with file

DRAINAGE FEE CHART

(2)



$$\text{Drainage Fee} = 10,000 (C_{100d} - C_{100h}) A^{0.7}$$

$$10,000 (0.3) 5^{0.7} = \$9255.50$$

Report
Add to
Report

HART GROUP, PC.
ENGINEERS • DESIGNERS • PLANNERS

A **LANDesign** PARTNER
200 NORTH 6TH STREET, SUITE 102, GRAND JUNCTION, COLORADO 81501
(303) 244-9180 • FAX (303) 245-3076

September 30, 1994

Ms. Jody Kliska, PE
Engineering Division
Department of Public Works
250 North 5th Street
Grand Junction, CO

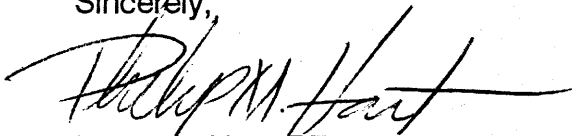
Re: Country Club Townhomes

Dear Ms. Kliska,

In the process of evaluating the drainage ditch and conduit at the entrance to the above mentioned project it came to our attention that the calculated 100 year flow in the ditch and conduit (78cfs) could be handled by 3 - 24" diameter reinforced concrete pipes with headwall instead of the originally designed 2' x 5' shallow box culvert. In evaluation of the construction we found that the 24" RCP would be more cost effective as the 2' x 5' box culvert would be a non standard specially constructed unit costing 4 to 5 times what standard 24" RCP would.

We would request that this design change be approved by your office. If you have any questions please contact me.

Sincerely,



Philip M. Hart, PE
President

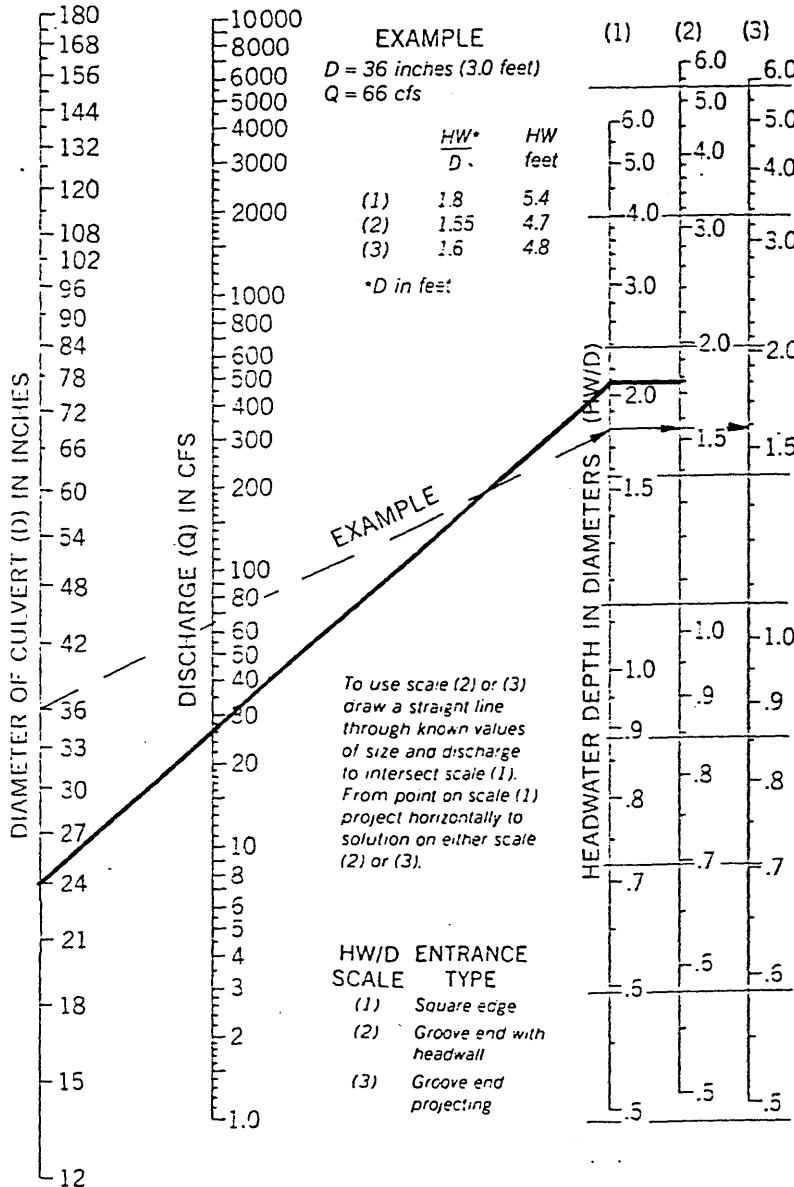
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STORM SEWER LINE

FIGURE 33

HEADWATER DEPTH FOR CIRCULAR CONCRETE PIPE CULVERTS WITH INLET CONTROL



SIZE	HW/D =	Q _{MAX}
24"	82.34 @ 78.80 = 3.54 = HW 3.54 / 2.0 = 1.77	26.0

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$Q_{100} = 75.3$ cfs
 $75.3 \text{ cfs} / 26.0 \text{ cfs} / 24"$
 $= 2.90$
 USE 3-24" RCP

Circular Channel Analysis & Design
Solved with Manning's Equation

Open Channel - Uniform flow

Worksheet Name: CHANNEL X-ING

Comment: CHANNEL CROSSING AT SOUTH CLUB COURT

Solve For Full Flow Capacity

Given Input Data:

Diameter.....	2.00 ft	— 24"
Slope.....	0.0164 ft/ft	— 1.65% min
Manning's n.....	0.015	
Discharge.....	25.11 cfs	

Computed Results:

Full Flow Capacity.....	25.11 cfs
Full Flow Depth.....	2.00 ft
Velocity.....	7.99 fps
Flow Area.....	3.14 sf
Critical Depth....	1.76 ft
Critical Slope....	0.0147 ft/ft
Percent Full.....	100.00 %
Full Capacity.....	25.11 cfs
QMAX @.94D.....	27.01 cfs
Froude Number.....	FULL

USE 3-24" Ø RCP's
↳ $3 \times 25.11 \text{ cfs} = 75.33 = Q_{100} \text{ MAX}$
OK

21 94 (2)

Original
Do NOT Remove
From Office

121-94 (2)

LANDesign Partnership

200 North 6th. Street, Grand Junction, CO 81501
(303) 245-4099

October 3, 1994

Grand Junction Planning Commission
250 North 5th. Street
Grand Junction, CO 81501

RE: COUNTRY CLUB TOWNHOMES, FINAL PLAT & PLAN

Dear Members:

Attached is the Final Plat and Plan application for Country Club Townhomes consisting of 24 dwelling units on five acres located southeast of 12th. Street and G Road.

It should be pointed out that the accompanying final plat includes a single lot with road and easement dedications. Once the foundations for each building(s) are constructed, a final re-plat, or plats, will be submitted for an administrative review by the City's staff.

This submittal addresses the conditions of approval during the Preliminary Plan review process.

Changes made to the Preliminary Plan which are incorporated in the Final Plat and Plan include:

1. All units have a minimum of two off-street parking spaces in addition to two spaces in the garage.
2. Overflow parking areas are not included within this application.
3. A continuous shrub screen has been provided along a portion of the south property line.
4. A sidewalk connection is provided between North Club Court and 12th. Street.

In order to maintain the efficiency of the site development plans the access has not been relocated north of its location on the Preliminary Plan. However, the length of the south cul-de-sac has been reduced approximately 75 feet. Further, it is the applicants desire to maintain the access location to 12th. Street as submitted due to the following:

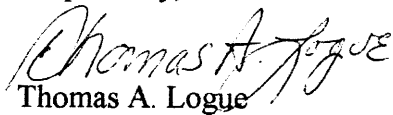
a. It is generally preferred by transportation engineers that a maximum distance be maintained between a local street intersection and nearby major street intersections.

b. The street configuration in itself serves as a buffer area between the unknown nature of the non-residential area to the south of Country Club Townhomes. Thus, providing a higher level of privacy for the future residences.

All other elements of the initial Preliminary Plan Application consistent with the above modifications remain unchanged.

The applicant and myself will be present at the scheduled Public Hearing to discuss the application and answer any questions which may arise.

Respectfully,


Thomas A. Logue

xc: Sidney Gottlieb



DEVELOPMENT APPLICATION
 Community Development Department
 250 North 5th Street, Grand Junction, CO 81501
 (303) 244-1430

Receipt # 11041
 Date 10/1/94
 Rec'd By 1280
 File No. 20-94(2)

121-94

We, the undersigned, being the owners of property situated in Mesa County, State of Colorado, as described herein do hereby petition this:

PETITION	PHASE	SIZE	LOCATION	ZONE	LAND USE
<input checked="" type="checkbox"/> Subdivision Plat/Plan	<input type="checkbox"/> Minor <input checked="" type="checkbox"/> Major <input type="checkbox"/> Resub	S acres	SE corner of Gr 427 Rd	PR 6	Residential
<input type="checkbox"/> Rezone				From: To:	
<input type="checkbox"/> Planned Development	<input type="checkbox"/> CDP <input type="checkbox"/> Prelim <input type="checkbox"/> Final				
<input type="checkbox"/> Conditional Use					
<input type="checkbox"/> Zone of Annex					
<input type="checkbox"/> Text Amendment					
<input type="checkbox"/> Special Use					
<input type="checkbox"/> Vacation					<input type="checkbox"/> Right-of-Way <input type="checkbox"/> Easement

<input checked="" type="checkbox"/> PROPERTY OWNER	<input checked="" type="checkbox"/> DEVELOPER	<input checked="" type="checkbox"/> REPRESENTATIVE
<u>SIDNEY GOTTLEB</u>	<u>THOMAS A. LOGUE</u>	
Name	Name	Name
<u>477 ELKWOOD TERRACE</u>	<u>227 So. 9th Street</u>	
Address	Address	Address
<u>ENGLEWOOD, NEW JERSEY 07631</u>	<u>Grand Junction, CO 81501</u>	
City/State/Zip	City/State/Zip	City/State/Zip
<u>201-569-0916</u>	<u>245-4099</u>	
Business Phone No.	Business Phone No.	Business Phone No.

NOTE: Legal property owner is owner of record on date of submittal.

We hereby acknowledge that we have familiarized ourselves with the rules and regulations with respect to the preparation of this submittal, that the foregoing information is true and complete to the best of our knowledge, and that we assume the responsibility to monitor the status of the application and the review comments. We recognize that we or our representative(s) must be present at all hearings. In the event that the petitioner is not represented, the item will be dropped from the agenda, and an additional fee charged to cover rescheduling expenses before it can again be placed on the agenda.

<u>Thomas A. Logue</u>	<u>2/1/94</u>
Signature of Person Completing Application	Date
<u>Sidney Gottlieb</u>	<u>9/1/94</u>
Signature of Property Owner(s) - Attach Additional Sheets if Necessary	

121-94 (2)

LANDesign Partnership
200 North 6th. Street, Grand Junction, CO 81501
(303) 245-4099

October 3, 1994

Community Development Department
250 North 5th. Street
Grand Junction, CO 81501

RE: COUNTRY CLUB TOWNHOMES, FINAL PLAT & PLAN

Dear Members:

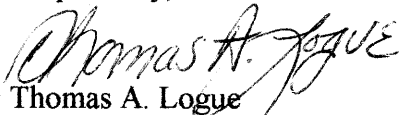
Accompanying is a Final Plat and Plan application for the Country Club Townhomes, consisting of 24 dwelling units on five acres located southeast of 12th. Street and G Road.

The following submittal documents which remain unchanged can be found in your existing files and are not included with this submittal package:

- ✓1. Evidence of Title
- ✓2. Names and addresses of surrounding property owners.
- ✓3. Legal Description
- ✓4. Tax Certificates
- 5. Geotechnical Report
- ✓6. Full sized Assessor's Map
- ✓7. Drainage Report (an addendum is included).

If any of the above items are not in your files or you require additional copies do not hesitate to contact our office and we will provide them to you.

Respectfully,


Thomas A. Logue

xc: Sidney Gottlieb

REVIEW COMMENTS

file copy

Page 1 of 3

FILE # 121-94(2)

TITLE HEADING: Preliminary Plan - Country Club Townhomes

LOCATION: SE corner of G Road and 12th St.

PETITIONER: Sidney Gottlieb

PETITIONER'S ADDRESS/TELEPHONE: 477 Elkwood Terrace
Englewood, NJ 07631
201-569-0916

PETITIONER'S REPRESENTATIVE: Thomas Logue/Landesign Ltd.

STAFF REPRESENTATIVE: Tom Dixon

NOTE: THE PETITIONER IS REQUIRED TO SUBMIT FOUR (4) COPIES OF WRITTEN RESPONSE AND REVISED DRAWINGS ADDRESSING ALL REVIEW COMMENTS ON OR BEFORE 5:00 P.M., OCTOBER 24, 1994.

MESA COUNTY PLANNING
Verna Cox

10/14/94
244-1637

No comments

U.S. WEST
Leon Peach

10/07/94
244-4964

No comments at this time.

CITY PARKS AND RECREATION DEPT.
Don Hobbs

10/05/94
244-1542

Open space fees based upon 24 units at \$225 = \$5,400.00 due in fees.

CITY FIRE DEPARTMENT
Hank Masterson

10/05/94
244-1414

The access road beginning at the east end of South Club Court now exceeds the Fire Department maximum dead end length of 150' and is also less than the minimum of 20' wide. For other than single and two family dwellings, the minimum dead end fire line size is 10". Minimum fire flows still need to be determined. Submit building plans to the Fire Department so that we may complete the required fire flow survey. The fire hydrants located as shown are acceptable.

CITY UTILITY ENGINEER
Bill Cheney

10/06/94
244-1590

See attached comments.

PUBLIC SERVICE COMPANY
Dale Clawson

10/17/94
244-2695

Electric and Gas: Require the open space be dedicated as utility easement so that service can be run to each unit.

GRAND VALLEY WATER USERS
Richard Proctor

10/10/94
242-5065

Grand Valley Water Users Association has no other comments than those previously submitted on February 15, 1994 and July 18, 1994. Thank you for the opportunity to comment on this proposal.

UTE WATER
Gary Mathews

10/14/94
242-7491

The Developer needs to run a 8" main line for this project. Installed 2-3 foot in oil on the North and East side of the street. Ute water will maintain water mains which are installed in the Road right of way only and not on the property. Developer needs contact with Ute Water to discuss water main design and water metering options. All meters and water service lines to the main line must be out of the drive way area. Water meters are installed at the property line. The 8" main proposed for the East end of South Club Ct. needs a back flow prevention devise installed. Domestic water could not come off of this line if the devise is installed. A separated line is needed for domestic supply and the meter or meters will be installed at the property line near South Club Ct. Contact with Ute Water is needed to discuss changes in design and metering cost...

POLICIES AND FEES IN EFFECT AT THE TIME OF APPLICATION WILL APPLY.....

TCI CABLE
Glen Vancil

10/07/94
245-8777

See attached letter.

SCHOOL DISTRICT #51
Lou Grasso

10/12/94
242-8500

See attached comments.

CITY DEVELOPMENT ENGINEER
Jody Kliska

10/17/94
244-1591

See attached comments and bluelines.

COMMUNITY DEVELOPMENT DEPARTMENT
Tom Dixon

10/17/94
244-1447

See attached comments.

CITY DEVELOPMENT ENGINEER
Jody Kliska

10/17/94
244-1591

See attached comments and bluelines.

COMMUNITY DEVELOPMENT DEPARTMENT
Tom Dixon

10/17/94
244-1447

See attached comments.

LATE COMMENTS

WALKER FIELD AIRPORT AUTHORITY
Mike Sutherland

10/20/94
244-9100

Information included with this filing failed to describe what phase or purpose this review serves. There was no cover page/application included. The Avigation Easement attached is incomplete to the extent that no legal description was included and no signatures.

This development lies within the Airport Area of Influence, as well as underlying common aircraft traffic patterns, so may be affected by overflight of aircraft. An Avigation Easement is required to be recorded at or before filing of the subdivision plat. Please send a copy of the recorded document to the Walker Field Airport Authority following its recording.

It is our recommendation that, due to this residential development's proximity to aircraft flight paths and the airport proper, that additional soundproofing insulation - as well as planned landscape features - be designed into each residence and site to help mitigate potential sound-level perceptions.

STAFF REVIEW (Preliminary comments)

FILE: #121-94(2)

DATE: October 17, 1994

STAFF: Tom Dixon

REQUEST: Preliminary Plan (revised) - Country Club Townhomes

LOCATION: Southeast corner of G Road and 12th Street (27 Road)

APPLICANT: Sidney Gottlieb

EXISTING LAND USE: Undeveloped

PROPOSED LAND USE: Residential, 24 units

SURROUNDING LAND USE:

NORTH: Residential

SOUTH: Undeveloped

EAST: Residential and undeveloped

WEST: Undeveloped

EXISTING ZONING: PR-6, Planned Residential - 6 units per acre

PROPOSED ZONING: PR-6

SURROUNDING ZONING:

NORTH: Planned Residential

SOUTH: HO, Highway Oriented

EAST: RSF-5, Single-Family Residential - 5 units per acre

WEST: R-1-B (Mesa County designation)

RELATIONSHIP TO COMPREHENSIVE PLAN:

No plan exists for this area of the City.

STAFF ANALYSIS:

This proposal is for a third preliminary plan review for Country Club Townhomes, originally reviewed as Country Club Estates. The first proposal, reviewed as file #145-93, was for 21 single-family lots. The second proposal, reviewed as file #121-94, granted preliminary approval for 24 attached residential units in six separate buildings, each building containing four units in various floor plan configurations.

The present proposal is similar to the second review in that 24 residential units are being proposed. However, this proposal involves one-, two-, and three-unit structures. More importantly, 11 of the proposed units are oriented around an auto court which begins at the northeast terminus of South Club Court and extends for nearly 300 feet to the garage of the most distant unit. This is considered a significant departure from the approved preliminary plan, as determined by the City Attorney and therefore this revised plan must be reviewed as another preliminary plan.

Several staff representatives, particularly Engineering and Fire, have expressed concerns over the number of units accessed from the auto court, the width and length of the auto court, and the feasibility of getting emergency vehicles in and out of the auto court. These concerns must be addressed by the petitioner in order for the Planning staff to support this auto court concept. Generally, staff supports limited use of auto courts (four to six residential units). However, the proposed eleven units exceeds this limit. It is acknowledged that the previous approval allowed up to eight units to utilize an auto court. However, the issue is being evaluated due to increasing desire to utilize such a concept and the lack of any clear standards. However, eight is assumed to be too intense a use for one auto court based on issues such as safety, vehicular maneuvering, parking, and similar issues.

As with the previous proposal, the revised Country Club Townhomes will again create individual residential lots defined by the footprints of the buildings. The remaining property will be held in common ownership by the homeowners association which will be responsible for the common open space and associated auto courts, driveways and parking areas. The proposed access to the site, North Club and South Club Courts, will be dedicated as public rights-of-way. No height limit is indicated for the structures; therefore a limit will be recommended by staff, probably 25 to 30 feet.

An adjoining property owner has inquired about the need for half-street improvements along Westcliff Drive. Although this issue was looked at during the original Country Club Estates review (#145-93), it is likely to be brought up again.

STAFF RECOMMENDATION:

Staff recommends that approval of this preliminary plan be contingent on making several site modifications, as outlined below:

- 1) The use of individual auto courts be limited to six units and a maximum length of 150 feet.
- 2) A modified site plan shall be submitted for final plan review which reflects these limitations.
- 3) All conditions (1 through 4) from file #121-94 be reflected on the final plan.
- 4) A \$442.95 per lot sewer payback for the Horizon Park sewer line constructed from 12th street east to the east property line of this site is due at the time the Plant Investment Fee is

paid for the sewer clearance.

RESPONSE TO REVIEW COMMENTS

October 24, 1994

RECEIVED GRAND JUNCTION
PLANNING DEPARTMENT

OCT 24 1994

Title: COUNTRY CLUB TOWNHOMES, Preliminary Plan

File No: 121-94(2)

Location: SE Corner 12th. Street and G Road

The following agency comments were informational in nature, or do not require a response:

MESA COUNTY PLANNING
U.S. WEST
CITY PARKS & RECREATION DEPT.
GRAND VALLEY WATER USERS ASSOC.
TCI CABLE
SCHOOL DIST. 51

RESPONSE TO FIRE DEPARTMENT:

The applicant was not aware of the department's requirement that the maximum dead end length of a private drive is 150 feet. A new site development plan will be submitted with the final plat and plan application. The utility plans will be revised to include a minimum 10 inch dead end lines.

RESPONSE TO CITY UTILITY ENGINEER:

The following changes and modifications will be made on the final plat and plan submittal:

1. The existing easement along the east side of the property.
2. Service lines will be changed as not to connect directly into manholes.
3. Profile grades will be shown to Manholes A-5-A and A-5-B.
4. Each unit will have its own separate sewer service.

RESPONSE TO PUBLIC SERVICE CO:

All private open spaces will be dedicated as utility easements on the Final Plat.

RESPONSE TO UTE WATER:

The water plan will be modified to include an back flow prevention devise at the main at the east end of South Club Court. A separate domestic supply line will be installed for water delivery to the units on South Club Ct.

RESPONSE TO DEVELOPMENT ENGINEER:

The following will be incorporated within the final plat and plan submittal:

PLAT

The private open spaces will be indicated on future final plats once the exact building location are made as discussed within the Project Narrative.

Dedications will be made for a pedestrian easement. Dedication of landscape easement will be added to the initial final plat.

STREET PLANS

Approval signature blocks will be added to all construction drawing sheets.

Flowline profiles, street light locations, and street signs will be added.

