



Re-submittal Form

Case Number: RCU2017-00030

Case Manager: Greg Barnes

Resubmitted Items:

- Development Plan/ Site Plan
- Plat
- Parking/ Landscape Plan
- Engineering Documents
- Subdivision Improvements Agreement
- Other: RESPONSE TO STAFF REVIEW COMMENTS

*All re-submittals must have this cover sheet and a cover letter addressing review comments.

The cover letter must include the following information:

- Restate each comment that requires a response
- Provide a response below the comment with a description of the revisions
- And identify any additional changes made to the original document

For County Use Only: Date Accepted: _____ Edocs # _____

Response to Staff Review Comments

Date: August 7, 2017

Case Name: Front Range RV Storage
Case Number: RCU2017-00030
Case Manager: Greg Barnes
Parcel Number: 181734100001

Applicant: Jeff M. Hopkins
6159 S. Kincaid St.
Bennett, CO 80137
303-905-6135
Jeff@firesafetyservices.biz

Greg,

As requested, please accept this correspondence as formal response to the Staff Review Comments as provided on August 3, 2017 for Case # RCU2017-00030.

Applicant response (in green) is below each applicable Staff Comment as originally provided to applicant.

Commenting Division: Engineering Review
Name of Reviewer: Greg Labrie
Date: 8/1/2017
Email: glabrie@adcogov.org

ENG3; The project site is NOT within the County's MS4 Stormwater Permit area. The use of erosion and sediment control BMPs are expected. The applicant shall be responsible to ensure compliance with all Federal, State, and Local water quality construction requirements.

Applicant Response: Erosion and sediment control BMP's shall be utilized as expected, and all construction activities shall comply with Federal, State, and Local water quality requirements.

ENG4; A detailed grading and drainage plan will be required to be submitted for review and approval. Prior to construction to any site improvements, the developer is required to submit for review and receive approval of all construction documents (construction plans and reports). Construction documents shall include, at a minimum, onsite and public improvements construction plans, drainage report, traffic impact study and the Operations and Maintenance Manual for the drainage facilities. All construction documents must meet the requirements of the Adams County Development Standards and Regulations. This manual must be recorded at the Clerk and Recorder's Office. The developer shall submit to the Adams County Development Review Engineering division the following: Engineering Review Application, Engineering Review Fee, two (2) copies of all construction documents. The development review fee for this project will be \$1,500.

Applicant Response: Upon successful rezoning, all necessary requirements and associated fees as detailed above shall be complied with prior to the commencement of development.

ENG5; The trip generation analysis completed by Kellar Engineering indicates that the development will generate 110 daily weekday trips. The Adams County Development Standards and Regulations indicate that a traffic impact study is required for all new developments generating over 20 vehicles per day. If the proposed zone is approved for the property and prior to any site improvements, the applicant is required to complete a traffic impact study signed and stamped by a professional engineer.

ENG6; The developer is required to design and construct roadway improvements as required by the approved traffic impact study.

ENG7; No building permits will be issued until all public improvements have been constructed, inspected and preliminarily accepted by the County's Transportation Dept.

Applicant Response: Please see response (attached) by Professional Engineer, Sean Kellar with Kellar Engineering

ENG8; Applicant must submit legal descriptions, exhibits, and easement documents for any proposed easements on the site. These documents must be reviewed and approved by Development Engineering and recorded at the Clerk and Records Office. The record number along with the book and page number must be shown on the approved site plan.

Applicant Response: It is recognized that the proposed development of the subject property shall require a dedication of an additional 42 feet of right-of-way to Adams County for future improvements to Manilla Rd., as determined by Right-of-Way Supervisor, Ian Cortez. As such, the applicant agrees to grant such dedication to Adams County including all requirements stated above upon approval of Rezoning and subsequent construction plans and permits.

Commenting Division: Planner Review

Name of Reviewer: Greg Barnes

Date: 8/3/2017

Email: gjbarnes@adcogov.org

PLN04: WATER SERVICE - The Colorado Division of Water Quality did not respond to this referral. It is imperative that staff determine the ability to obtain well permits, prior to scheduling this case for public hearing. Please provide documentation illustrating that water can be available I will continue to reach out to them, and will keep you abreast of the situation.