Comments made for drainage at the intersection of So. Club Ct. and 12th. Street will be incorporated on the street plan sheets.

The private driveway at the east end of So. Club Ct. will be modified to be at least 20 feet wide and no longer than 150 feet from the curb line to any garage. A maximum of six units will access any private drive.

The latest City Standard Details will be incorporated within the revised street plans.

GRADING PLAN

Additional detail will be provide for the drainage discharge at So. Club Ct. and 12th. Street. Including a profile for the proposed culverts and the vertical location of the proposed 10 inch water main under So. Club Ct.

Pond lining details and a profile for the pond outlet will be added to the grading plan.

Grading Plans will be revised to clearly depict the rear yard swale along the south property line.

The detail for the CDOT standard will be revised. The outlet paving is outside of the existing right-of-way for 12th. Street. However, the outlet paving is located within the limits of an existing platted 20 foot Utility and Irrigation Drainage Easement shown on the Final Plat for Horizon Park Plaza Subdivision.

The following Land Use Summary is provided in order to calculate the Drainage Impact Fee:

LAND USE SUMMARY		
USE	AREA IN SF	AREA IN AC.
DEDICATED R.O.W	36,358	0.84
PRIVATE DRIVES	24,576	0.56
BUILDINGS	60,428	1.39
OPEN SPACE	96,293	2.21
TOTAL	217,655	5.00

SEWER PLANS

Sewer and Water Construction Notes will be added to the construction plans including the latest City Standard Detail Drawing for Manholes.

IMPROVEMENTS AGREEMENT

Drainage improvements under So. Club Ct. and the sidewalk connection to 12th. Street will be included within a revised Improvements Agreement

RESPONSE TO COMMUNITY DEVELOPMENT:

A modified site plan will be submitted for final plat and plan review which will include changing the private driveway at the east end of So. Club Ct. to be at least 20 feet wide and no longer than 150 feet from the curb line to any garage. A maximum of six units will access the private drive.

RESPONSE TO WALKER FIELD:

A revised Avigation Easement will be resubmitted with the final plat and plan.



Grand Junction Community Development Department
Planning • Zoning • Code Enforcement
250 North Fifth Street
Grand Junction, Colorado 81501-2668
(303) 244-1430 FAX (303) 244-1599

October 26, 1994

Tom Logue
LANDesign, Ltd.
200 North 6th Street
Suite 102
Grand Junction, CO 81501

Dear Tom,

The current submittal for Country Club Townhomes, file #121-94(2), has been reviewed. Concerns have been expressed by City Engineering and Fire staff regarding changes that occurred between the Preliminary approval and the present submittal.

In discussing the issues involving the length, width, and number of units coming off the "auto courts", we agreed that a new submittal would be necessary. In order to properly evaluate a revised plan, we would need to see what you propose prior to taking the item to Planning Commission for consideration.

As discussed with you this morning, we are pulling the item in order for you and your client to decide upon the proposal you wish to go with.

You also will need to set up a pre-application conference in order to discuss these changes if the latest design is the preferred project layout. Please contact me at 244-1447 to arrange a conference and to discuss a new submittal.

Sincerely,

A handwritten signature in cursive script that reads "Tom Dixon".

Tom Dixon, AICP, Senior Planner

cc: Sidney Gottlieb
File #121-94(2)

LANDesign Limited

200 North 6th. Street, Grand Junction, CO 81501

(303) 245-4099

November 30, 1994

Grand Junction Planning Commission
250 North 5th. Street
Grand Junction, CO 81501

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From Office

121 9

RE: COUNTRY CLUB TOWNHOMES, FINAL PLAT & PLAN

Dear Members:

On October 3, 1994 a Final Plat and Plan was submitted for review of Country Club Townhomes. On October 24, 1994 the Community Development Department staff determined that a new submittal would be necessary since the Final Plan was not substantially in compliance with the approved Preliminary Plan.

Attached is a second Final Plat and Plan application consisting of 23 dwelling units on five acres located southeast of 12th. Street and G Road.

It should be pointed out that the accompanying final plat includes a single lot with road and easement dedications. Once the foundations for each building(s) are constructed, a final re-plat, or plats, will be submitted for an administrative review by the City's staff.

This submittal addresses the conditions of approval during the Preliminary Plan review process and an initial review of the first Final Plan application.

Changes which are incorporated in the Final Plat and Plan include:

1. All units have a minimum of two off-street parking spaces in addition to two spaces in the garage.
2. Overflow parking areas are not included within this application.
3. A continuous shrub screen has been provided along a portion of the south property line.
4. A sidewalk connection is provided between North Club Court, 12th. Street and G Road.

5. The entrance road has been moved to the north in accordance with staff recommendation within the Preliminary Plan review.

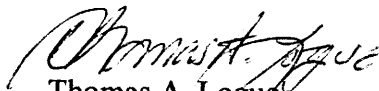
6. The maximum length of any auto court has been maintained at 150 feet.

7. The maximum of 6 units will be served by an auto court.

All other elements of the initial Preliminary Plan Application consistent with the above modifications remain unchanged.

The applicant and myself will be present at the scheduled Public Hearing to discuss the application and answer any questions which may arise.

Respectfully,


Thomas A. Logue

xc: Sidney Gottlieb

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Do NOT Remove
From Office

121 94

COUNTRY CLUB TOWNHOMES

A REPLAT OF LOT 1, HORIZON PARK SUBDIVISION
MESA COUNTY COLORADO

VINTAGE 70'S
CONDOMINIUMS

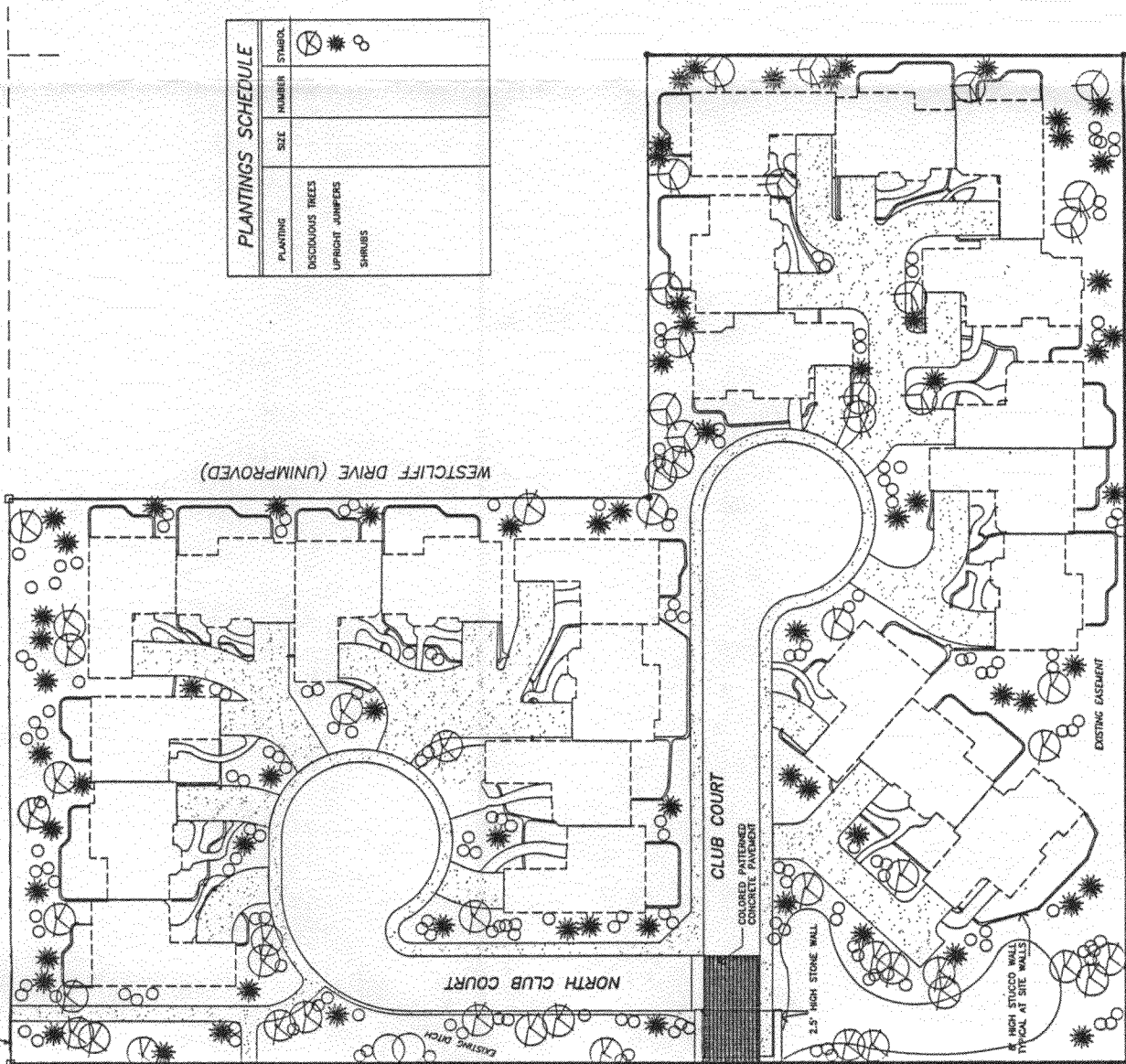
6 ROAD

EDGE OF PAVEMENT
R.O.K. to 34
465-0604/7
430-3071
Elev. 4682.50

AW CORNER SECTION
12TH STREET
12TH STREET
Elev. 4682.50

KURTZ SUBDIVISION
12TH STREET R.O.W (27 ROAD)

WESTCLIFF DRIVE (UNIMPROVED)

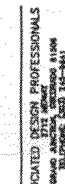


PLANTINGS SCHEDULE			
PLANTING	SIZE	NUMBER	SYMBOL
DECIDUOUS TREES			⊗
UPRIGHT SHRUBS			⊙
SHRUBS			⊛



SCALE: 1"=40'
40 20 0 40

Date



ASSOCIATED DESIGN PROFESSIONALS
3155 WEST 10TH AVENUE
DENVER, COLORADO 80202
TEL: (303) 733-1411

LANDSCAPING PLAN

COUNTRY CLUB
TOWNHOMES

LANDesign, Ltd.

ENGINEERS SURVEYORS PLANNERS

300 NORTH 8TH STREET SUITE 102
DENVER, COLORADO 80202
PROJECT NO. 53083
DATE: November, 1994
DRAWN BY: [blank]
CHECKED BY: [blank]
SHEET: [blank]
OF: [blank]

Original Return
Do NOT Office
From Office

121 94
(2)



DEVELOPMENT APPLICATION
 Community Development Department
 250 North 5th Street Grand Junction, CO 81501
 (303) 244-1430

Receipt _____
 Date _____
 Rec'd By _____
 File No. #121-94(2)

We, the undersigned, being the owners of property situated in Mesa County, State of Colorado, as described herein do hereby petition this:

PETITION	PHASE	SIZE	LOCATION	ZONE	LAND USE
<input checked="" type="checkbox"/> Subdivision Plat/Plan	<input type="checkbox"/> Minor <input checked="" type="checkbox"/> Major <input type="checkbox"/> Resub	5.0 ac.	SE 12th St. & G Road	PR-6	RESIDENTIAL
<input type="checkbox"/> Rezone				From: To:	
<input checked="" type="checkbox"/> Planned Development	<input type="checkbox"/> ODP <input type="checkbox"/> Prelim <input checked="" type="checkbox"/> Final	"	"	"	"
<input type="checkbox"/> Conditional Use					
<input type="checkbox"/> Zone of Annex					
<input type="checkbox"/> Text Amendment					
<input type="checkbox"/> Special Use					
<input type="checkbox"/> Vacation					<input type="checkbox"/> Right-of-Way <input type="checkbox"/> Easement

PROPERTY OWNER DEVELOPER REPRESENTATIVE

<u>SIDNEY GOTLIEB</u> Name	<u>LANdesign Limited, Tom Logue</u> Name
<u>477 ELKWOOD TERRACE</u> Address	<u>200 N. 6th Street</u> Address
<u>ENGLEWOOD, N.J. 07631</u> City/State/Zip	<u>Grand Jct., CO. 81501</u> City/State/Zip
<u>201-569-0916</u> Business Phone No.	<u>303 245-4099</u> Business Phone No.

NOTE: Legal property owner is owner of record on date of submittal.

We hereby acknowledge that we have familiarized ourselves with the rules and regulations with respect to the preparation of this submittal, that the foregoing information is true and complete to the best of our knowledge, and that we assume the responsibility to monitor the status of the application and the review comments. We recognize that we or our representative(s) must be present at all hearings. In the event that the petitioner is not represented, the item will be dropped from the agenda, and an additional fee charged to cover rescheduling expenses before it can again be placed on the agenda.

Thomas A. Logue 12/13/94
 Signature of Person Completing Application Date

X Sidney Gottlieb 12/11/94
 Signature of Property Owner(s) - Attach Additional Sheets if Necessary

121 94 (2)
Do Not Remove
From Office

U.S. Bank of Grand Junction
P.O. Box 908
Grand Junction, CO 81502

Allan Ledebur
2700 G Road #8D
Grand Junction, CO 81506

Florence Wilcox
2700 G Road #8C
Grand Junction, CO 81506

Shirley Gardner
2700 G Road #9C
Grand Junction, CO 81506

Jeanne Motz
2700 G Road #9D
Grand Junction, CO 81506

Shirley Woodard
P.O. Box 2087
Grand Junction, CO 81502

Rod Geddes
2700 G Road #11-B
Grand Junction, CO 81506

Florence Berg
2715 G Road
Grand Junction, CO 81506

Ladee Jensen
2713 G Road
Grand Junction, CO 81506

Clifford Allison
2711 G Road
Grand Junction, CO 81506

John Moss
715 Horizon Drive, Suite 380
Grand Junction, CO 81506

Reta Maxfield
2700 G Road #11-A
Grand Junction, CO 81506

William Bray
1015 North 7th Street
Grand Junction, CO 81501

Donald Edward Tyre
694 Westcliff Drive
Grand Junction, CO 81506

G Road Investments
2328 I-70 Frontage
Grand Junction, CO 81505

Roger Scholbe
2700 G Road #8B
Grand Junction, CO 81506

Robert Orr
2700 G Road #6D
Grand Junction, CO 81506

Mable Patsantaras
2700 G Road #A-10
Grand Junction, CO 81506

Amora Bley
2700 G Road #10-B
Grand Junction, CO 81506

Ruth Hockensmith
2700 G Road #10-C
Grand Junction, CO 81506

Everhart Family Revocable
Living Trust
2700 G Road #10-D
Grand Junction, CO 81506

Carlton Chambers
2700 G Road #12-C
Grand Junction, CO 81506

Bruce Jones
2700 G Road #12-D
Grand Junction, CO 81506

Mildred Gobbo
2700 G Road #8-A
Grand Junction, CO 81506

Gertrude Dalby
555 Pinyon Avenue
Grand Junction, CO 81501

Alvin Schiesswohl
123 South 6th Street
Grand Junction, CO 81501

Frederick Jones
3831 N 12th Street
Grand Junction, CO 81506

Tilman Bishop
2697 G Road
Grand Junction, CO 81506

Deanna Musgrave
2700 G Road #11-C
Grand Junction, CO 81506

Walter Holmes
2700 G Road #11-D
Grand Junction, CO 81506

Mary Luthe
2700 G Road #A-6
Grand Junction, CO 81506

Ella Hurtt
2700 G Road #6-B
Grand Junction, CO 81506

Mariam Bennett
2700 G Road #6-C
Grand Junction, CO 81506

City of Grand Junction
Community Development Dept.
250 North 5th Street
Grand Junction, CO 81501

Jeff Williams
715 Horizon Drive, Suite 200
Grand Junction, CO 81506

Thomas A. Logue
227 S. 9th Street
Grand Junction, CO 81501

Sidney Gottlieb
477 Elkwood Terrace
Englewood, NJ 07631

Original
Do NOT Remove
From Office

121 94(2)

SUBMITTAL CHECKLIST 121 - 94(2)

MAJOR SUBDIVISION: FINAL

Location: SE corner of G Road + 27 Road

Project Name: Country Club Townhome

ITEMS	DISTRIBUTION																				TOTAL REQ'D.																
DESCRIPTION	SSID REFERENCE	City Community Development	City Dev. Eng.	City Utility Eng.	City Property Agent	City Parks/Recreation	City Fire Department	City Attorney	City G.J.P.C. (8 seats)	City Downtown Dev. Auth.	City Police	County Planning	County Bldg. Dept.	County Surveyor	Walker Field	School Dist. #51	Irrigation District	Drainage District	Water District	Sewer District		U.S. West	Public Service	GVRP	CDOT	Corps of Engineers	Colorado Geologic Survey	U.S. Postal Service	Persigo WWTF	TCT Cable	21 - 94						
● Application Fee	VII-1	1																																			
● Submittal Checklist*	VII-3	1																																			
● Review Agency Cover Sheet*	VII-3	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1					
● Application Form*	VII-1	1	1	1	1	1	1	1	8	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1					
● 11"x17" Reduction of Assessor's Map	VII-1	1	1	1	1	1	1	1	8	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1					
● Evidence of Title	VII-2	1		1			1																														
● Appraisal of Raw Land	VII-1	1		1	1																																
● Names and Addresses	VII-3	1																																			
● Legal Description	VII-2	1		1																																	
○ Deeds	VII-1	1		1			1																														
○ Easements	VII-2	1	1	1	1		1															1	1	1													
○ Avigation Easement	VII-1	1		1			1																														
○ ROW	VII-3	1	1	1	1		1															1	1	1													
● Covenants, Conditions, & Restrictions	VII-1	1	1				1																														
○ Common Space Agreements	VII-1	1	1				1																														
● County Treasurer's Tax Cert.	VII-1	1																																			
● Improvements Agreement/Guarantee*	VII-2	1	1	1			1																														
○ CDOT Access Permit	VII-3	1	1																																		
○ 404 Permit	VII-3	1	1																																		
○ Floodplain Permit*	VII-4	1	1																																		
● General Project Report	X-7	1	1	1	1	1	1	1	8	1	1	1	1	1	1	1	1	1	1	1	1	1	1	2	1	1	1	1	1	1	1	1	1	1	1		
● Composite Plan	IX-10	1	2	1	1																																
● 11"x17" Reduction Composite Plan	IX-10	1			1	1	1	8	1	1	1	1					1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	
● Final Plat	IX-15	1	2	1	1		1							1																							
● 11"x17" Reduction of Final Plat	IX-15	1					8	1	1	1				1	1	1	1	1	1	1	1	1	1				1										
● Cover Sheet	IX-11	1	2																																		
● Grading & Stormwater Mgmt Plan	IX-17	1	2																							1	1										
○ Storm Drainage Plan and Profile	IX-30	1	2															1			1	1	1														
● Water and Sewer Plan and Profile	IX-34	1	2	1		1													1	1	1	1	1														
● Roadway Plan and Profile	IX-28	1	2																1																		
○ Road Cross-sections	IX-27	1	2																																		
○ Detail Sheet	IX-12	1	2																																		
○ Landscape Plan	IX-20	2	1	1																																	
● Geotechnical Report	X-8	1	1									1																									
○ Phase I & II Environmental Report	X-10,11	1	1																																		
● Final Drainage Report	X-5,6	1	2																																		
○ Stormwater Management Plan	X-14	1	2																																		
○ Sewer System Design Report	X-13	1	2	1																		1															
○ Water System Design Report	X-16	1	2	1																																	
○ Traffic Impact Study	X-15	1	2																																		

NOTES: 1) An asterisk in the item description column indicates that a form is supplied by the City.
 2) Required submittal items and distribution are indicated by filled in circles, some of which may be filled in during the pre-application conference. Additional items or copies may be subsequently requested in the review process.
 3) Each submitted item must be labeled, named, or otherwise identified as described above in the description column.

RESPONSE TO REVIEW COMMENTS

December 27, 1994

Title: COUNTRY CLUB TOWNHOMES, Final Plat and Plan

File No: 121-94(2)

Location: SE Corner 12th. Street and G Road

The following agency comments were informational in nature, or do not require a response:

CITY PARKS AND RECREATION
GRAND VALLEY WATER USERS ASSOCIATION
SCHOOL DISTRICT 51

RESPONSE TO FIRE DEPARTMENT:

A revised Utility Plan will be prepared indicating the installation of an additional fire hydrant at the intersection of Club Court and North Club Court.

RESPONSE TO CITY UTILITY ENGINEER:

Water: The Water Plan will be modified to show bends and thrust restraint in the cul-de-sac streets.

Sewer: A water stop detail will be added to the construction plans for the existing manhole connection.

RESPONSE TO WALKER FIELD AIRPORT

A signed Avigation Easement, complete with the legal description will be transmitted to the Community Development Department prior to the recording of the final plat.

RESPONSE TO UTE WATER:

The water plans will be changed to reflect the installation of a master meter for the six units at the end of Club Court. Also see response to City Utility Engineer.

RESPONSE TO MESA COUNTY:

The Site Development Plans have been changed to increase the distance between North Club Court and 12th. Street. Funds in lieu of construction will be provided for 12th. Street and G Road. The location of neighborhood mail boxes will be added to the Street Plan.

RESPONSE TO DEVELOPMENT ENGINEER:

Plat: A drainage easement dedication will be added to the final plat.

Plans: Approval blocks will be added to the street and utility plans.

Landscape Plan:

Street Plan: North Club Court has been moved an additional 35 feet to the east from its separation from N. 12th. Street. Storm sewer inlets, and details will be added to the street plan. A detail for the 8'-0" sidewalk will also be added to the plans. Street light and mail box locations will be shown on the Street Plans.

Grading Plan: The size for the inlets will be detailed on the Street Plans. The slope between the culvert headwalls and the back of walk elevation is 25%. A detail for the slidegate will be added to the plans.

Improvement Agreement: Estimated Costs for Item No. 5 will be increased to include; piping, erosion protection, inlets, headwalls, piping and structures.

RESPONSE TO COMMUNITY DEVELOPMENT:

1. The intersection of North Club and Club Court has been moved 35 feet further to the east. This allows for a 120 foot separation between the centerline of 12th Street and North Club Court.
2. A sidewalk connection is shown on the street plans between North Club Court and 12th. Street.
3. A Development Improvements Agreement will be provided prior to the recording of the final plat.
4. Building setbacks are 15 feet from the public right-of-ways except garages which is 20 feet. A 20 foot setback is provided from the perimeter boundary of the site.
5. Maximum building height is 30 feet for all structures.

STAFF REVIEW (Preliminary comments)

FILE: #121-94(2)

DATE: December 19, 1994

STAFF: Tom Dixon, AICP

REQUEST: Final Plan - Country Club Townhomes

LOCATION: Southeast corner of G Road and 12th Street (27 Road)

APPLICANT: Sidney Gottlieb

EXISTING LAND USE: Undeveloped

PROPOSED LAND USE: Residential, 23 units

SURROUNDING LAND USE:

NORTH: Residential

SOUTH: Undeveloped

EAST: Residential and undeveloped

WEST: Undeveloped

EXISTING ZONING: PR-6, Planned Residential - 6 units per acre

PROPOSED ZONING: PR-6

SURROUNDING ZONING:

NORTH: Planned Residential

SOUTH: HO, Highway Oriented

EAST: RSF-5, Single-Family Residential - 5 units per acre

WEST: R-1-B (Mesa County designation)

RELATIONSHIP TO COMPREHENSIVE PLAN:

No plan exists for this area of the City.

STAFF ANALYSIS:

This proposal is for final plan review for Country Club Townhomes, originally reviewed as Country Club Estates. Two preliminary project plans have already been considered for this site. The first proposal, reviewed as file #145-93, was for 21 single-family lots. The second proposal, reviewed as file #121-94, granted preliminary approval for 24 attached residential units in six separate buildings, each building containing four units in various floor plan configurations.

The present proposal is similar to the second review except that 23 rather than 24 residential units are being proposed. This project involves one-, two-, and three-unit structures. Proposed units are mostly oriented around auto courts which provide direct access to the public rights-of-way. This concept was approved at the preliminary stage.

As with the previous proposal, the revised Country Club Townhomes will again create individual residential lots defined by the footprints of the buildings. The remaining property will be held in common ownership by the homeowners association which will be responsible for the common open space and associated auto courts, driveways and parking areas. The proposed access to the site, North Club and South Club Courts, will be dedicated as public rights-of-way. No setbacks or height limits are indicated for the structures; therefore, all buildings shall have a minimum setback of 15 feet from all public rights-of-way to the interior of the site and 20 feet from the perimeter boundary of the site. Garages shall in all cases have setbacks of at least 20 feet. The height limit for all structures will be 30 feet.

An adjoining property owner has inquired about the need for half-street improvements along Westcliff Drive. Although this issue was looked at during the original Country Club Estates review (#145-93), it is likely to be brought up again.

As proposed, the revised Country Club Townhomes will again create individual residential lots defined by the footprints of the buildings. The remaining property will be held in common ownership by the homeowners association which will be responsible for the common open space and associated auto courts, driveways and parking areas. The proposed access to the site, North Club and South Club Courts, will be dedicated as public rights-of-way.

The previously approved preliminary approval contained the following conditions:

- 1) All units shall have two off-street parking spaces.
- 3) The site shall have a continuous shrub screen and/or screened fence, at least 4 feet in height, extending the full length of the south property line to buffer the site from the commercially-zoned area to the south.
- 4) A sidewalk connection from the northerly portion of North Club Court shall be made to the 12th Street (27 Road) right-of-way unless the site access is moved northward at least 150 feet.

The petitioner's representatives had previously indicated that the final site layout could be slightly altered and that some of the proposed units could be re-oriented. This proposal reflects alterations that were previously discussed by the Planning Commission when Preliminary Plan/Plat approval was granted. For example, relocating South Club Court north from its prior location has now been proposed. A suggestion by staff that the housing units have parking beneath at least some of the units with housing above - the purpose of which would be to decrease lot coverage, improve building appearances, and increase development

flexibility - has been considered. This proposal follows the preliminary plan in that auto courts are utilized although the number of residential units accessing from each type of drive has been reduced to six per staff direction.

An issue has emerged in the final plan/plat proposal regarding the intersection of the two streets proposed with this project. North and South Club Courts intersect only 40 feet from the street intersection with 12th Street. This distance must be at least 100 feet as approved at the preliminary approval.

ISSUES TO BE RESOLVED:

- 1) The intersection of North and South Club Courts shall be at least 100 feet from the intersection with 12th Street.
- 2) A sidewalk connection from North Club Court to 12th Street shall be provided.
- 3) A Development Improvements Agreement is required for necessary improvements of this project.
- 4) All buildings shall have a minimum setback of 15 feet from all public rights-of-way to the interior of the site and 20 feet from the perimeter boundary of the site. Garages shall in all cases have setbacks of at least 20 feet.
- 5) The height limit for all structures will be 30 feet.

STAFF REVIEW (Preliminary comments)

FILE: #121-94(3)

DATE: January 19, 1995

STAFF: Tom Dixon, AICP

REQUEST: Final Plan - Country Club Townhomes

LOCATION: Southeast corner of G Road and 12th Street (27 Road)

APPLICANT: Sidney Gottlieb

STAFF ANALYSIS: This proposal is for final plan review for Country Club Townhomes, originally reviewed as Country Club Estates. Two preliminary project plans have already been considered for this site. The first proposal, reviewed as file #145-93, was for 21 single-family lots. The second proposal, reviewed as file #121-94, granted preliminary approval for 24 attached residential units in six separate buildings, each building containing four units in various floor plan configurations.

The present proposal is similar to the second review except that 23 rather than 24 residential units are being proposed. This project involves one-, two-, and three-unit structures. Proposed units are mostly oriented around auto courts which provide direct access to the public rights-of-way. This concept was approved at the preliminary stage.

Setbacks have been established for this project through the preliminary approval. All buildings shall have a minimum setback of 15 feet from all public rights-of-way to the interior of the site and 20 feet from the perimeter boundary of the site. Garages shall in all cases have setbacks of at least 20 feet. The height limit for all structures will be 30 feet. Building coverage shall not exceed 35 percent of the site.

There is a 20-foot easement around the perimeter of the site. No building structure is allowed in this easement including building walls. Some of the proposed court yard walls will need to be eliminated or modified.

The issues that need to be responded to and resolved are as follows:

- 1) Street section plans and a full landscaping plan are still missing. These deficiencies were noted previously and were the basis for having the application pulled at the January hearing.
- 2) No structures, including building walls, may not be built on or over easements.

3) Turning radii from the individual driveways into the auto court need to be indicated in feet. The City Engineer has concerns that they may be too great and will create problems and difficulties. A horizontal profile of how these will function may help to ameliorate these concerns.

4) The final plans need to indicate the amount and percentage of site area devoted to building coverage, landscaping/open space, public streets, and auto courts/driveways. The final approval of this project should include a provision that each dwelling unit is allowed some future building footprints expansion (for a deck, sun room, or similar feature) without having to come back to the City for review and approval.

5) The intersection issue that emerged when this proposal came in for final plan/plat proposal has been addressed. North and South Club Courts will intersect approximately 120 feet from the street intersection with 12th Street.

STAFF REVIEW (Final)

FILE: #121-94(3)

DATE: January 26, 1995

STAFF: Tom Dixon, AICP

REQUEST: Final Plan/Plat - Country Club Townhomes

LOCATION: Southeast corner of G Road and 12th Street (27 Road)

APPLICANT: Sidney Gottlieb

EXISTING LAND USE: Undeveloped

PROPOSED LAND USE: Residential, 23 units

SURROUNDING LAND USE:

NORTH: Residential

SOUTH: Undeveloped

EAST: Residential and undeveloped

WEST: Undeveloped

EXISTING ZONING: PR-6, Planned Residential - 6 units per acre

PROPOSED ZONING: PR-6

SURROUNDING ZONING:

NORTH: Planned Residential

SOUTH: HO, Highway Oriented

EAST: RSF-5, Single-Family Residential - 5 units per acre

WEST: R-1-B (Mesa County designation)

RELATIONSHIP TO COMPREHENSIVE PLAN:

No plan exists for this area of the City.

STAFF ANALYSIS:

This proposal is for final plan review for Country Club Townhomes, originally reviewed as Country Club Estates. Two preliminary project plans have already been considered for this site. The first proposal, reviewed as file #145-93, was for 21 single-family lots. The second proposal, reviewed as file #121-94, granted preliminary approval for 24 attached residential units in six separate buildings, each building containing four units in various floor plan configurations.

The present proposal is similar to the second review except that 23 rather than 24 residential units are being proposed. This project involves one-, two-, and three-unit structures. Proposed units are mostly oriented around auto courts which provide direct access to the public rights-of-way. This concept was approved at the preliminary stage.

The revised Country Club Townhomes will again create individual residential lots defined by the footprints of the buildings. The remaining property will be held in common ownership by the homeowners association which will be responsible for the common open space and associated auto courts, driveways and parking areas. The proposed access to the site, North Club and South Club Courts, will be dedicated as public rights-of-way.

No setbacks or height limits are indicated for the structures; therefore, all buildings shall have a minimum setback of 15 feet from all public rights-of-way to the interior of the site and 20 feet from the perimeter boundary of the site. Garage shall in all cases have setbacks of at least 20 feet. The height limit for all structures will be 30 feet.

An adjoining property owner has inquired about the need for half-street improvements along Westcliff Drive. Although this issue was looked at during the original Country Club Estates review (#145-93), it may be brought up again.

The approved preliminary plan/plat, #121-94(2), contained the following conditions:

- 1) All units shall have two off-street parking spaces.
- 2) The site shall have a continuous shrub screen and/or screened fence, at least 4 feet in height, extending the full length of the south property line to buffer the site from the commercially-zoned area to the south.
- 3) A sidewalk connection from the northerly portion of North Club Court shall be made to the 12th Street (27 Road) right-of-way unless the site access is moved northward at least 150 feet.

These conditions have all been resolved and satisfied with the final project design. An issue emerged in the final plan/plat proposal regarding the intersection of the two streets proposed with this project. The original final submittal North and South Club Courts intersected only 40 feet from the street intersection with 12th Street. The petitioner's representative has revised the plan to provide an intersection offset between centerlines of approximately 120 feet. Therefore, this concern has been addressed and satisfied.

STAFF RECOMMENDATION:

Staff recommends approval of the final plan, as proposed. The following conditions (excepting #2, below) need to be satisfied prior to plat submission and approval.

- 1) A Development Improvements Agreement is required for necessary public right-of-way improvements which will substantially benefit this project.

2) Each proposed unit in this project will be allowed a maximum 10% increase of building floor area without the need for administrative review. Any such additions will require a planning clearance.

3) Petitioner should work with Public Service to have the necessary easements on the property without encumbering the entire open space area. Such a blanket easement is not a requirement of the City approval.

4) Other issues identified by reviewing agencies shall be satisfied.

SUGGESTED PLANNING COMMISSION MOTION:

Mr. Chairman, on item #121-94(3), I move that we approve the final plan/plat for Country Club Townhomes Subdivision with the conditions as stated in the Staff recommendation.

job file
copy

MEMORANDUM

DATE: February 1, 1995
TO: Linda Dannenberger, Mesa County Planning
FROM: Marcia Rabideaux, Grand Junction Community Development
SUBJECT: UCC Meeting / February 8, 1995

NEW CITY OF GRAND JUNCTION ITEMS:

- #185-94 VACATION OF EASEMENT**
PETITIONER: R. Arnold Butler
LOCATION: S of G Road along the northern border of Ptarmigan Estates Subdivision
- #201-94 FINAL PLAT/PLAN - CODY SUBDIVISION, FILINGS #3 & #4**
PETITIONER: John Davis
LOCATION: S of F Road & W of 29 3/4 Road
- #203-94 FINAL PLAT/PLAN - SCOTT'S RUN SUBDIVISION, FUTURE FILINGS**
PETITIONER: Ray Rickard
LOCATION: NW corner of 29 1/2 Road & F 3/4 Road
- #207-94 REPLAT A PORTION OF FORESIGHT PARK SUBDIVISION**
PETITIONER: Refrigeration Industries
LOCATION: SE corner of Foresight Circle & Blichman Avenue
- #121-94(2) FINAL PLAT/PLAN - COUNTRY CLUB TOWNHOMES**
PETITIONER: Sidney Gottlieb
LOCATION: SE corner of 12th Street & G Road
- #FPP-95-19 FINAL PLAT/PLAN - COUNTRY CROSSING SUBDIVISION, FILING #2**
PETITIONER: Denny Granum
LOCATION: SE Corner of 25 Road & G Road

DISCUSSION ITEMS:

1. Encroachment into easements

STAFF REVIEW (Final)

FILE: #121-94(2)

DATE: February 1, 1995

STAFF: Tom Dixon, AICP

REQUEST: Final Plan/Plat - Country Club Townhomes

LOCATION: Southeast corner of G Road and 12th Street (27 Road)

APPLICANT: Sidney Gottlieb

EXISTING LAND USE: Undeveloped

PROPOSED LAND USE: Residential, 23 units

SURROUNDING LAND USE:

NORTH: Residential

SOUTH: Undeveloped

EAST: Residential and undeveloped

WEST: Undeveloped

EXISTING ZONING: PR-6, Planned Residential - 6 units per acre

PROPOSED ZONING: PR-6

SURROUNDING ZONING:

NORTH: Planned Residential

SOUTH: HO, Highway Oriented

EAST: RSF-5, Single-Family Residential - 5 units per acre

WEST: R-1-B (Mesa County designation)

RELATIONSHIP TO COMPREHENSIVE PLAN:

No plan exists for this area of the City.

STAFF ANALYSIS:

This proposal is for final plan review for Country Club Townhomes, originally reviewed as Country Club Estates. Two preliminary project plans have already been considered for this site. The first proposal, reviewed as file #145-93, was for 21 single-family lots. The second proposal, reviewed as file #121-94, granted preliminary approval for 24 attached residential units in six separate buildings, each building containing four units in various floor plan configurations.

The present proposal is similar to the second review except that 23 rather than 24 residential units are being proposed. This project involves one-, two-, and three-unit structures. Proposed units are mostly oriented around auto courts which provide direct access to the public rights-of-way. This concept was approved at the preliminary stage.

This modified Country Club Townhomes proposal will again create individual residential lots defined by the footprints of the buildings. The remaining property will be held in common ownership by the homeowners association which will be responsible for the common open space and associated auto courts, driveways and parking areas. The proposed access to the site, North Club and Club Courts, will be dedicated as public rights-of-way.

No setbacks or height limits are indicated for the structures; therefore, all buildings shall have a minimum setback of 15 feet from all public rights-of-way to the interior of the site and 20 feet from the perimeter boundary of the site. Garages shall, in all cases, have setbacks of at least 20 feet from a public right-of-way. The height limit for all structures will be 30 feet.

An adjoining property owner has inquired about the need for half-street improvements along Westcliff Drive. Although this issue was looked at during the original Country Club Estates review (#145-93), it may be brought up again.

The approved preliminary plan/plat, #121-94, contained the following conditions:

- 1) All units shall have two off-street parking spaces.
- 2) The site shall have a continuous shrub screen and/or screened fence, at least 4 feet in height, extending the full length of the south property line to buffer the site from the commercially-zoned area to the south.
- 3) A sidewalk connection from the northerly portion of North Club Court shall be made to the 12th Street (27 Road) right-of-way unless the site access is moved northward at least 150 feet.

These conditions have all been resolved and satisfied with the final project design. An issue emerged in the final plan/plat proposal regarding the intersection of the two streets proposed with this project. In the final submittal, North Club Court and Club Court intersected only 40 feet from the street intersection with 12th Street. The petitioner's representative has revised the plan to provide an intersection offset between centerlines of approximately 120 feet. Therefore, this concern has been addressed and satisfied.

STAFF RECOMMENDATION:

Staff recommends approval of the final plan, as proposed, with the following conditions:

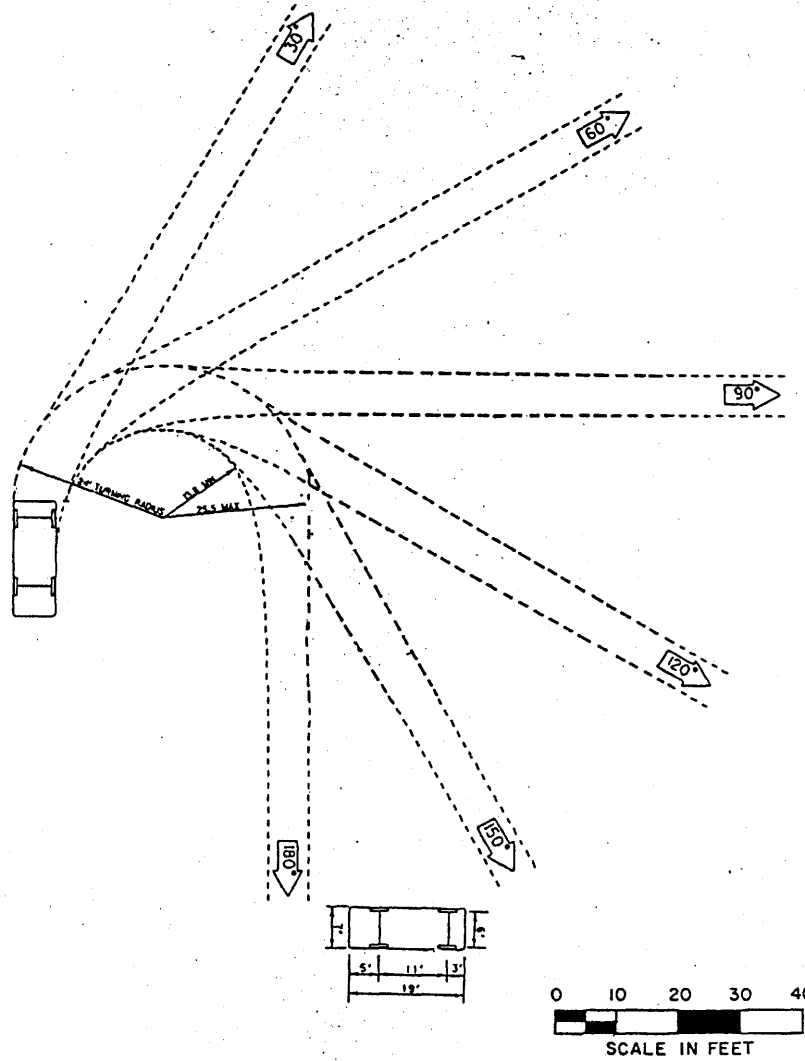
- 1) A Development Improvements Agreement is required for all public right-of-way improvements.

- 2) No structures, including building walls, may be built on or over perimeter easements.
- 3) Each proposed unit in this project will be allowed a maximum 10% increase of building floor area without the need for administrative review. Any such additions will require a planning clearance. Petitioner should work with Public Service to have the necessary easements on the property without encumbering the entire open space area. Such a blanket easement is not a requirement of the City approval.
- 4) There shall be a 20-foot deep parking area in front of each garage for additional off-street parking.
- 5) Turning radii to and from the garage entrances shall meet the American Association of State Highway and Transportation Officials (AASHTO) geometric designs, as illustrated in Exhibit A.
- 6) Other issues identified by reviewing agencies shall be satisfied.

SUGGESTED PLANNING COMMISSION MOTION:

Mr. Chairman, on item #121-94(2), I move that we approve the final plan/plat for Country Club Townhomes Subdivision with the conditions as stated in the Staff recommendation.

THIS TURNING TEMPLATE SHOWS THE TURNING PATHS OF THE AASHTO DESIGN VEHICLES. THE PATHS SHOWN ARE FOR THE LEFT FRONT OVERHANG AND THE OUTSIDE REAR WHEEL. THE LEFT FRONT WHEEL FOLLOWS THE CIRCULAR CURVE, HOWEVER, ITS PATH IS NOT SHOWN.



Source: Texas State Department of Highways and Public Transportation

Figure II-1. Minimum turning path for P design vehicle.

EXHIBIT A

- 1) All previous conditions of approval for the Country Club Townhomes final Plan/Plat shall apply.
- 2) The petitioner shall pursue alternative arrangements for trash and garbage service, the two options are to get an exemption from the City Council's policy of exclusive trash and garbage service by City haulers or to have the City Council agree to allow City trucks to enter private streets in order to collect garbage.
- 3) The final plat shall identify the gated entry feature and identify the streets as private tracts dedicated to the homeowners.
- 4) Club Court and North Club Court must both be reserved and identified as full-width, multi-purpose easements on the final plat.
- 5) The gate entry shall provide for at least 60 feet of stacking distance from the nearest public right-of-way.
- 6) A sign at the entrance to the site shall identify the street as a gated, private street with restricted access.
- 7) All public service and utility providers shall have 24-hour access through the gate as determined by the Public Works Director in order to attend to either routine or emergency needs.
- 8) The homeowners association shall establish an annual maintenance fund for the private streets. The form and financial mechanisms of this fund shall be submitted by the petitioner for review and approval by the Public Works Department prior to the release of the Development Improvements Agreement.