Applicant Response: Based on communications with the State of Colorado Division of Water Resources pertaining to availability and approval of a well permit for the subject property, it has been determined that a well permit shall be available for water service from more than one available aquifer without stipulations.

As submitted in the original Rezone Application for Proof of Water, the State of Colorado Division of Water Resources does not permit any written notification of approval in advance of a formal well permit application filed with their organization. However, if solicited for comments by Adams County directly, the Division of Water Resources will provide such proof of water availability. It is respectfully requested that Adams County seek comments from the State of Colorado Division of Water Resources for proof of water, and to support the facts contained herein as necessary.

Commenting Division: ROW Review
Name of Reviewer: Marissa Hillje
Date: 7/5/2017
Email: mhillje@adcogov.org

ROW2) Manilla Rd. is classified as a Major Arterial Road per the 2012 Adams County Master Transportation Plan. As such it should have a half right-of-way width of 70 feet. Since the existing half right-of-way width is 30 feet, this would require a dedication of 40 feet additional right-of-way. ROW3) The services of a licensed Professional Land Surveyor should be secured to create the legal description and exhibit of the right-of-way dedication.

Applicant Response: It is recognized that the proposed development of the subject property shall require a dedication of an additional 42 feet of right-of-way to Adams County for future improvements to Manilla Rd., as determined by Right-of Way Supervisor, Ian Cortez. As such, the applicant agrees to grant such dedication to Adams County including all requirements stated above upon approval of Rezoning and subsequent construction plans and permits.

From: Lee, Paul - CDPHE [paul.lee@state.co.us]
Sent: Monday, July 17, 2017 7:15 AM
To: Greg Barnes
Subject: Re: For Review: Front Range RV Storage (RCU2017-00030)

The Air Division has the following comments to provide for this project:
In Colorado, land development construction activities (earth moving) that are greater than **25 acres** or more than **six months in duration** require an Air Pollutant Emissions Notice (APEN) from the Division and may be required to obtain an air permit depending on estimated emissions. In addition, a start-up notice must be submitted thirty days prior to beginning a land development project.

Applicant Response: The proposed development shall NOT be greater than 25 acres, nor exceed six months in duration. As proposed, development shall consist of only 15 acres, and expected to be completed within 3-4 months upon commencement of development. Where necessary, applicant agrees to provide a start-up notice as described.

From: linda.bruce@faa.gov
Sent: Thursday, July 06, 2017 1:43 PM
To: Greg Barnes
Cc: Marsha.Hofer@faa.gov
Subject: RE: For Review: Front Range RV Storage (RCU2017-00030)

Thank you for the request for comments on the proposal below. The applicant may need to request the FAA conduct an airspace analysis at the Obstruction Evaluation/Airport Airspace Analysis (OE/AAA)

Applicant Response: Upon submitting the original Rezone Application, the applicant had already submitted to the FAA for an airspace analysis, but had not yet received a final determination. However, as of August 1, 2017, the applicant has received a final determination as attached hereto. It has been determined that the proposed development and intended use presents no hazard to air navigation. Also attached, is the original FAA application detailing the full scope of development and intended use of the subject property to be considered as part of the airspace analysis.



July 27, 2017

RE: Front Range RV Storage, RCU2017-00030
TCHD Case No. 4477

Dear Mr. Barnes,

Thank you for the opportunity to review and comment on the RV storage facility located at a half mile south of 2575 Manilla Road. Tri-County Health Department (TCHD) staff has reviewed the application for compliance with applicable environmental and public health regulations and principles of healthy community design. After reviewing the application, TCHD has the following comments.

Mosquito Control – Detention Pond

The site plan indicates that a detention pond is proposed. Detention ponds can become sites for mosquito breeding. To reduce the potential for human exposures to West Nile and other mosquito-borne viruses, TCHD recommends that the applicant prepare a mosquito control plan. Elements of the plan should include proper design, construction and regular inspection and maintenance of stormwater quality facilities, and mosquito larvaciding if the insects become a problem.