STAFF REVIEW (Amended Final approval)

FILE: #121-94(2)

DATE: June 1, 1995

STAFF: Tom Dixon, AICP

ISSUE: To evaluate whether gated entries to private streets should be allowed in residential developments (Part I)

PROPOSAL: To amend the Final Plan/Plat for Country Club Townhomes to allow private streets and a gated entry to the site (Part II)

LOCATION: Southeast corner of G Road and 12th Street (27 Road)

APPLICANT: Sidney Gottlieb

EXISTING LAND USE: Undeveloped

PROPOSED LAND USE: Residential, 23 units

SURROUNDING LAND USE:

NORTH: Residential

SOUTH: Undeveloped

EAST: Residential and undeveloped

WEST: Undeveloped

EXISTING ZONING: PR-6, Planned Residential - 6 units per acre

PROPOSED ZONING: PR-6

SURROUNDING ZONING:

NORTH: Planned Residential

SOUTH: HO, Highway Oriented

EAST: RSF-5, Single-Family Residential - 5 units per acre

WEST: R-1-B (Mesa County designation)

RELATIONSHIP TO COMPREHENSIVE PLAN: No plan exists for this area of the City.

PART I GATED ENTRIES TO RESIDENTIAL DEVELOPMENTS

SUMMARY: Presently, the City has no adopted policies for allowing private streets or for gated entries on accessways serving more than one residential unit (a locked driveway to a single-family residence is assumed to be at the discretion of the property owner).

The City needs to evaluate and determine whether gated entries to residential developments should be allowed. This issue has been researched in other communities with some mixed results as far as the interest and acceptance of these sometimes controversial development features. There are a broad range of issues to be considered with gated entries. Before deciding whether a gated entry to a specific development is appropriate, there are a number of general issues that needed to be looked at. The following issues and corresponding findings are included below:

1) Private streets

Findings: Streets that restrict entry to the public must be privately owned and operated, typically by a homeowners association. The Public Works Department recommends that private streets, if allowed, be designed and constructed according to the same City standards for public streets. Safety for motorists and pedestrians is an issue regardless of who maintains the infrastructure. Proper construction methods are important in order to maximize the long term integrity of the facilities and minimize the expense of annual maintenance.

If homeowners are responsible for the maintenance of the private street infrastructure, then a homeowners association must be required with specific language within the covenants that sets aside an adequate amount of funds to properly maintain the infrastructure. Improperly scheduled maintenance compromises safety and adds to the cost of future maintenance and/or replacement. Annual maintenance funds for a private street should be escrowed by the petitioner and the amount approved by the Public Works Department.

Another concern with private streets has been the trend in recent years for the homeowners to eventually request the City to accept the maintenance responsibility of these streets. If the private streets are designed, constructed and maintained properly, then the future City acceptance of the street is less of an issue.

2) Trash and garbage collection

Findings: Trash and garbage collection can occur in gated communities either by private haulers or by municipal haulers that are entitled to enter the gated area in order to deliver this basic urban service. Problems with garbage trucks can occur if the roads are not designed to withstand such vehicle loads due to substandard construction. This problem can normally be avoided by having the streets built to a standard capable of withstanding such weights.

In instances where haulers will not or cannot enter a gated residential area, some common collection area would be necessary on the exterior portion of the gate. However, the research on this issue indicates that this is not an issue because, in the vast majority of instances, haulers (whether they be municipal or private contractors) are entitled to enter gated residential areas.

3) Fire, police and emergency services

Findings: A key concern with gated entries is the potential problems they pose for emergency, fire and police response. Comments from these service providers indicate that gated entries usually pose no significant delays provided they possess a simple means of opening the access gate. Fire trucks typically will drive through an arm gate (but not a heavy grate) without any or only minimal damage to the truck. If necessary, police cars and ambulances could do the same thing but so could just about any kind of vehicle. However, the consensus of these providers is not entirely in favor of gated entries. For example, if these providers possess a universal key or card to unlock a gate, then that same type of device will generally be available to the public.

4) Utility services

Findings: Public services and utilities face the same issue as emergency providers except their needs rarely have the immediacy of fire, police or emergency response. However, access to a site cannot involve undue delays since failures from telephone or electric service need immediate response for the public good. Therefore, access by utility companies should have the same 24-hour access privileges (i.e., master keys or cards) as emergency service providers.

5) Stacking and turnaround requirement

Findings: An area in front of a gated entry should allow for vehicle turnaround. This is more of a design element than it is a constraint on the gates themselves. In the absence of a City policy on stacking distance, it seems reasonable that sufficient area be provided to allow three standard-length vehicles to queue in front of a closed gate. This amounts to a linear distance of 60 feet. The position of the gate in this proposal would have to be relocated to meet this distance so that vehicles would not stack into the public right-of-way causing traffic and safety hazards.

6) Segregation from larger community

Findings: Gated communities are used throughout the United States in a wide range of forms and manners according to information from the American Planning Association. In some communities they have been the subject of great debate due to the social implications they represent, as evidenced from the example of Santa Fe, New Mexico. After being allowed in three or four subdivisions in Plano, Texas, the City Council decided not to allow their use anymore since it created both physical and social separation within the City. The reasoning for not allowing gated residential development have to do with the isolating elements they create (loss of community), the socio-economic stratification they promote, (you don't find these in poor neighborhoods), and greater complexity they create for all types of service deliveries - emergency (police and fire); utilities (gas, electricity, sewer, water); communication (mail, UPS, telephone, cable); and special (appliances, repairs, landscaping/home repairs).

In other American cities, they are a non-controversial feature of subdivision developments. However, these are almost always middle- to high-income areas. They are known to be especially popular in southern California, around Las Vegas, in the Dallas metroplex, and in south Florida. They can be found around every large metropolitan area in the United States. The reasons for their popularity is due to perceived reduction of crime, a sense of an internal neighborhood or community, a sense of exclusivity, and enhanced property values (real estate reports confirm that houses located within gated entries have maintained or increased in value at a higher rate than other houses in the same market).

In Chicago, an experiment for restricted access to a low-income, high-density residential project was tested. This project utilized a single ingress/egress point in an attempt to reduce a serious crime problem. However, this project also used defensible space design, enhanced lighting, and community policing to deal with its problems. The restricted access was only one element of a strategy to provide a safer living environment. In this instance, limiting access to the site itself was considered similar to restricting entry into an apartment building.

7) Other considerations

Findings: Several other issues are of a concern with the concept of gated entries:

a. Pedestrian/bicycle connections - Private streets and gated accessways should not be allowed when the effect is to make it more difficult to make basic connections for pedestrian and bicyclists. The City has made an effort to provide for alternative modes of transportation in the Multi-Modal Transportation Plan. When private streets and gated entries would prevent such systematic networks, they should not be allowed.

b. Open space systems - Gated entries should not be utilized when the result would be restrictive access to public open spaces. Typically, this would involve access to a public park or a public trail. In instances where this has occurred in other jurisdictions, conflicts have occurred due to trespassing and to having to concentrate public access to a few public road access points which may have the effect of discouraging public use of a public resource by making access more distant and less convenient.

c. Parcel and goods delivery - Gated entries will create added difficulties for certain deliveries such as for UPS, Federal Express, or for basic goods such as furniture and appliance deliveries, or for home repairs and similar services. Gated entries do pose some inconveniences for these types of deliveries.

PART II GATED ENTRY TO COUNTRY CLUB TOWNHOMES

SUMMARY: This proposal is to amend the final plan/plat approval for Country Club Townhomes, originally reviewed as Country Club Estates. The approved proposal did not indicate the intention to place a gated entry into the site and to designate the two proposed streets, Club Court and North Club Court, as private streets. In order to review this

amended proposal, a number of issues need to be considered with this request. It is probable that a decision allowing private streets with a gated entry could give significant policy direction on similar types of requests in the future.

1) Private streets: Should the streets in this subdivision be allowed as private rather than public streets?

Findings: The petitioner proposes to construct both Club Court and North Club Court to the City standard. However, these streets could not become public rights-of-way if there is a restricted entry such as a gate. The City Council, in a recent decision, was agreeable to allowing a public street more narrow than the City standard. However, this same street was not allowed as a private street. If a gated entry is allowed, the street will have to be private.

As stated in Part I, the Public Works Department recommends that private streets be designed and constructed to the same City standards as public streets. Safety for users, whether pedestrians or motorists, is a concern. By requiring the private streets to be built to the City design standard (which would include curb, gutter, and sidewalks) and by requiring a homeowners association which will have maintenance responsibilities for the street, this issue can be satisfied.

2) Trash and garbage collection: how will trash and garbage (solid waste) be removed from the site?

Findings: Current City policy requires all residential developments, except for apartment buildings with more than seven units, to be served by the City trash haulers. Under the proposed circumstances, this development would have to provide a common trash collection area on the exterior portion of the gate. This would place it close to or next to a public street. Even if such an area were properly screened and enclosed, trash enclosures generally do not make an attractive entry feature to a residential development. In addition, the placement and design of trash collection will have to consider the City's future intention of purchasing automated garbage trucks with sidearm (as opposed to front end) loading.

The petitioners' proposal is to handle trash and garbage collection by contracting with a private hauler. Such an arrangement could be contrary to the City's existing policy as noted above. If the petitioner desires to pursue an alternative to the City's present policy, an exemption from the City Council would be necessary to allow either a private trash hauler to collect the garbage or to allow City garbage trucks to enter a private street in order to service individual residences.

3) Fire, police and emergency services: is access through the gate sufficient and reasonable to avoid undue delays so as not to jeopardize the health and safety of residents?

Findings: Comments received from the fire and police indicate that gated entries usually pose no significant delays provided a lock key or similar device is used for the gate. A disengaging device (master key or card) for the gate would have to be provided to all such service providers so that no delays occur, particularly in life-threatening circumstances.

4) Utility services: can public services and utilities get reasonable access to the site if needed?

Findings: In this proposal, having only a gated entry but no fence enclosing the remainder of the property reduces this access to an extent if easements are placed to allow alternative access for service providers. For example, the multi-purpose easement on the northeast portion of the site could be accessed from Westcliff Drive, a public right-of-way, rather than having to go through the gated entry.

5) Stacking and turnaround requirement: what is an adequate or minimum length of distance to allow vehicles to queue in front of the gate without blocking a public street and how do vehicles maneuver if they discover they have no right or means of going through the locked gate and need to reverse direction in order to leave?

Findings: At this point, the City desires an area in front of a gate that would allow three standard-length vehicles to queue in front of a closed gate. This amounts to a linear distance of 60 feet. The position of the gate in this proposal would have to be relocated to meet this distance so that vehicles would not stack into the public right-of-way causing traffic and safety hazards.

In this proposal, an area to turnaround vehicles is not provided. This would potentially create a difficult situation for someone entering the private drive but having no ability to pass through the gate. This is really a minor problem in this instance. However, consideration is necessary since this question should be addressed in some manner to provide policy guidance for future situations. A simple solution may be to place a sign at the intersection identifying the street as a private way. If someone mistakenly turns, there would still be time and space to allow a turn back onto the street before getting all the way to the gate itself.

6) Segregation from larger community: what are the social impacts to the larger community by allowing restricted access to this residential area?

Findings: The arguments go both ways in evaluating the appropriateness or political correctness of allowing gated entries. If favorable circumstances would permit a gated entry, they would be (a) when the number of residences is low to moderate, (b) when the street network would have no possible connection to the regional transportation system, (c) when the private streets are built to the full City standard as a safeguard for future dedication, and, (d) when the decision or choice to permit such entries can be reversed with little or no public cost and harm.

Under this proposal, the approved 23 residential units is a modest-sized development. The street layout, as approved by the Planning Commission, is two dead-end streets that provide for no future connection to Westcliff Drive or any other public right-of-way. Both of these streets will be built to a full City width standard even though they are intended as private streets. If the gated entry presents difficulties of a nature that it should be reconsidered, particularly by the residents living with it, then there will be the future option of removing

it at a marginal cost. Given these circumstances in this situation, it is difficult not to allow the petitioner to go forward with the request and allow it to be a test case for similar types of future proposals.

CONCLUSION: The City's position on gated entries or gated communities needs to be established. This proposal to amend the final plan/plat for Country Club Townhomes must be reviewed on its own merits. However, the policy implications for how similar types of future requests will be regarded is important.

At this time, the manner of certain service deliveries is still uncertain or unclear. This is particularly the case with trash and garbage collection. Under current City policy, a private hauler may not be allowed to collect trash and garbage from this site. Or, even if the City allows it the residents might still be assessed a collection fee which would amount to a service charge without the service being performed.

Emergency service providers seem more comfortable with the arrangement of a gated entry and do not see the restrictive access as a problem should a response be necessary. Thus, the issue boils down to which direction the City desires to go regarding gated entries and communities.

If gated entries are allowed in the City, this proposal represents a situation in which such an entry would be innocuous. That is because the street pattern has already been approved to allow both Club Court and North Club Court to be cul-de-sacs. There is no likelihood that these streets would ever connect to other through streets. In addition, if for some reason there are problems with this particular gated entry, they will be localized to a couple dozen residents and the problems will not be incorrigible. The simple solution, in this instance, will be simply to remove the offending gate and the residents will still have a fashionable entry feature to their townhome development.

If this amended proposal is approved, then all previous conditions of approval for the Country Club Townhomes final plan/plat (file #121-94[2]) shall apply with one exception. The sidewalk connection from North Club Court to 12th Street, necessary for pedestrian circulation if public streets are built, would no longer be required.

Gated entries should not be allowed in any and all cases. When they have the deleterious effect of constraining the regional transportation network, causing real or potential basic service delivery problems, or segregate the community in a dysfunctional manner, they should be prohibited. However, this means that each proposal needs to be evaluated on its own merits with consideration to how it will address the issues presented above as well as other issues that may be singular to its development.

STAFF RECOMMENDATION: Staff recommends approval of the amended Final Plan/Plat for Country Club Townhomes to allow private streets and a gated entry, as proposed, with the following conditions:

- 1) All previous conditions of approval for the Country Club Townhomes final Plan/Plat

shall apply except that a sidewalk connection from North Club Court to 12th Street is not required.

- 2) The final plat shall designate a common, enclosed trash collection area outside the gated entry in order to allow City garbage haulers to collect trash and garbage without having to enter private property or travel on private streets. Should the petitioner desire to pursue alternative arrangements for trash and garbage service, the two options are to get an exemption from the City Council's policy of exclusive trash and garbage service by City haulers or to have the City Council agree to allow City trucks to enter private streets in order to collect garbage.
- 3) The final plat shall identify the gated entry feature and identify the streets as private tracts dedicated to the homeowners.
- 4) Club Court and North Club Court must both be reserved and identified as full-width, multi-purpose easements on the final plat.
- 5) The gate entry shall provide for at least 60 feet of stacking distance from the nearest public right-of-way.
- 6) A sign at the entrance to the site shall identify the street as a gated, private street with restricted access.
- 7) All public service and utility providers shall have 24-hour access through the gate in order to attend to either routine or emergency needs.
- 8) The homeowners association shall establish an annual maintenance fund for the private streets. The form and financial mechanisms of this fund shall be submitted by the petitioner for review and approval by the Public Works Department prior to the release of the Development Improvements Agreement.

SUGGESTED PLANNING COMMISSION MOTION: Mr. Chairman, on item #121-94(2), I move that we approve the amended Final Plan/Plat for Country Club Townhomes to allow private streets and a gated entry subject to the Staff recommendation and conditions.

STAFF REPORT TO THE CITY COUNCIL

FILE: #121-94(2)

DATE: June 2, 1995

STAFF: Tom Dixon, AICP

ISSUE: To evaluate whether gated entries to private streets should be allowed in residential developments (Part I)

PROPOSAL: To allow a variance to the street standard allow two private streets and a gated entry to the approved final plan/plat for Country Club Townhomes (Part II)

LOCATION: Southeast corner of G Road and 12th Street (27 Road)

APPLICANT: Sidney Gottlieb

EXISTING LAND USE: Undeveloped

PROPOSED LAND USE: Residential, 23 units

SURROUNDING LAND USE:

- NORTH: Residential
- SOUTH: Undeveloped
- EAST: Residential and undeveloped
- WEST: Undeveloped

EXISTING ZONING: PR-6, Planned Residential - 6 units per acre

PROPOSED ZONING: PR-6

SURROUNDING ZONING:

- NORTH: Planned Residential
- SOUTH: HO, Highway Oriented
- EAST: RSF-5, Single-Family Residential - 5 units per acre
- WEST: R-1-B (Mesa County designation)

RELATIONSHIP TO COMPREHENSIVE PLAN: No plan exists for this area of the City.

PART I GATED ENTRIES TO RESIDENTIAL DEVELOPMENTS

SUMMARY: Presently, the City has no adopted policies for allowing private streets or for gated entries on accessways serving more than one residential unit (a locked driveway to a

single-family residence is assumed to be at the discretion of the property owner).

The City needs to evaluate and determine whether gated entries to residential developments should be allowed. This issue has been researched in other communities with some mixed results as far as the interest and acceptance of these sometimes controversial development features. There are a broad range of issues to be considered with gated entries. Before deciding whether a gated entry to a specific development is appropriate, there are a number of general issues that needed to be looked at. The following issues and corresponding findings are included below:

1) Private streets

Findings: Streets that restrict entry to the public must be privately owned and operated, typically by a homeowners association. The Public Works Department recommends that private streets, if allowed, be designed and constructed according to the same City standards for public streets. Safety for motorists and pedestrians is an issue regardless of who maintains the infrastructure. Proper construction methods are important in order to maximize the long term integrity of the facilities and minimize the expense of annual maintenance.

If homeowners are responsible for the maintenance of the private street infrastructure, then a homeowners association must be required with specific language within the covenants that sets aside an adequate amount of funds to properly maintain the infrastructure. Improperly scheduled maintenance compromises safety and adds to the cost of future maintenance and/or replacement. Annual maintenance funds for a private street should be escrowed by the petitioner and the amount approved by the Public Works Department.

Another concern with private streets has been the trend in recent years for the homeowners to eventually request the City to accept the maintenance responsibility of these streets. If the private streets are designed, constructed and maintained properly, then the future City acceptance of the street is less of an issue.

2) Trash and garbage collection

Findings: Trash and garbage collection can occur in gated communities either by private haulers or by municipal haulers that are entitled to enter the gated area in order to deliver this basic urban service. Problems with garbage trucks can occur if the roads are not designed to withstand such vehicle loads due to substandard construction. This problem can normally be avoided by having the streets built to a standard capable of withstanding such weights.

In instances where haulers will not or cannot enter a gated residential area, some common collection area would be necessary on the exterior portion of the gate. However, the research on this issue indicates that this is not an issue because, in the vast majority of instances, haulers (whether they be municipal or private contractors) are entitled to enter gated residential areas.

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Findings: A key concern with gated entries is the potential problems they pose for emergency, fire and police response. Comments from these service providers indicate that gated entries usually pose no significant delays provided they possess a simple means of opening the access gate. Fire trucks typically will drive through an arm gate (but not a heavy grate) without any or only minimal damage to the truck. If necessary, police cars and ambulances could do the same thing but so could just about any kind of vehicle. However, the consensus of these providers is not entirely in favor of gated entries. For example, if these providers possess a universal key or card to unlock a gate, then that same type of device will generally be available to the public.

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7) Other considerations

Findings: Several other issues are of a concern with the concept of gated entries:

- a. Pedestrian/bicycle connections - Private streets and gated accessways should not be allowed when the effect is to make it more difficult to make basic connections for pedestrian and bicyclists. The City has made an effort to provide for alternative modes of transportation in the Multi-Modal Transportation Plan. When private streets and gated entries would prevent such systematic networks, they should not be allowed.
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- c. Parcel and goods delivery - Gated entries will create added difficulties for certain deliveries such as for UPS, Federal Express, or for basic goods such as furniture and appliance deliveries, or for home repairs and similar services. Gated entries do pose some inconveniences for these types of deliveries.

PART II GATED ENTRY TO COUNTRY CLUB TOWNHOMES

SUMMARY: This proposal is to amend the final plan/plat approval for Country Club Townhomes, originally reviewed as Country Club Estates. The approved proposal did not indicate the intention to place a gated entry into the site and to designate the two proposed streets, Club Court and North Club Court, as private streets. In order to review this

amended proposal, a number of issues need to be considered with this request. It is probable that a decision allowing private streets with a gated entry could give significant policy direction on similar types of requests in the future.

1) Private streets: Should the streets in this subdivision be allowed as private rather than public streets?

Findings: The petitioner proposes to construct both Club Court and North Club Court to the City standard. However, these streets could not become public rights-of-way if there is a restricted entry such as a gate. The City Council, in a recent decision, was agreeable to allowing a public street more narrow than the City standard. However, this same street was not allowed as a private street. If a gated entry is allowed, the street will have to be private.

As stated in Part I, the Public Works Department recommends that private streets be designed and constructed to the same City standards as public streets. Safety for users, whether pedestrians or motorists, is a concern. By requiring the private streets to be built to the City design standard (which would include curb, gutter, and sidewalks) and by requiring a homeowners association which will have maintenance responsibilities for the street, this issue can be satisfied.

2) Trash and garbage collection: how will trash and garbage (solid waste) be removed from the site?

Findings: Current City policy requires all residential developments, except for apartment buildings with more than seven units, to be served by the City trash haulers. Under the proposed circumstances, this development would have to provide a common trash collection area on the exterior portion of the gate. This would place it close to or next to a public street. Even if such an area were properly screened and enclosed, trash enclosures generally do not make an attractive entry feature to a residential development. In addition, the placement and design of trash collection will have to consider the City's future intention of purchasing automated garbage trucks with sidearm (as opposed to front end) loading.

The petitioners' proposal is to handle trash and garbage collection by contracting with a private hauler. Such an arrangement could be contrary to the City's existing policy as noted above. If the petitioner desires to pursue an alternative to the City's present policy, an exemption from the City Council would be necessary to allow either a private trash hauler to collect the garbage or to allow City garbage trucks to enter a private street in order service individual residences.

3) Fire, police and emergency services: is access through the gate sufficient and reasonable to avoid undue delays so as not to jeopardize the health and safety of residents?