Applicant Response: Should the final grading and drainage control plans determine the need for a detention pond as part of the proposed development, a mosquito control plan where necessary, shall be prepared and submitted as described above.

Wastes from RV Holding Tanks

If a dump station is proposed, a holding tank or vault may be considered; however, TCHD will need to review the proposal and determine if a vault is feasible. If a vault has been determined by TCHD as feasible, the vault will need to be permitted, constructed, and operated in conformance with TCHD's current regulation.

Applicant Response: The development proposes to install a fully self-contained vault style collection system. Furthermore, such system shall be equipped with a "fail safe" telemetry system that shall monitor the capacity of the vault at all times, and thus automatically dispatch the contracted vendor to empty the vault upon notification that the system has reached 80% capacity. The system shall be designed by a licensed professional engineer, and shall be reviewed, permitted, constructed and operated as required by TCHD's regulations.

Thank you for the opportunity to submit our responses as required.

We look forward to a positive and supporting Planning Staff Recommendation to go forward with Public Hearings and ultimately Board of County Commissioners approval for Rezoning as requested and applied for.

Sincerely,
Front Range RV Storage
Jeff M. Hopkins
303-905-6135

August 7, 2017

Adams County Community & Economic Development Department
4430 South Adams County Parkway
Brighton, CO 80601-8204

RE: Trip Generation Analysis Comment Response Letter – Front Range RV Storage

The objective of the following letter is to provide the appropriate information pertaining to the 8/3/17 Development Review Team Comments from Adams County pertaining to the transportation engineering comments (ENG5, ENG6, and ENG7) for the Front Range RV Storage project (Project Number RCU2017-00030). This letter is in addition to the Trip Generation Memorandum (Memo) prepared by Kellar Engineering dated June 22, 2017.

Kellar Engineering (KE) comment responses in **blue** font.

Engineering Comments

- ENG5; The trip generation analysis completed by Kellar Engineering indicates that the development will generate 110 daily weekday trips. The Adams County Development Standards and Regulations indicate that a traffic impact study is required for all new developments generating over 20 vehicles per day. If the proposed zone is approved for the property and prior to any site improvements, the applicant is required to complete a traffic impact study signed and stamped by a professional engineer.

Yes. We understand. As indicated in Page 4 and Page 5 of the June 22, 2017 Trip Generation Memo (Trip Generation Analysis), the weekday peak hour trips are projected to be only 10 AM total (6 in, 4 out) peak hour trips, and 11 total (7 in, 4 out) PM Peak hour trips. Using 60% trip distribution to the south and 40% trip distribution to the north, this calculates to 4 AM entering left-turns (vph) and 2 AM entering right turns (vph) at the access to Manila Road during the AM peak hour. Additionally, the PM peak hour's site generated trips calculates to 4 PM entering left-turns (vph) and 3 PM entering right-turns (vph) at the site access to Manila Road. Therefore since the peak hour left turns at the site access to Manila Road are projected to be less than 10 vph and the peak hour right turns at the site access are projected to be less than 25 vph; auxiliary lanes are not projected to be required at the Manila Road/site access intersection per the Auxiliary Lane Requirements (Section 8-01-08-01 in Chapter 8, Adams County Development Standards and Regulations).

- ENG6; The developer is required to design and construct roadway improvements as required by the approved traffic impact study.

Yes. We understand. Per the above comment response to ENG5, auxiliary lanes are not projected to be required at the Manila Road/site access intersection per the Auxiliary Lane Requirements (Section 8-01-08-01 in Chapter 8, Adams County Development Standards and Regulations). Therefore it is respectfully requested that further traffic studies are not required due to the low trip generation of the proposed project and since public street improvements are not anticipated to be required for traffic requirements.

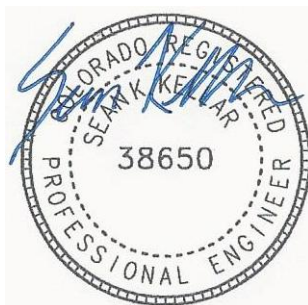
- ENG7; No building permits will be issued until all public improvements have been constructed, inspected and preliminarily accepted by the County's Transportation Dept.