Findings: Comments received from the fire and police indicate that gated entries usually pose no significant delays provided a lock key or similar device is used for the gate. A disengaging device (master key or card) for the gate would have to be provided to all such service providers so that no delays occur, particularly in life-threatening circumstances.

4) Utility services: can public services and utilities get reasonable access to the site if needed?

Findings: In this proposal, having only a gated entry but no fence enclosing the remainder of the property reduces this access to an extent if easements are placed to allow alternative access for service providers. For example, the multi-purpose easement on the northeast portion of the site could be accessed from Westcliff Drive, a public right-of-way, rather than having to go through the gated entry.

5) Stacking and turnaround requirement: what is an adequate or minimum length of distance to allow vehicles to queue in front of the gate without blocking a public street and how do vehicles maneuver if they discover they have no right or means of going through the locked gate and need to reverse direction in order to leave?

Findings: At this point, the City desires an area in front of a gate that would allow three standard-length vehicles to queue in front of a closed gate. This amounts to a linear distance of 60 feet. The position of the gate in this proposal would have to be relocated to meet this distance so that vehicles would not stack into the public right-of-way causing traffic and safety hazards.

In this proposal, an area to turnaround vehicles is not provided. This would potentially create a difficult situation for someone entering the private drive but having no ability to pass through the gate. This is really a minor problem in this instance. However, consideration is necessary since this question should be addressed in some manner to provide policy guidance for future situations. A simple solution may be to place a sign at the intersection identifying the street as a private way. If someone mistakenly turns, there would still be time and space to allow a turn back onto the street before getting all the way to the gate itself.

6) Segregation from larger community: what are the social impacts to the larger community by allowing restricted access to this residential area?

Findings: The arguments go both ways in evaluating the appropriateness or political correctness of allowing gated entries. If favorable circumstances would permit a gated entry, they would be (a) when the number of residences is low to moderate, (b) when the street network would have no possible connection to the regional transportation system, (c) when the private streets are built to the full City standard as a safeguard for future dedication, and, (d) when the decision or choice to permit such entries can be reversed with little or no public cost and harm.

Under this proposal, the approved 23 residential units is a modest-sized development. The street layout, as approved by the Planning Commission, is two dead-end streets that provide for no future connection to Westcliff Drive or any other public right-of-way. Both of these streets will be built to a full City width standard even though they are intended as private streets. If the gated entry presents difficulties of a nature that it should be reconsidered, particularly by the residents living with it, then there will be the future option of removing

it at a marginal cost. Given these circumstances in this situation, it is difficult not to allow the petitioner to go forward with the request and allow it to be a test case for similar types of future proposals.

CONCLUSION: The City's position on gated entries or gated communities needs to be established. This proposal to amend the final plan/plat for Country Club Townhomes must be reviewed on its own merits. However, the policy implications for how similar types of future requests will be regarded is important.

At this time, the manner of certain service deliveries is still uncertain or unclear. This is particularly the case with trash and garbage collection. Under current City policy, a private hauler may not be allowed to collect trash and garbage from this site. Or, even if the City allows it the residents might still be assessed a collection fee which would amount to a service charge without the service being performed.

Emergency service providers seem more comfortable with the arrangement of a gated entry and do not see the restrictive access as a problem should a response be necessary. Thus, the issue boils down to which direction the City desires to go regarding gated entries and communities.

If gated entries are allowed in the City, this proposal represents a situation in which such an entry would be innocuous. That is because the street pattern has already been approved to allow both Club Court and North Club Court to be cul-de-sacs. There is no likelihood that these streets would ever connect to other through streets. In addition, if for some reason there are problems with this particular gated entry, they will be localized to a couple dozen residents and the problems will not be incorrigible. The simple solution, in this instance, will be simply to remove the offending gate and the residents will still have a fashionable entry feature to their townhome development.

If this amended proposal is approved, then all previous conditions of approval for the Country Club Townhomes final plan/plat (file #121-94[2]) shall apply with one exception. The sidewalk connection from North Club Court to 12th Street, necessary for pedestrian circulation if public streets are built, would no longer be required.

Gated entries should not be allowed in any and all cases. When they have the deleterious effect of constraining the regional transportation network, causing real or potential basic service delivery problems, or segregate the community in a dysfunctional manner, they should be prohibited. However, this means that each proposal needs to be evaluated on its own merits with consideration to how it will address the issues presented above as well as other issues that may be singular to its development.

STAFF RECOMMENDATION: Staff recommends approval of the amended Final Plan/Plat for Country Club Townhomes to allow private streets and a gated entry, as proposed, with the following conditions:

- 1) All previous conditions of approval for the Country Club Townhomes final Plan/Plat shall apply except that a sidewalk connection from North Club Court to 12th Street is not required.
- 2) The final plat shall designate a common, enclosed trash collection area outside the gated entry in order to allow City garbage haulers to collect trash and garbage without having to enter private property or travel on private streets. Should the petitioner desire to pursue alternative arrangements for trash and garbage service, the two options are to get an exemption from the City Council's policy of exclusive trash and garbage service by City haulers or to have the City Council agree to allow City trucks to enter private streets in order to collect garbage.
- 3) The final plat shall identify the gated entry feature and identify the streets as private tracts dedicated to the homeowners.
- 4) Club Court and North Club Court must both be reserved and identified as full-width, multi-purpose easements on the final plat.
- 5) The gate entry shall provide for at least 60 feet of stacking distance from the nearest public right-of-way.
- 6) A sign at the entrance to the site shall identify the street as a gated, private street with restricted access.
- 7) All public service and utility providers shall have 24-hour access through the gate in order to attend to either routine or emergency needs.
- 8) The homeowners association shall establish an annual maintenance fund for the private streets. The form and financial mechanisms of this fund shall be submitted by the petitioner for review and approval by the Public Works Department prior to the release of the Development Improvements Agreement.

(Form for approval of filing & recording of SUBDIVISION PLATS)

SB-142-95

MESA COUNTY SURVEYOR
544 ROOD AVE.
GRAND JUNCTION, CO 81502
(303) 244-1821

This is to certify that the SUBDIVISION PLAT described below

COUNTRY CLUB TOWNHOMES

has been reviewed under my direction and to the best of my knowledge it conforms with the necessary requirements pursuant to the Colorado Revised Statute 1994, 38-51-106 for the recording of Land Survey Plats in the records of the County Clerk's Office. This approval does not certify as to the possibility of omissions of easements and other Rights-of-Way or Legal Ownerships.

Dated this 20th day of JuLY, 1995.

Signed: Udell S. Williams by Ken Swearingin
UDELL S. WILLIAMS

RECORDED IN MESA COUNTY RECORDS

DATE: _____

BOOK: 14 PAGE: 377-378-379

DRAWER: BB48

Recording of this plat is subject to all approved signatures & dates.

1727057 1132AM 08/21/95
MONIKA TODD CLK&REC MESA COUNTY CO



Grand Junction Community Development Department
Planning • Zoning • Code Enforcement
250 North Fifth Street
Grand Junction, Colorado 81501-2668
(970) 244-1430 FAX (970) 244-1599

July 24, 1995

Thomas Logue
LANDesign
200 N. 6th Street
Grand Junction, CO 81501

RE: Country Club Estates (Our File #121-94(2))

Dear Tom,

We have reviewed your recent submittals (final plans, final plat, development improvements agreement, and disbursement agreement) and have identified the following items which must be addressed. I have divided the comments by review agency.

Development Engineer

1. The placement of the gate does not meet the 60 feet from right-of-way criteria as approved by Planning Commission and City Council.
2. It appears a railing will be needed on one or both sides of the sidewalk above the ends of the culvert. There is a five (5) foot dropoff from the sidewalk to the drainage.
3. The drainage fee, as calculated based on the land use summary provided on the plans, is \$12,340.68.
4. The curb, gutter and sidewalk must extend to the 12th Street right-of-way and not end short of it as shown on the plans.
5. The project approval included the requirement to place a sign at the entrance of the development identifying it as a gated private street. This must be shown on the plans.
6. The plans call for retaining walls at the perimeter of the project with a "design by others." Please provide the retaining wall design.
7. The turn-around provided on the plans may cause some problems for traffic entering while a vehicle is using the turn-around. The turn-around design must be modified to eliminate the turn-out and provide a break in the island in front of the gate to accommodate turn-around vehicles.

Thomas Logue; Re: Country Club Townhomes
July 24, 1995

2

Police Department

- ✓ 1. Same concern as #7 in Development Engineer's comments.

City Property Agent

Comments on final plat:

1. The legend does not show found hinge nail for W 1/16 corner.
2. The found hinge nail for the W 1/16 corner should be referenced in the basis of bearings statement.
3. Is the 450 square feet of ROW at the corner of 12th Street and G Road to be dedicated to the City?
4. Where is the open space referenced in the dedication language?
5. Where are the irrigation easements referenced in the dedication language?

Fire Department

- ✓ 1. The American Access 11-001 mounting pedestal may not be high enough for the responding engine to access. Most of our engines would require a height of 5'-0" for ready access by the driver. Without this height, the crewmember would have to get out of the engine, obtain the key from the engineer, open the gate and then get back in the engine. This could pose a potential for time delays in the event of an emergency response. Other response equipment such as ambulances and rescue trucks also would utilize the 5'-0" access pedestal.

Community Development

- ✓ 1. Gate details (type, model, etc.) as identified in brochure must be included in plans.
- ✓ 2. "Site Plan" drawing identifying approved building locations and setbacks must be provided and will be recorded with the plat. Please provide print for review.

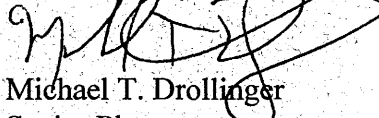
Issues related to the plans must be resolved prior to approval of the plans for construction. Issues related to the plat and development agreement must be resolved prior to plat recording. The CC&Rs are presently being reviewed by the City Attorney's office and comments will be forwarded to you under separate cover.

Thomas Logue; Re: Country Club Townhomes
July 24, 1995

3

Please do not hesitate to contact me if you have any questions. I suggest you contact the review agencies directly if you have specific questions related to the above items.

Sincerely yours,



Michael T. Drollinger
Senior Planner

cc: Denny Granum, Monument Homes
Dave Stassen, Police Department
Jody Kliska, Development Engineer
Steve Pace, City Property Agent's Office
Duncan Brown, Fire Department

CITY OF GRAND JUNCTION FILE #121-94(2) FINAL PLAT/PLAN FOR COUNTRY CLUB TOWNHOMES LOCATED AT THE SE CORNER OF 12TH STREET & G ROAD IN THE CITY OF GRAND JUNCTION HAS BEEN REVIEWED AND APPROVED BY THE UTILITY COORDINATING COMMITTEE.

Phil Beutanol

CHAIRMAN

8-9-95

DATE

M. Drollinger

INTEROFFICE MEMORANDUM

TO: Dan Wilson

FROM: Mark Relph *MR*

RE: Street Maintenance Costs for Country Club Townhomes

DATE: August 10, 1995

RECEIVED GRAND JUNCTION
PLANNING DEPARTMENT
AUG 15 1995

At your request, I am providing you the costs to maintain the residential streets within the proposed Country Club Townhome project. The costs are divided into two categories; minimum maintenance services and optional services.

The length of the streets within the subdivision have been measured at approximately 550 linear feet, or 0.2 lane miles, including two 48 foot cul-de-sacs. The City's cost for services are typically measured per lane mile of street, unless otherwise noted.

[1] Minimum Maintenance Services:

		lane mi.	annual
		cost	cost

[A] Crack filling	= 0.20 Single-lane mile	\$ 235	= \$ 47
[B] Seal Coating	= 0.20 Single-lane mile	\$ 664	= \$ 133
[C] Asphalt overlay	= 0.20 Single-lane mile	\$2,710	= \$ 542
[D] Patching	= 0.20 Single-lane mile	\$1,807	= \$ 361

	Subtotal		= \$1,083

These annual costs assume that crack filling and seal coating are performed once every 10 years. Asphalt overlays are assumed to be 3 inches in thickness and performed once every 15 years. The annual cost for providing these services has been estimated by taking the total cost of completing the service, divided by the frequency of service (i.e. years).

[2] Optional Services:

Additional services that could be provide with their related annual costs are:

	Unit cost	annual cost
[1] Street Sweeping = 0.20 Curb-lane mile	\$1,312	= \$ 262
[2] Fall Leaf pick up and Spring Trash Removal programs = \$6.08 per residential household * 24 units	\$ 6	= \$ 144
	Subtotal =	\$ 406

The total of the minimum maintenance services and the optional services is \$1,489 per year.

c: J. Kliska
M. Drollinger
T. Volkmann
file:crtyclb

LANDesign, Ltd.

200 North 6th Street • Suite102 • Grand Junction • Colorado 81501 • 303-245-4099

DATE: 8-21-95

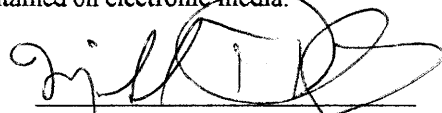
TO: Michael Prollinger
City of Grand Junction

RE: Country Club Town Homes.

LANDesign Limited Agrees to provide an electronic disk for the referenced project subject to the following conditions.

Therefore, the recipient agrees as follow:

1. Due to the potential that the information set forth on the electronic media (hereafter referred to as "Disk") can be modified unintentionally or otherwise; LANDesign Limited shall reserve the right to remove all indices of its ownership, professional partnership name, and /or involvement form each electronic medium (and its contents) not in its possession.
2. The recipient recognizes that use of such Disk will be at their sole risk and without any liability risk or legal exposure to LANDesign Limited. Furthermore, recipient shall, to the fullest extent permitted by, law, defend, indemnify and hold harmless LANDesign Limited from all claims, damages, losses, and expenses including attorney fees arising out of or resulting from the sue of such Disk or data contained on such Disk.
3. The use of this Disk is restricted to the original site and project for which it was prepared. Disk or material prepared from said disk shall not be used for other projects, or be transferred to any other party for use on other projects. Reuse for reproduction of the disk, data, or documents prepared from, by, or with this Disk (in whole or in part) for any other purpose for which the material was not strictly intended, is prohibited. Possession of this Disk, or documents is prima facie evidence of the acceptance of these restrictions.
4. Recipient recognized that information stored on electronic media including, but not limited to, computer disk prepared by LANDesign Limited may not be 100% compatible with their own computer system due to differences in computer hardware and software. Therefore, recipient agrees that LANDesign Limited shall not be held liable for the completeness or accuracy of any materials or documents prepared from such Disk or data contained on such Disk.
5. Recipient recognizes that designs, plans, and data stored on electronic media, including, but not limited to computer disk may be subject to undetectable alteration and /or uncontrollable deterioration. Recipient therefore agrees that LANDesign Limited shall not be held liable for the completeness, accuracy, deviations of actual construction or any drawing errors contained on electronic media.



Recipient Signature

121-94(2)

(Form for approval of filing & recording of SUBDIVISION PLATS)

SB-135-95

MESA COUNTY SURVEYOR
544 ROOD AVE.
GRAND JUNCTION, CO 81502
(970) 244-1821

This is to certify that the SUBDIVISION PLAT described below

THE VILLAS AT COUNTRY CLUB

FILING NO. ONE

has been reviewed under my direction and to the best of my knowledge it conforms with the necessary requirements pursuant to the Colorado Revised Statute, 38-51-106 and the Mesa County Land Development Code for the recording of subdivision plats in the office of the Mesa County Clerk and Recorder. This approval does not certify as to the possibility of omissions of easements and other rights-of-way or legal ownerships.

Dated this 8th day of March, 1996.

Signed: Udell S. Williams by Ken Swearingin
UDELL S. WILLIAMS

RECORDED IN MESA COUNTY RECORDS

DATE: _____

BOOK: 15 PAGE: 56 + 57

DRAWER: BB 114

Recording of this plat is subject to all approved signatures & dates.

20.⁰⁰ 1⁰⁰

1750959 0419PM 03/25/96
MONIKA TODD CLK&REC MESA COUNTY CO

EXHBIT "B" - PHASE II - THE VILLAS AT COUNTRY CLUB JAN. 14, 1997
ROADWAY & DRAINAGE IMPROVMENTS

ITEM	DESCRIPTION	UNIT	QUANTITY	UNIT PRICE	TOTAL
1	Excavation	CY	0	\$1.25	\$0.00
2	Sub-Grade Preparation	SY	1333	\$1.95	\$2,599.35
3	Class 6 ABC	CY	148	\$19.00	\$2,812.00
4	Grading C HBP	TON	262	\$26.00	\$6,812.00
5	Ditch Crossing	LS	1	\$1,000.00	\$1,000.00
6	6'-6" Curbwalk	LF	257	\$16.00	\$4,112.00
7	4'-0" Sidewalk	LF	0	\$20.00	\$0.00
8	2'-0" Curb & Gutter	LF	155	\$12.00	\$1,860.00
9	Fillets & Cross Pans	SF	370	\$3.55	\$1,313.50
10	Street Light	EA	1	\$1,200.00	\$1,200.00
11	Traffic Control Signs	EA	3	\$125.00	\$375.00
12	Adjust MH's & Valves	EA	3	\$135.00	\$405.00
TOTAL ROADS					\$22,488.85

SANITARY SEWER

ITEM	DESCRIPTION	UNIT	QUANTITY	UNIT PRICE	TOTAL
1	8" Sanitary Sewer Main	LF	245	\$14.00	\$3,430.00
2	4" Sanitary Sewer Main	LF	645	\$8.25	\$5,321.25
3	Standard Manhole	EA	2	\$1,250.00	\$2,500.00
4	Trench Compaction	LF	350	\$3.50	\$1,225.00
5	Pipe Bedding	CY	54	\$8.00	\$432.00
6	Service Connections	EA	7	\$38.00	\$266.00
7	Join Existing	EA	0	\$500.00	\$0.00
TOTAL SANITARY SEWER					\$13,174.25

EXHIBIT "B" - PHASE II - THE VILLAS AT COUNTRY CLUB JAN. 14. 1997

ITEM	DESCRIPTION	UNIT	QUANTITY	UNIT PRICE	TOTAL
1	8" PVC Water Main	LF	270	\$14.50	\$3,915.00
2	8" Gate Valve w/Box	EA	0		\$0.00
3	Join Existing Water Main	EA	0		\$0.00
4	Service Connection	EA	7	\$335.00	\$2,345.00
5	Trench Compaction	LF	480	\$2.00	\$960.00
6	Fire Hydrant Assembly	EA	1	\$1,500.00	\$1,500.00
7	Asphalt Replacement	LF	0	\$25.00	\$0.00
TOTAL DOMESTIC WATER					\$8,720.00
ELLANEOUS					
ITEM	DESCRIPTION	UNIT	QUANTITY	UNIT PRICE	TOTAL
1	Design/Engineering	LS			\$2,500.00
2	Construction Surveying Only	LS			\$3,000.00
3	Developer's Inspection Cost	LS			\$1,000.00
4	Quality Control Testing	LS			\$2,500.00
5	City Inspection Fees	LS			\$1,000.00
6	General Const. Supervision	EA			\$5,200.00
TOTAL MISCELLANEOUS					\$15,200.00
GRAND TOTAL					\$59,583.10

121-94(2)

Sunshine Development Co.
210 Main Street
Delta, Colorado 81416

Fax Cover Sheet

DATE:	February 3, 1997	TIME:	11:38 AM
TO:	Michael Drollinger City of Grand Junction	FAX:	(970) 244-1599
FROM:	John Moir Rep. for Country Club Estates	FAX:	(970) 874-7605

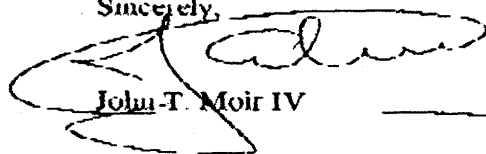
Number of pages including cover sheet: (3)

Message

Michael, enclosed are the cost estimates for the remaining cul-de-sac to be built at the Villas, as per Phil Hart at Land Design. I've also talked to Dave Zollner at Mesa National Bank and he has agreed to sign onto an Disbursement Agreement for the construction of these improvements. I will get the required signatures on both the Disbursement Agreement and the Development Improvements Agreement and bring them into the city to get this all finalized. I would like some feedback in terms of the "effective date" and the "commencement and completion periods".

Thanks for your assistance with this matter.

Sincerely,



John T. Moir IV

RECEIVED GRAND JUNCTION
PLANNING DEPARTMENT
FEB 3 1997

Jan 10-97 03:53P

P.02

EXHIBIT "B" - PHASE II - THE VILLAS AT COUNTRY CLUB JAN. 14, 1997
 ROADWAY & DRAINAGE IMPROVMENTS

ITEM	DESCRIPTION	UNIT	QUANTITY	UNIT PRICE	TOTAL
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2	Sub-Grade Preparation	SY	1333	\$1.95	\$2,599.35
3	Class 6 ABC	CY	148	\$19.00	\$2,812.00
4	Grading (HBP)	TON	262	\$26.00	\$6,812.00
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6	6'-6" Curbwalk	LF	257	\$16.00	\$4,112.00
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11	Traffic Control Signs	EA	3	\$125.00	\$375.00
12	Adjust M/I's & Valves	EA	3	\$135.00	\$405.00
TOTAL ROADS					\$22,488.85

SANITARY SEWER

ITEM	DESCRIPTION	UNIT	QUANTITY	UNIT PRICE	TOTAL
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5	Pipe Bedding	CY	54	\$8.00	\$432.00
6	Service Connections	LA	7	\$38.00	\$266.00
7	Join Existing	EA	0	\$500.00	\$0.00
TOTAL SANITARY SEWER					\$13,174.25

JAN-16-97 03:53P

P.03

EXHIBIT "B" - PHASE II - THE VILLAS AT COUNTRY CLUB JAN. 14, 1997

ITEM	DESCRIPTION	UNIT	QUANTITY	UNIT PRICE	TOTAL
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2	8" Gate Valve w/Box	EA	0		\$0.00
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7	Asphalt Replacement	LF	0	\$25.00	\$0.00
TOTAL DOMESTIC WATER					\$8,720.00

MISCELLANEOUS

ITEM	DESCRIPTION	UNIT	QUANTITY	UNIT PRICE	TOTAL
1	Design/Engineering	LS			\$2,500.00
2	Construction Surveying Only	LS			\$3,000.00
3	Developer's Inspection Cost	LS			\$1,000.00
4	Quality Control Testing	LS			\$2,500.00
5	City Inspection Fees	LS			\$1,000.00
6	General Const. Supervision	EA			\$5,200.00
TOTAL MISCELLANEOUS					\$15,200.00

GRAND TOTAL**\$59,583.10**

29. Conditions of Acceptance.

- a. The City shall have no responsibility or liability with respect to any street, or other improvement(s), notwithstanding the use of the same by the public, unless the street or other improvements shall have been accepted by the City. "Accepted by the City" means a separate writing wherein the City specifies which improvements have been accepted and the date from which warranty(ies) shall run
- b. Prior to requesting final acceptance of any street, storm drainage facility, or other required improvement(s), the Developer shall: (i) furnish to the City Engineer as-built drawings in reproducible form, blue-line stamped and sealed by a professional engineer and in computer disk form and copies of results of all construction control tests required by City specifications; (ii) provide written evidence to the City Engineer under signature of a qualified expert that the earth, soils, lands and surfaces upon, in and under which the improvements have been constructed, or which are necessary for the improvements, are free from toxic, hazardous or other regulated substances or materials; (iii) provide written evidence to the City Engineer that the title to lands underlying the improvements are merchantable and free and clear from all liens and encumbrances, except those liens and encumbrances which may be approved in writing by the City Engineer.

30. Phased Development. If the City allows a street to be constructed in stages, the Developer of the first one-half street opened for traffic shall construct the adjacent curb, gutter and sidewalk in the standard location and shall construct the required width of pavement from the edge of gutter on his side of the street to enable an initial two-way traffic operation without on-street parking. That Developer is also responsible for end-transitions, intersection paving, drainage facilities, and adjustments to existing utilities necessary to open the street to traffic.

Director of Community Development _____ Date _____

City of Grand Junction
250 North 5th Street
Grand Junction, CO 81501

x Sub. Cottler Mgr _____ 2/20/97
Developer _____ Date

(If Corporation, to be signed by President and attested to by Secretary together with the Corporate seal.)

DISBURSEMENT AGREEMENT
Page 3 of 4

6. **IMMUNITY:** Nothing contained in this Agreement constitutes a waiver of the City's sovereign immunity under applicable state law.

Dated this _____ day of _____, 199__

(BANK)

By _____
Title _____

Address _____

(DEVELOPER)

X B. John Gattuso MGR

256 Gorge Rd. 19J
Address

Cliffside Park N.J. 07010

CITY OF GRAND JUNCTION

By _____
Community Development

Notwithstanding the terms of the foregoing Disbursement Agreement (Improvement Guarantee) by and between _____ Developer, _____ as Bank, and the City of Grand Junction, the following are the individuals authorized to sign written requests for the disbursement of the Funds:

DEVELOPER:

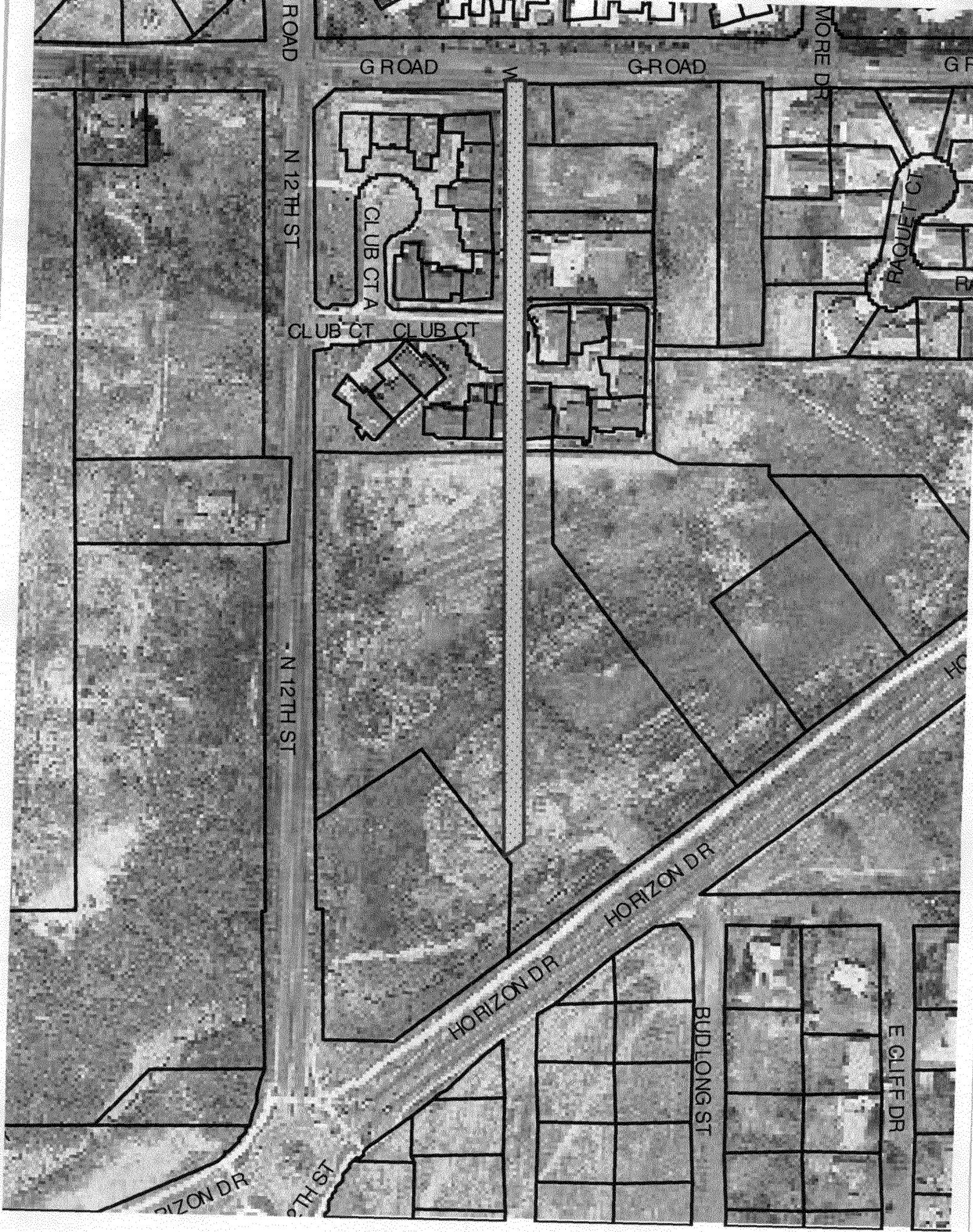
(name) _____
(signature)

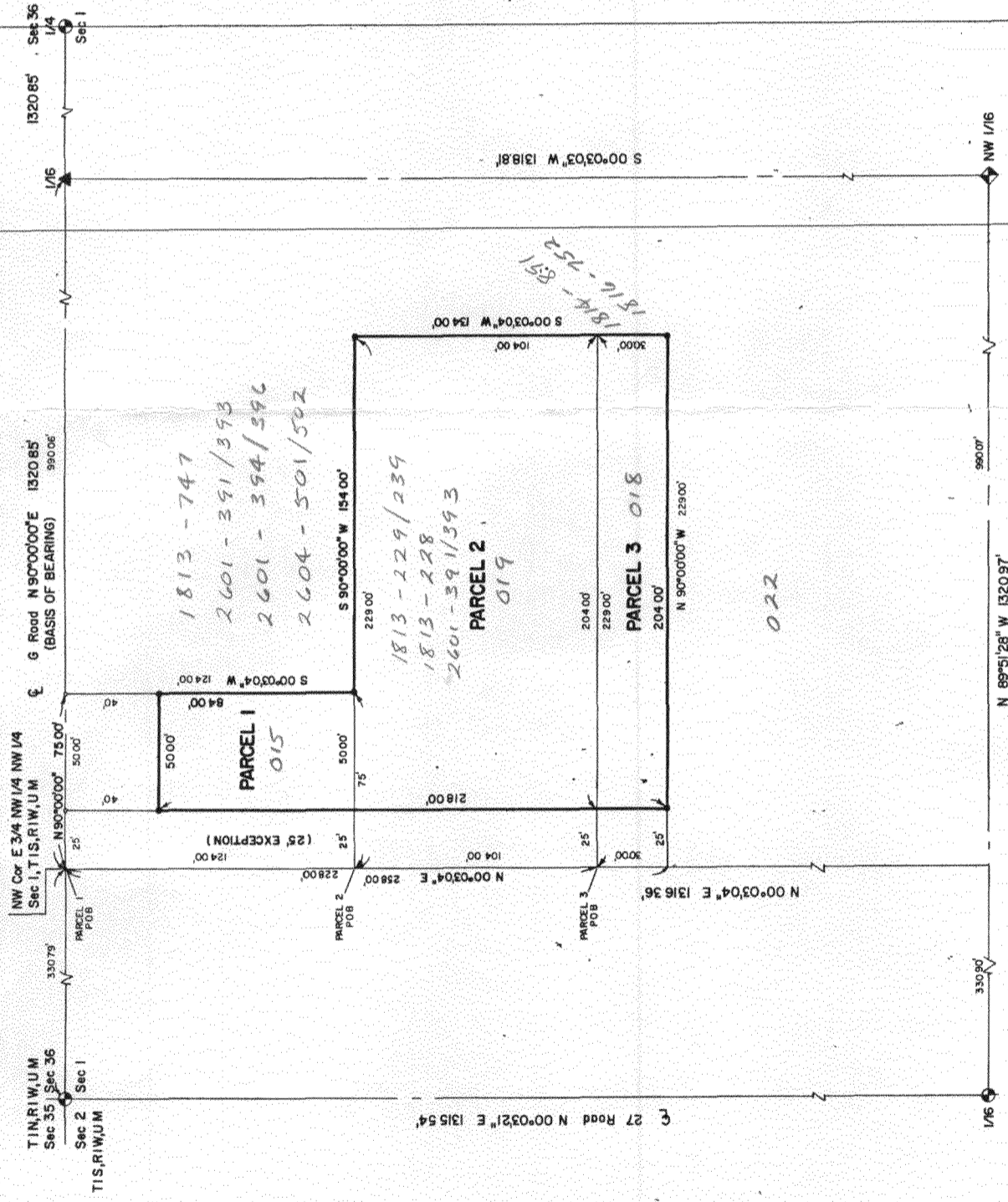
(name) _____
(signature)

(name) _____
(signature)

DEVELOPER'S GENERAL CONTRACTOR:

(name) _____
(signature)





PROPERTY DESCRIPTION:

PARCEL 1
Beginning at the Northwest corner of the East 3/4 NW 1/4 NW 1/4 of Section 36, Township 1 South, Range 1 West of the Ute Meridian, thence East 75 feet, thence South 124 feet, thence North 124 feet to the Point of Beginning,
EXCEPT the West 25 feet for road right-of-way as granted to the County of Mesa by instrument recorded August 22, 1963 in Book 852 at Page 452,
MESA COUNTY, COLORADO

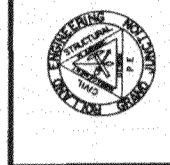
PARCEL 2
Beginning at a point 124 feet South of the Northwest corner of the East 3/4 of the NW 1/4 NW 1/4 of Section 1, Township 1 South, Range 1 West of the Ute Meridian, thence East 229 feet, thence South 104 feet, thence West 229 feet, thence North 104 feet to the Point of Beginning,
EXCEPT the West 25 feet for road right-of-way as granted to the County of Mesa by instrument recorded August 22, 1963 in Book 852 at Page 452,
MESA COUNTY, COLORADO

PARCEL 3
Beginning at a point 228 feet South of the Northwest corner of the East 3/4 of the NW 1/4 NW 1/4 of Section 1, Township 1 South, Range 1 West of the Ute Meridian, thence East 229 feet, thence South 30 feet, thence West 229 feet, thence North 30 feet to the Point of Beginning,
EXCEPT the West 25 feet for road right-of-way as granted to the County of Mesa by instrument recorded August 22, 1963 in Book 852 at Page 452,
MESA COUNTY, COLORADO

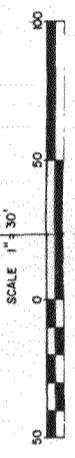
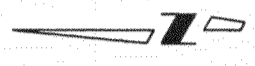
SURVEYOR'S CERTIFICATE

I hereby certify to the best of my knowledge and belief the accompanying plat is a true and accurate representation of a field survey made under my direct supervision on November 14, 1990 and that all information pertinent to said survey is shown on this plat

Cecil D. Gaster
Cecil D. Gaster
Registered Professional
P.L.S. No. 24943



ROLLAND ENGINEERING
518 29 Road
Silver, Colorado 81501
(303) 743-9300



NOTICE: According to Colorado law you must commence any legal action based upon any defect in this survey within three years from any date in this survey be commenced more than ten years from the date of the certification shown herein.

LEGEND

- SET 5/8" IRON AND CAP-ROLLAND ENGINEERING P.L.S. 24943
- o SLE PK NAIL
- FOUND MESA COUNTY SURVEY MONUMENT
- FOUND BLM SURVEY MONUMENT
- ▲ FOUND HINGE BOLT AT 1/16 POSITION AND REFERENCED BY BLM

LAND SURVEY DEPOSITED
WELLS COUNTY, COLORADO OFFICE
DATE: 3/21/91
PLAT: 1-11-90
REF: 1-11-90 503-91

NO.	DATE	REVISION

BOUNDARY SURVEY
PREPARED FOR G ROAD INVESTORS

Sec. 1, T1S, R1W

Deposit 503-91

From: Mike Best
To: Rick Dorris
Date: 5/16/03 8:41AM
Subject: Fwd: Sharon Tyrie / problems with road

#145-93
#21-94
#121-94

Here you go.

Thanks for looking at this. Good Luck

Mike Best


>>> Trenton Prall 05/15/03 05:43PM >>>

Mike, I did not get a hold of this lady today and was hoping you might be able to give her a call and figure out where she is and what she is interested in us fixing.....this may be a Doug Cline / Street Dept issue, but if you could call her at 243-4863 it would be appreciated.

FYI, she has called with a drainage problem with road and GJDD told her to call me.

Thanks and have a good weekend. TCP

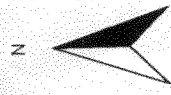
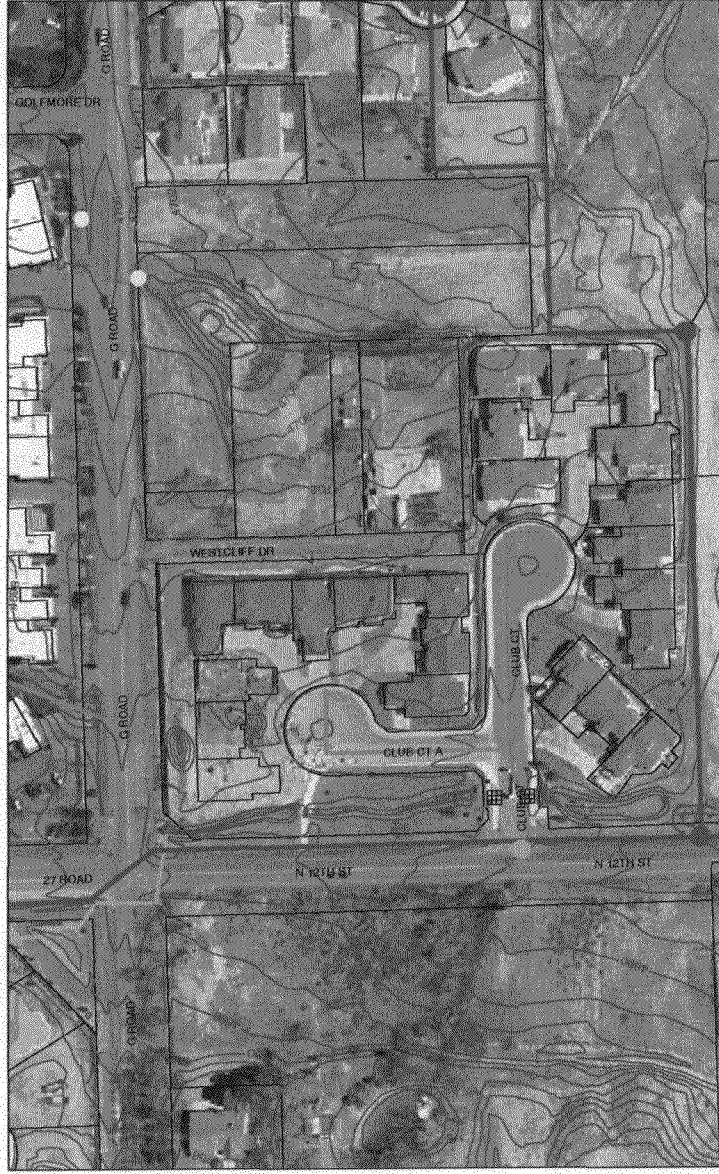
Also call TED Martin

Colorado Asphalt  Pavement Association
6880 South Yosemite Court, Suite 110
Englewood, Colorado 80112
303.731.6150 Fax 303.431.6125

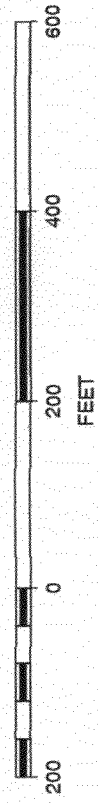
*Texas file # -
99-036
98-05~
99-218
SS-2001-048*

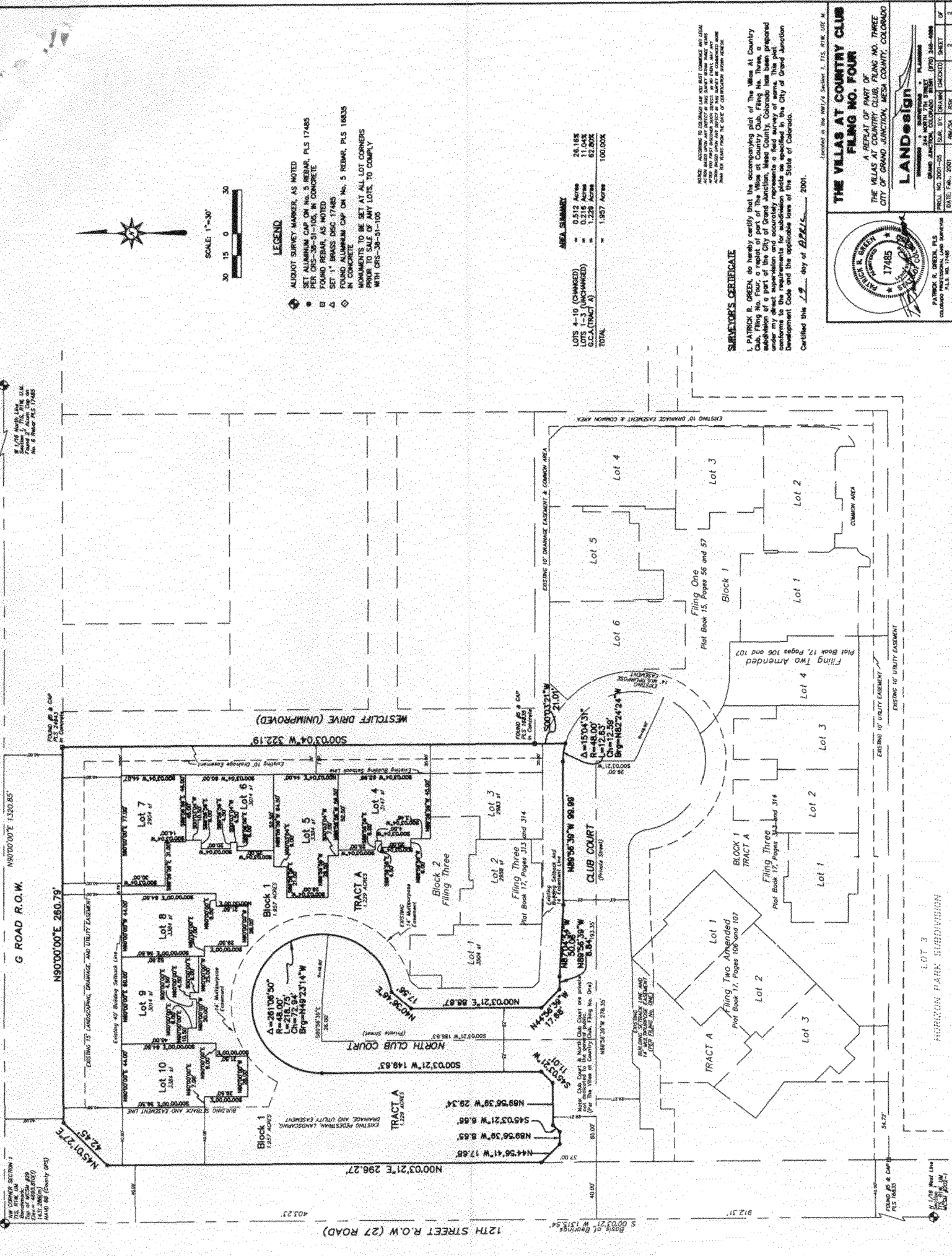
City of Grand Junction GIS Sewer Map

	PUMP STATIONS
	SANITARY MANHOLES
	PRIVATE MANHOLES
	COMBINED SANITARY MANHOLES
	STORM MANHOLES
	CATCH BASINS
	IRRIGATION GATES
	CATCH BASIN LATERALS
	Abandoned
	FORCE MAINS
	FORCE MAINS-NOT SURVEYED
	COMBINED SEWER
	SANITARY SEWER
	SANITARY SEWER-NOT SURVEYED
	STORM SEWER



SCALE 1 : 2,400





LEGEND

- ALIQUOT SURVEY MARKER, AS NOTED
- SET ALUMINUM CAP ON NO. 5 REBAR, PLS 17485
- FOUND REBAR, AS NOTED
- △ SET 1" BRASS DISC 17485
- ◇ FOUND ALUMINUM CAP ON NO. 5 REBAR, PLS 18635

MONUMENTS TO BE SET AT ALL LOT CORNERS PRIOR TO SALE OF ANY LOTS, TO COMPLY WITH CRS-38-91-105

AREA SUMMARY

LOTS 4-10 (CHANGED)	= 0.513 Acres	26.65%
LOTS 1-3 (UNCHANGED)	= 0.218 Acres	11.04%
G.C.A. (TRACT A)	= 1.229 Acres	62.80%
TOTAL	= 1.960 Acres	100.00%

SURVEYOR'S CERTIFICATE

I, PATRICK R. GREEN, do hereby certify that the accompanying plat of The Villas At Country Club, Filing No. Four, a hereby part of the City of Grand Junction, Mesa County, Colorado has been prepared in accordance with the requirements for subdivision plats as specified in the City of Grand Junction Development Code and the applicable laws of the State of Colorado.

Certified this 17th day of APRIL, 2001.

THE VILLAS AT COUNTRY CLUB
FILING NO. FOUR

A REPEAT OF PART OF
THE VILLAS AT COUNTRY CLUB, FILING NO. THREE
CITY OF GRAND JUNCTION, MESA COUNTY, COLORADO

LANDesign

GRAND JUNCTION, COLORADO (870) 248-0000
P. JAMES R. GREEN, P.L.S.
COLUMBIA, MISSISSIPPI (601) 735-1748

PLAT NO. 2001-05 SUR. BY: DRAWN (CHECKED) SHEET OF
DATE: F.M., 2001 RM/DA RSK 2 2

Seal: PATRICK R. GREEN, P.L.S., No. 17485, State of Colorado

THE VILLAS AT COUNTRY CLUB FILING NO. FOUR

A REPLAT OF PART OF THE VILLAS AT COUNTRY CLUB, FILING NO. THREE
IN THE CITY OF GRAND JUNCTION, MESA COUNTY, COLORADO

DEDICATION

KNOW ALL MEN BY THESE PRESENTS:

That the undersigned Wrights Mesa, L.L.C., a Colorado Limited Liability Company and The Villas at Country Club Homeowners Association, a Colorado Nonprofit Corporation are the owners of that real property situated in the NW1/4 NW 1/4 of Section 1, Township 1 South, Range 1 West of the Ute Meridian, County of Mesa, State of Colorado, being more particularly described as follows:

Tract A, Block 2 (transferred to The Villas at Country Club Homeowners Association in Book 2710, Page 40), and Lots 4 through 10, Block 2, The Villas at Country Club, Filing No. Three, as recorded in Plat Book 17, Pages 313 and 314, a subdivision located in the City of Grand Junction, Mesa County, Colorado.

That said owners have caused the real property to be laid out and platted as The Villas At Country Club, Filing No. Four, a subdivision of a part of the City of Grand Junction, Colorado, That said owners do hereby dedicate and set apart real property as shown and labeled on the accompanying plat of The Villas At Country Club, Filing No. Four as follows:

All Areas labeled as Common Areas (TRACT A) to The Villas At Country Club Homeowners Association Inc., a Colorado nonprofit corporation, for the purposes of the Association, including but not limited to ingress, egress, landscaping and signs, as described in Deed recorded at Book _____ Page _____

All those portions of said real property not occupied by building structures on the accompanying plat as non-exclusive perpetual utility easements to the City of Grand Junction and the Public Utilities for use as non-exclusive perpetual easements for the installation, operation, maintenance, and repair of utilities and appurtenances thereto including, but not limited to electric lines, Cable TV lines, natural gas pipelines, sanitary sewer lines, water lines, and telephone lines.

All easements include the right of ingress and egress on, along, over, under, and through and across by the beneficiaries, their successors, or assigns, together with the right to trim or remove interfering trees and brush, provided, however, that the beneficiaries of said easements shall utilize the same in a reasonable and prudent manner. Furthermore, the owners of lots or tracts hereby platted shall not burden said easements by erecting or placing any improvements thereon which may prevent reasonable ingress and egress on, along, over, under, through and across the easements.

IN WITNESS WHEREOF, said owners, have caused their names to be hereunto subscribed this 5th day of April, A.D. 2001.

Ted A. Martin
By: Ted A. Martin, Manager
For: Wrights Mesa, L.L.C., a Colorado Limited Liability Company

Larry Heiserman
By: Larry Heiserman
For: The Villas at Country Club Homeowners Association, a Colorado Nonprofit Corporation

NOTARY PUBLIC CERTIFICATION

STATE OF Colorado } ss
COUNTY OF Mesa

The foregoing instrument was acknowledged before me by Ted A. Martin, Manager, for Wrights Mesa, L.L.C. this 5th day of April, A.D., 2001

Shay Smallwood
Notary Public

My Commission Expires 4-23-02

NOTARY PUBLIC CERTIFICATION

STATE OF Colorado } ss
COUNTY OF Mesa

The foregoing instrument was acknowledged before me by Larry Heiserman for The Villas at Country Club Homeowners Association, a Colorado Nonprofit Corporation, this 5th day of April, A.D., 2001

Deanna M. Cook
Notary Public

My Commission Expires 7/21/04

The Declaration of Covenants and Restrictions are recorded at Book 2212, Pages 627 through 656, Mesa County Records.

Easement and Title documents (schedules A&B) provided by Meridian Land Title Company - Title commitment file No. 46425 dated January 22, 2001 at 8:00 AM.

LIENHOLDERS RATIFICATION OF PLAT

THE UNDERSIGNED, having property interests in or encumbrances upon the real property involved, DO HEREBY RATIFY AND AFFIRM the Plat of THE VILLAS AT COUNTRY CLUB, FILING NO. FOUR.

Signed this 5th day of April, 2001.

Aaron Miller
By: Aaron Miller
For: Alpine Bank

TITLE Banking Officer

NOTARY PUBLIC CERTIFICATION

STATE OF COLORADO } ss
COUNTY OF MESA

The foregoing instrument was acknowledged before me by Aaron Miller, for Alpine Bank, this 5th day of April, A.D., 2001.

Witness my hand and official seal:

Shay Smallwood
Notary Public

My Commission Expires 4-23-02

LIENHOLDERS RATIFICATION OF PLAT

THE UNDERSIGNED, having property interests in or encumbrances upon the real property involved, DO HEREBY RATIFY AND AFFIRM the Plat of THE VILLAS AT COUNTRY CLUB, FILING NO. FOUR.

Signed this 5th day of April, 2001.

Dave Zoller
By: Dave Zoller
For: Mesa National Bank

TITLE Vice President

NOTARY PUBLIC CERTIFICATION

STATE OF COLORADO } ss
COUNTY OF MESA

The foregoing instrument was acknowledged before me by Dave Zoller, for Mesa National Bank, this 5th day of April, A.D., 2001.

Witness my hand and official seal:

Deanna M. Cook
Notary Public

My Commission Expires 09-05-2004

CITY OF GRAND JUNCTION APPROVAL

This plat of The Villas At Country Club, Filing No. Four, a subdivision of a part of the City of Grand Junction, County of Mesa, State of Colorado, is approved and accepted this MDY day of MDY, A.D., 2001.

David Volz Gene Ramsey
City Manager President of City Council

CLERK AND RECORDER'S CERTIFICATE

STATE OF COLORADO } ss
COUNTY OF MESA

I hereby certify that this instrument was filed in my office at 9:16 o'clock AM, June 13, A.D., 2001, and was duly recorded in Plat Book 18 Page No. 124 & 125 Reception No. 2000587

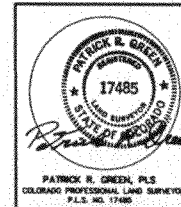
Drawer No. 99-174 Fee: _____

Clerk and Recorder

SURVEYOR'S CERTIFICATE

I, PATRICK R. GREEN, do hereby certify that the accompanying plat of The Villas At Country Club, Filing No. Four, a replat of part of The Villas at Country Club, Filing No. Three, a subdivision of a part of the City of Grand Junction, Mesa County, Colorado has been prepared under my direct supervision and accurately represents a field survey of same. This plat conforms to the requirements for subdivision plats as specified in the City of Grand Junction Development Code and the applicable laws of the State of Colorado.

Certified this 19 day of April, 2001.



Located in the NW1/4 Section 1, T1S, R1W, U7E M.

THE VILLAS AT COUNTRY CLUB FILING NO. FOUR

A REPLAT OF PART OF
THE VILLAS AT COUNTRY CLUB, FILING NO. THREE
CITY OF GRAND JUNCTION, MESA COUNTY, COLORADO

LANDesign

ENGINEERS • SURVEYORS • PLANNERS
244 NORTH 7TH STREET
GRAND JUNCTION, COLORADO 81501 (970) 248-6080

PROJ. NO. 2001-05	SUR. BY: []	DRAWN: []	CHECKED: []	SHEET	OF
DATE: Feb., 2001	RM/SA: []	RSK: []	[]	1	2

NOTICE: ACCORDING TO COLORADO LAW YOU MUST COMMENCE ANY LEGAL ACTION BASED UPON ANY DEFECT IN THIS SURVEY WITHIN THREE YEARS AFTER YOU FIRST DISCOVER SUCH DEFECT. IF NO CHECK, MAY ANY ACTION BASED UPON ANY DEFECT IN THIS SURVEY BE COMMENCED MORE THAN TEN YEARS FROM THE DATE OF CERTIFICATION SHOWN HEREON.

TYPE LEGAL DESCRIPTION BELOW, USING ADDITIONAL SHEETS AS NECESSARY.
USE SINGLE SPACING WITH A ONE (1) INCH MARGIN ON EACH SIDE.

Lot 1 of Horizon Park Subdivision a subdivision located in Mesa
County, Colorado.

COUNTRY CLUB TOWNHOMES

A REPLAT OF LOT 1, HORIZON PARK SUBDIVISION
MESA COUNTY COLORADO

VINTAGE 70'S
CONDOMINIUMS

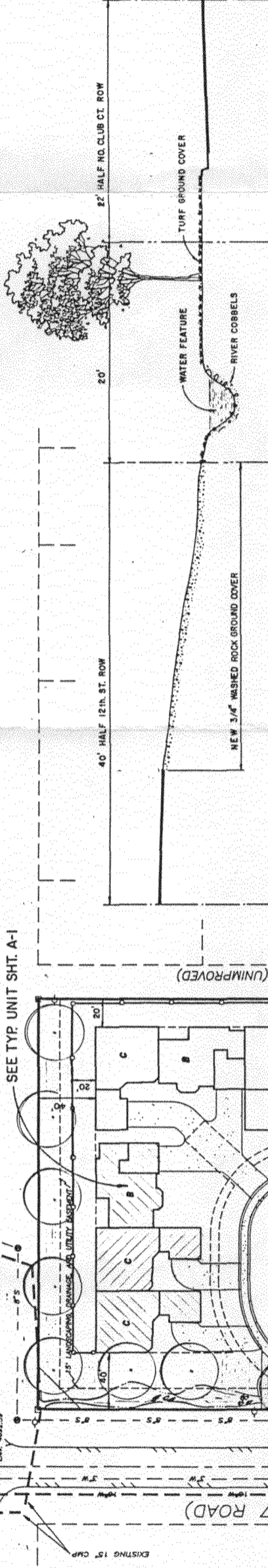
G ROAD R.O.W.

SEE TYP. UNIT SHT. A-1

W 1/4 NORTH LINE
SECTION 1, T1N, R17W
As accepted by 1988
B.L. Survey

40' HALF 12th ST. ROW

22' HALF HO. CLUB CT. ROW



SECTION A-A

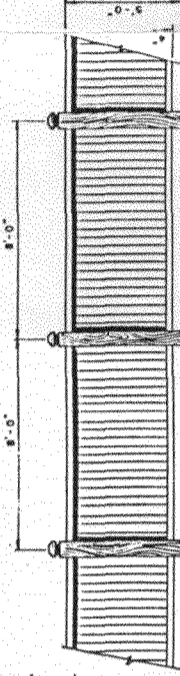
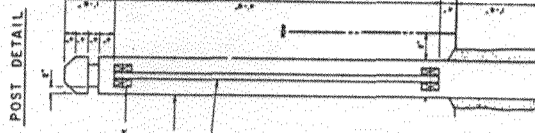
Scale: 1"=5'-0"

GENERAL NOTES

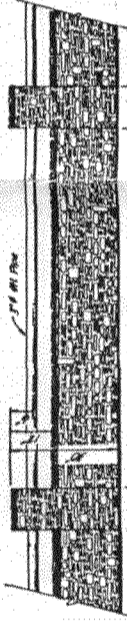
1. ALL LANDSCAPING SHALL BE DONE IN ACCORDANCE WITH SECTION 5-14-15, LANDSCAPING STANDARDS OF THE CITY OF GRAND JUNCTION AND DEVELOPMENT CITY PLANNING PUBLIC INFORMATION SERIES AND APPENDIX 8 OF THE MESA COUNTY LAND DEVELOPMENT CODE.
2. A PRESSURIZED IRRIGATION SYSTEM SHALL BE PROVIDED TO WATER ALL OPEN SPACE AREAS.

SCHEDULE OF PLANT MATERIALS			
PLANT	SIZE	QUAN.	NOTE
UP-RIGHT JUNIPER	5 GAL.	8	
DECIDUOUS TREE	1 1/2" MIN. CAL.	8	

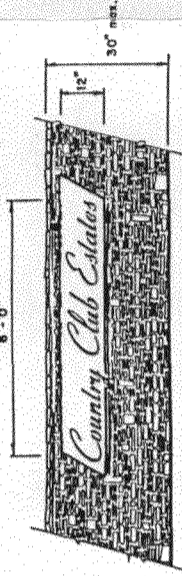
- *OPTIONS:
 1. ASH
 2. SILVER MAPLE
 3. HONEY LOCUST
 4. COTTONWOOD



SCREEN FENCE



WALL-DETAIL



SIGN-DETAIL

USE	AREA
DEDICATED R.O.W.	36,583 SF. 0.84 AC.
BUILDINGS	60,428 SF. 1.39 AC.
OPEN SPACE	120,869 SF. 2.77 AC.
TOTAL	217,880 SF. 5.00 AC.
DENSITY	4.8 UNITS PER ACRE

SCALE: 1"=40'



LANDSCAPING PLAN
COUNTRY CLUB
TOWNHOMES

LANDesign, Ltd.

ENGINEERS SURVEYORS PLANNERS

200 NORTH 6TH STREET SUITE 102

GRAND JUNCTION, COLORADO 81501 (303) 244-9196

PROJECT NO. 82003

DATE: September, 1994

DRAWN BY: [blank]

SHEET OF [blank]

82003.01 1

W 1/4 WEST LINE
SECTION 1, T1N, R17W
MCSM

12TH STREET R.O.W (27 ROAD)

EXISTING 15" CMP

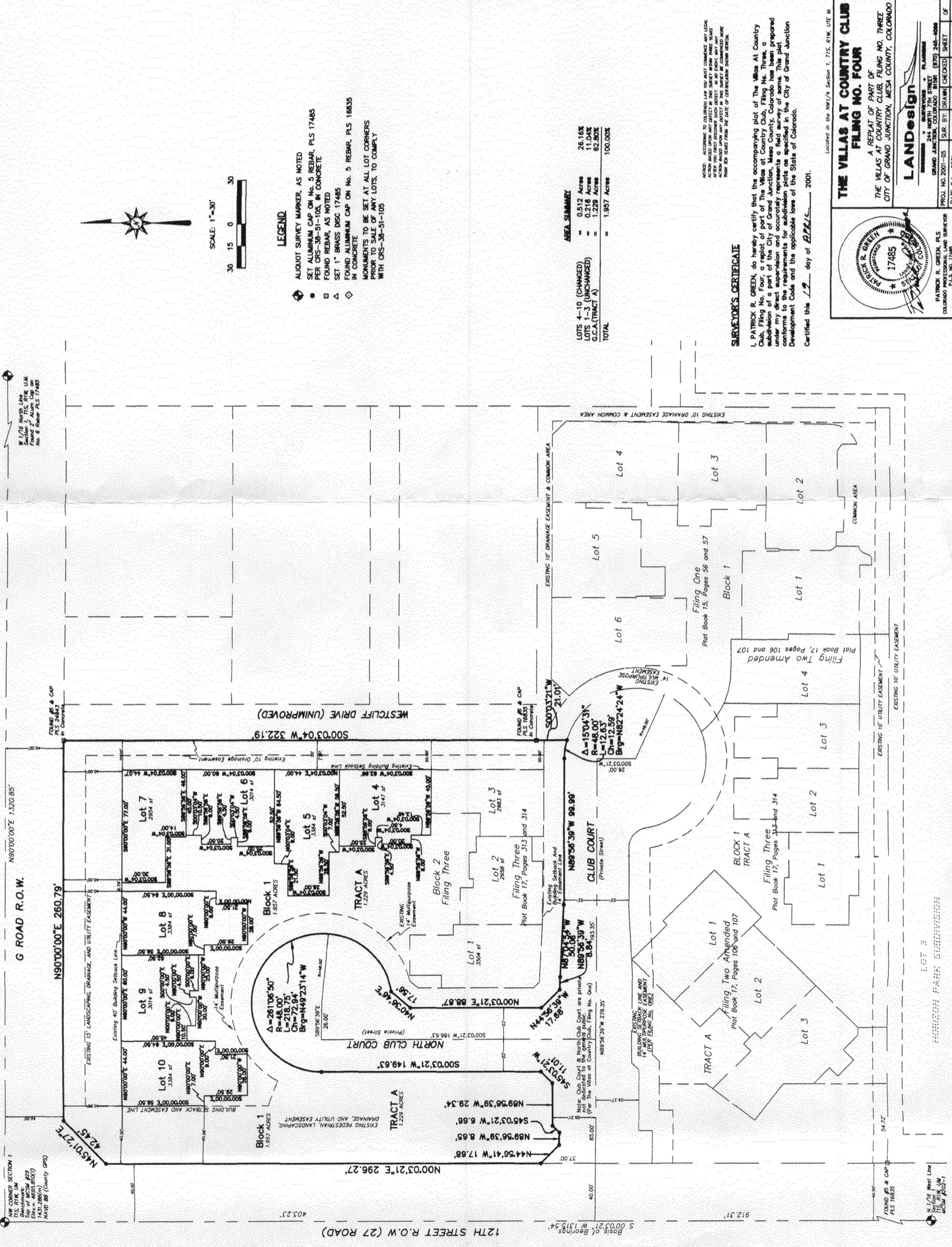
EXIST. 12" PVC

EDGE OF PAVEMENT

121-9

HW CORNER SECTION 1
 T15, R1W, L1M
 Benchmark: 899
 Elevation: 4803.41(0)
 1431.296(m)
 NAD 83 (County GPS)

1/16 Inch Scale
 Found 2" Alum Cap on
 No. 5 Rebar PLS 17485



SCALE: 1"=30'
 30 15 0 30

LEGEND

- ALLOT SURVEY MARKER, AS NOTED
- SET ALUMINUM CAP ON NO. 5 REBAR, PLS 17485 PER CRS-38-51-105, IN CONCRETE
- FOUND REBAR, AS NOTED
- SET 1" BRASS DISC 17485
- FOUND ALUMINUM CAP ON NO. 5 REBAR, PLS 16835 IN CONCRETE
- MONUMENTS TO BE SET AT ALL LOT CORNERS PRIOR TO SALE OF ANY LOTS, TO COMPLY WITH CRS-38-51-105

AREA SUMMARY

LOTS 4-10 (CHANGED)	= 0.512 Acres	26.16%
LOTS 1-3 (UNCHANGED)	= 0.216 Acres	11.04%
G.C.A. (TRACT A)	= 1.229 Acres	62.80%
TOTAL	= 1.957 Acres	100.00%

NOTICE: ACCORDING TO COLORADO LAW YOU MUST COMPLY WITH ANY LEGAL ACTION BASED UPON ANY DEFECT IN THIS SURVEY WITHIN THREE YEARS FROM THE DATE OF RECORDING THIS INSTRUMENT. ANY DEFECT IN THIS SURVEY SHALL BE DEEMED TO HAVE BEEN WAIVED BY THE BUYER PRIOR TO THE DATE OF RECORDING THIS INSTRUMENT.

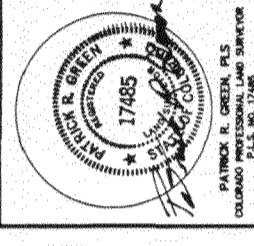
SURVEYOR'S CERTIFICATE

I, PATRICK R. GREEN, do hereby certify that the accompanying plat of The Villas At Country Club, Filing No. Four, a replat of part of the City of Grand Junction, Mesa County, Colorado has been prepared under my direct supervision and that the same conforms to the requirements for subdivision plats as specified in the City of Grand Junction Development Code and the applicable laws of the State of Colorado.

Certified this 19 day of APRIL, 2001.

Located in the NW/4 Section 1, T15, R1W, L1E, M.

**THE VILLAS AT COUNTRY CLUB
 FILING NO. FOUR**
 A REPLAT OF PART OF
 THE VILLAS AT COUNTRY CLUB, FILING NO. THREE
 CITY OF GRAND JUNCTION, MESA COUNTY, COLORADO



LANDesign

PROJECT NO. 2001-05
 DATE: Feb. 2001
 SUR. BY: [Signature]
 CHECKED: [Signature]
 SHEET 2 OF 2

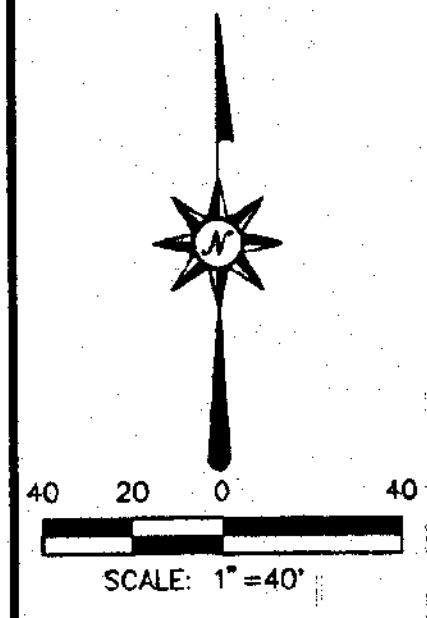
HORIZON PARK SUBDIVISION
 LOT 3

COUNTRY CLUB TOWNHOMES

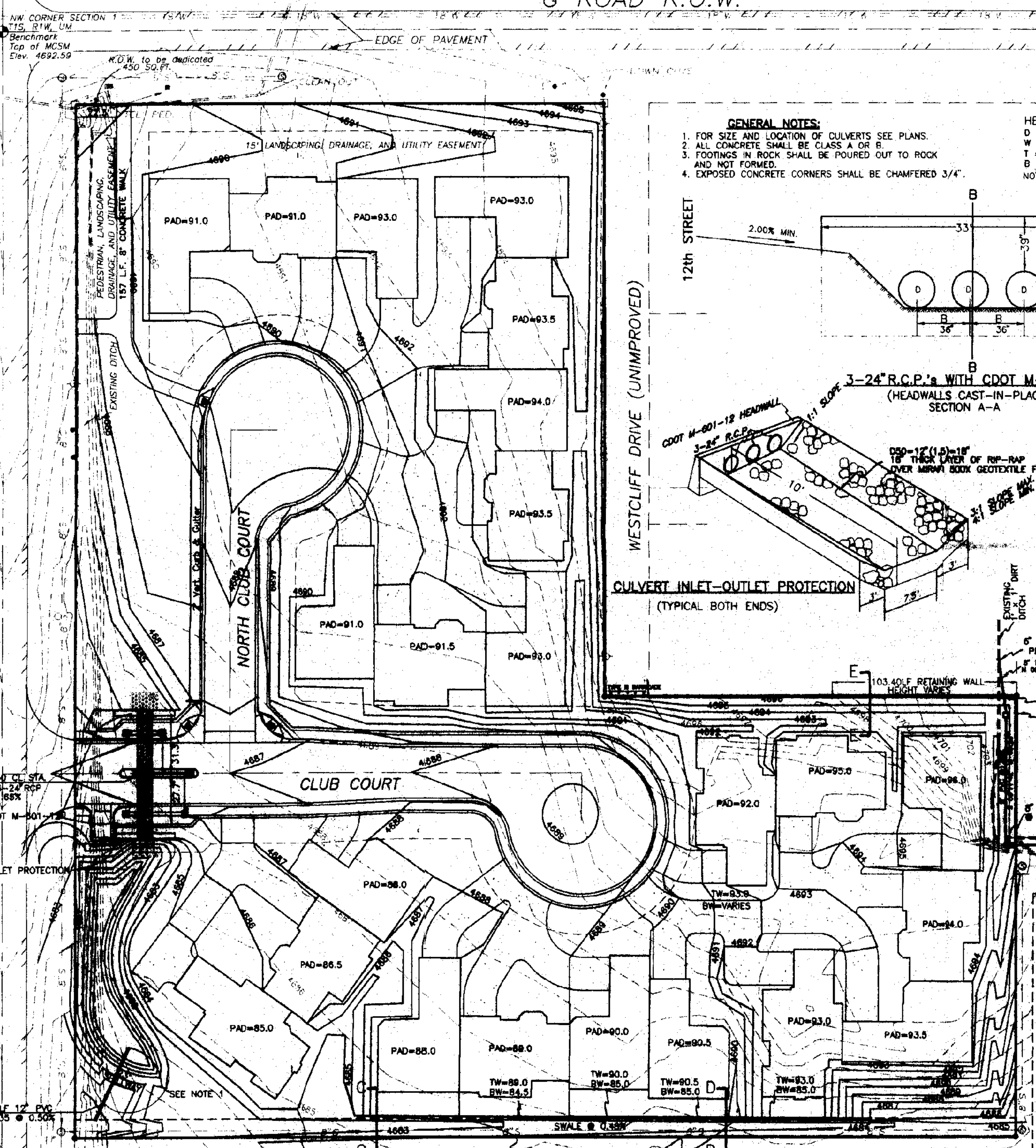
A REPLAT OF LOT 1, HORIZON PARK SUBDIVISION
MESA COUNTY COLORADO

VINTAGE 70'S
CONDOMINIUMS

G ROAD R.O.W.

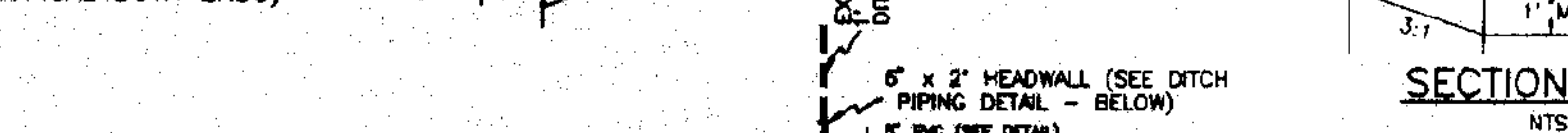
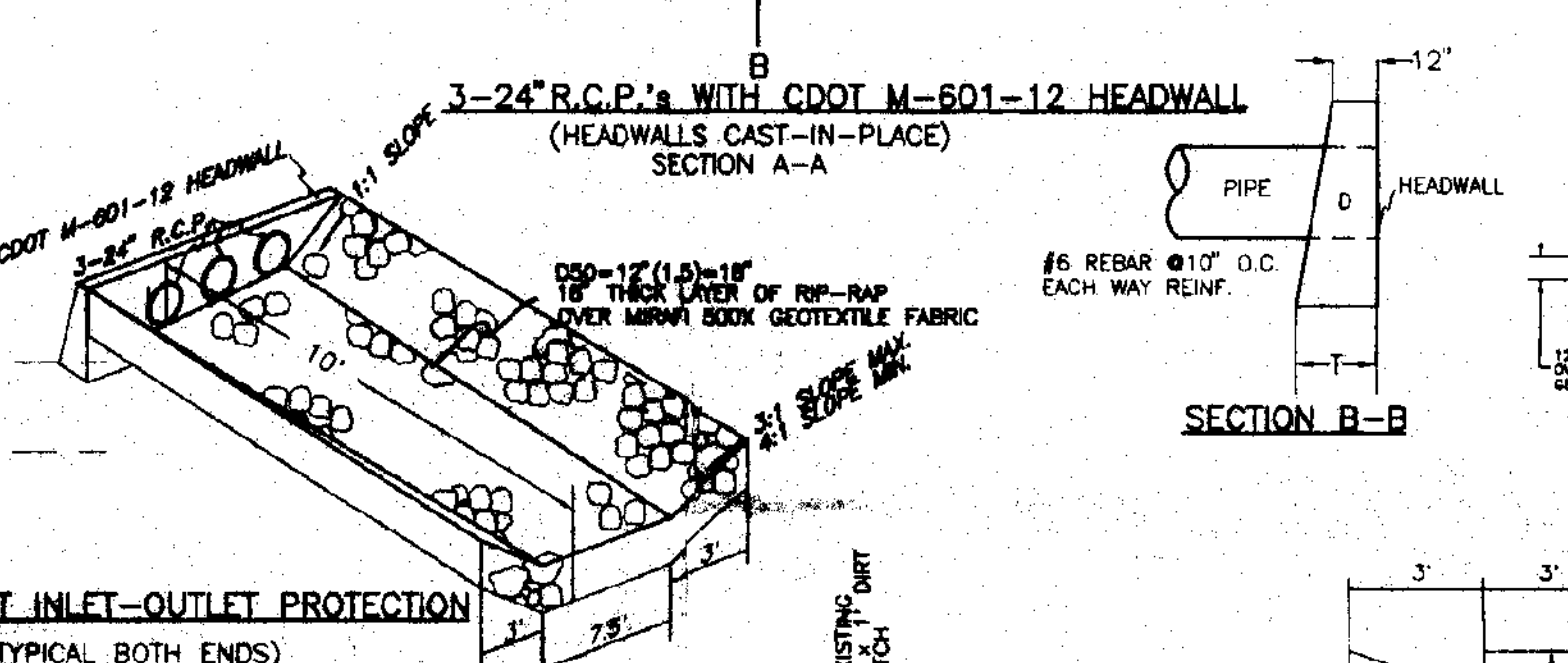
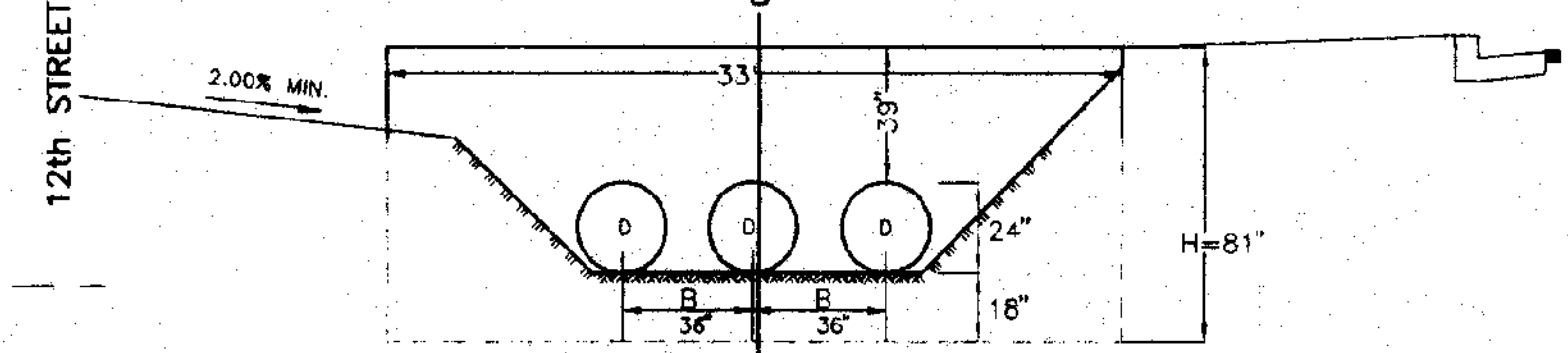


KURTZ SUBDIVISION
12TH STREET R.O.W (27 ROAD)



GENERAL NOTES:
1. FOR SIZE AND LOCATION OF CULVERTS SEE PLANS.
2. ALL CONCRETE SHALL BE CLASS A OR B.
3. FOOTINGS IN ROCK SHALL BE POURED OUT TO ROCK AND NOT FORMED.
4. EXPOSED CONCRETE CORNERS SHALL BE CHAMFERED 3/4\"

HEADWALL DIMENSIONS FOR CIRCULAR PIPE
D = PIPE DIAMETER
W = 3D+18"
T = 33"
D = 1:5D (30" MINIMUM)
NOTE: VOLUME OCCUPIED BY PIPE HAS BEEN DEDUCTED



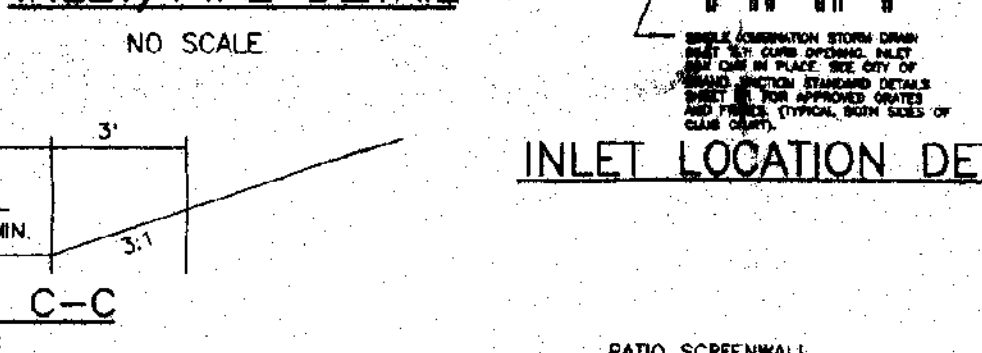
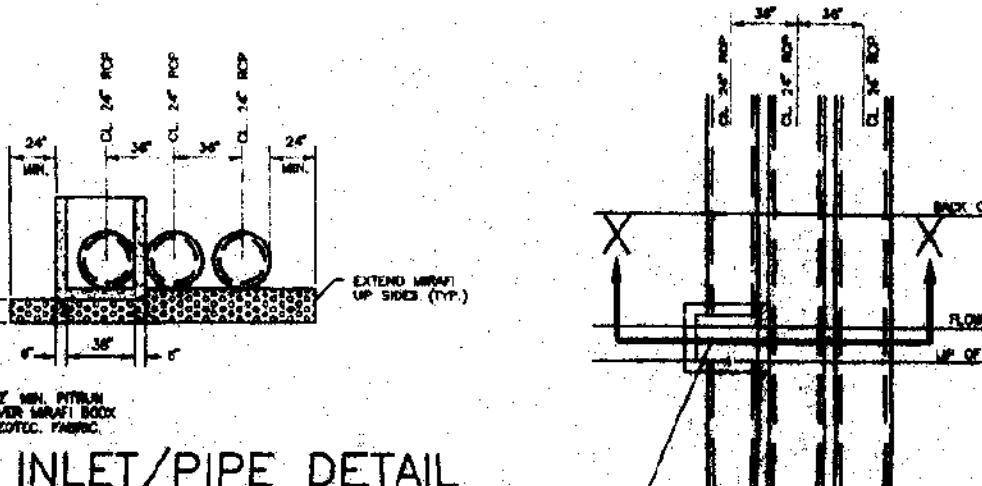
Rock Properties
Rock used for rip-rap or wire enclosed rip-rap should be hard, durable, angular in shape, and free from cracks, overburden, shale, and organic matter. Neither breadth nor thickness of a single stone should be less than 1/3 its length and rounded stones should be avoided. The rock should sustain a loss of not more than 40 percent after 500 revolutions in a abrasion test (Los Angeles machine - ASTM C-535-66) and should sustain a loss of not more than 10 percent after 12 cycles of freezing and thawing (ASTM test 103 for ledge rock procedure A). Rock having a minimum specific gravity of 2.55 is preferred; however, in no case shall rock have a specific gravity of less than 2.50.

Placement
Contractor to over-excavate subgrade under rip-rap a depth of 6 inches. Place MIRAF 500K Geotextile fabric over excavated subgrade. Place 6 inches of topsoil material over fabric and rip-rap over topsoil.

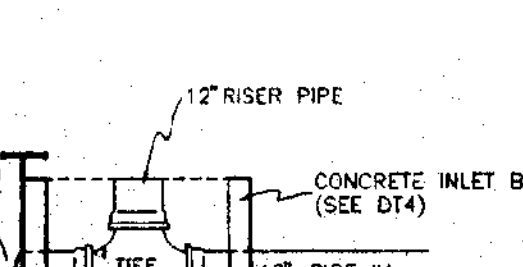
Gradation of Rip-Rap

Percent Smaller Than Given Size by Weight	Intermediate Rock Dimension (inches)	d50 (inches)
70-100	21	12
50-70	18	
35-50	12	
02-10	4	

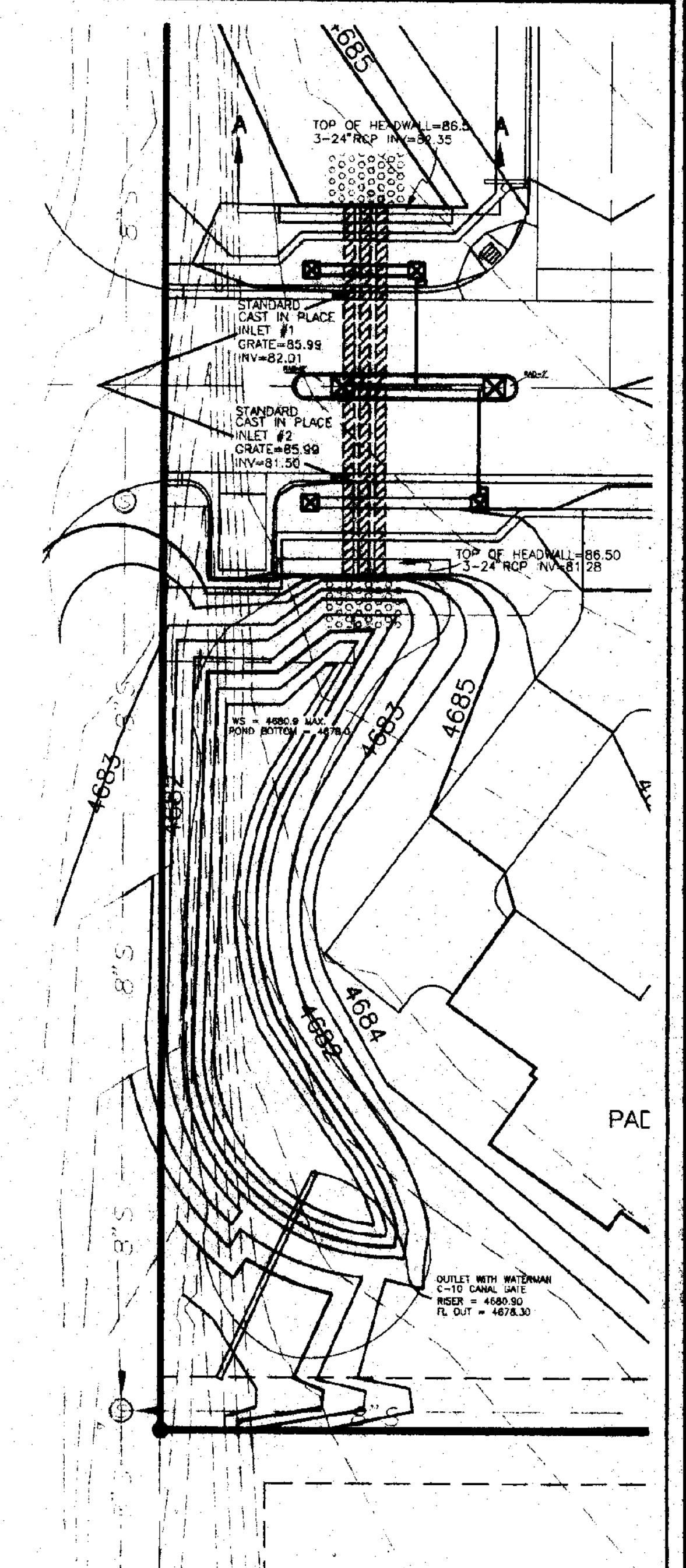
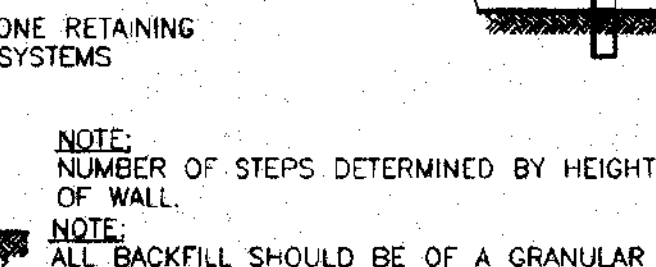
d50 = MEAN PARTICAL SIZE



NOTE 1.
OUTLET WITH WATERMAN C-10 CANAL GATE.
RISER = 4680.90
FL OUT = 4678.30
WATER SURFACE = 4680.9 MAX.
POND BOTTOM = 4678.0



NOTE:
NUMBER OF STEPS DETERMINED BY HEIGHT OF WALL.
NOTE:
ALL BACKFILL SHOULD BE OF A GRANULAR NATURE AND COMPACTED TO 90% OF STANDARD PROCTOR DENSITY.

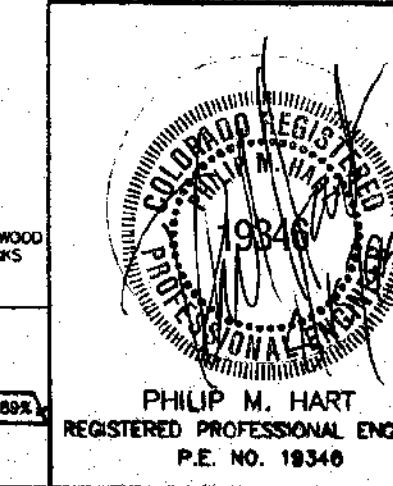


SCALE: 1"=20'

FINAL FOR CONSTRUCTION

CITY OF GRAND JUNCTION
APPROVED FOR CONSTRUCTION FOR ONE YEAR FROM THIS DATE.
BY: *July Kloban* DATE: 8/16/95
ACCEPTED AS CONSTRUCTED
DATE:

REV. JULY, 1995
REV. JAN., 1995
REV. DECEMBER, 1994



GRADING & DRAINAGE PLAN
COUNTRY CLUB TOWNHOMES
LANDesign, Ltd.
ENGINEERS SURVEYORS PLANNERS
200 NORTH 8TH STREET SUITE 108
GRAND JUNCTION, COLORADO 81501 (303) 244-9100
PROJECT NO. 83983 DRAWN BY SP-BET OF
DATE: DECEMBER, 1994 83983001 1