Yes. We understand. Per the above comment responses, public street improvements are not anticipated to be required for traffic requirements due to the low trip generation of the proposed project.

If you have any questions, please do not hesitate to contact me at (970) 219-1602 or skellar@kellarengineering.com.

Respectfully,

Kellar Engineering LLC



August 7, 2017
Sean K. Kellar, PE, PTOE
Colorado PE #38650

Mail Processing Center
Federal Aviation Administration
Southwest Regional Office
Obstruction Evaluation Group
10101 Hillwood Parkway
Fort Worth, TX 76177

Aeronautical Study No.
2017-ANM-2503-OE

Issued Date: 08/01/2017

jeff m hopkins
front range rv storage
6159 s kincaid st
bennett, CO 80102

**** DETERMINATION OF NO HAZARD TO AIR NAVIGATION ****

The Federal Aviation Administration has conducted an aeronautical study under the provisions of 49 U.S.C., Section 44718 and if applicable Title 14 of the Code of Federal Regulations, part 77, concerning:

Structure:	Light Pole Light Pole
Location:	Bennett, CO
Latitude:	39-44-52.24N NAD 83
Longitude:	104-31-37.50W
Heights:	5571 feet site elevation (SE) 25 feet above ground level (AGL) 5596 feet above mean sea level (AMSL)

This aeronautical study revealed that the structure does not exceed obstruction standards and would not be a hazard to air navigation provided the following condition(s), if any, is(are) met:

It is required that FAA Form 7460-2, Notice of Actual Construction or Alteration, be e-filed any time the project is abandoned or:

- At least 10 days prior to start of construction (7460-2, Part 1)
 Within 5 days after the construction reaches its greatest height (7460-2, Part 2)

Based on this evaluation, marking and lighting are not necessary for aviation safety. However, if marking/lighting are accomplished on a voluntary basis, we recommend it be installed in accordance with FAA Advisory circular 70/7460-1 L Change 1.

This determination expires on 02/01/2019 unless:

- (a) the construction is started (not necessarily completed) and FAA Form 7460-2, Notice of Actual Construction or Alteration, is received by this office.
- (b) extended, revised, or terminated by the issuing office.
- (c) the construction is subject to the licensing authority of the Federal Communications Commission (FCC) and an application for a construction permit has been filed, as required by the FCC, within 6 months of the date of this determination. In such case, the determination expires on the date prescribed by the FCC for completion of construction, or the date the FCC denies the application.

NOTE: REQUEST FOR EXTENSION OF THE EFFECTIVE PERIOD OF THIS DETERMINATION MUST BE E-FILED AT LEAST 15 DAYS PRIOR TO THE EXPIRATION DATE. AFTER RE-EVALUATION OF CURRENT OPERATIONS IN THE AREA OF THE STRUCTURE TO DETERMINE THAT NO SIGNIFICANT AERONAUTICAL CHANGES HAVE OCCURRED, YOUR DETERMINATION MAY BE ELIGIBLE FOR ONE EXTENSION OF THE EFFECTIVE PERIOD.

This determination is based, in part, on the foregoing description which includes specific coordinates, heights, frequency(ies) and power. Any changes in coordinates, heights, and frequencies or use of greater power, except those frequencies specified in the Colo Void Clause Coalition; Antenna System Co-Location; Voluntary Best Practices, effective 21 Nov 2007, will void this determination. Any future construction or alteration, including increase to heights, power, or the addition of other transmitters, requires separate notice to the FAA. This determination includes all previously filed frequencies and power for this structure.

This determination does include temporary construction equipment such as cranes, derricks, etc., which may be used during actual construction of the structure. However, this equipment shall not exceed the overall heights as indicated above. Equipment which has a height greater than the studied structure requires separate notice to the FAA.

This determination concerns the effect of this structure on the safe and efficient use of navigable airspace by aircraft and does not relieve the sponsor of compliance responsibilities relating to any law, ordinance, or regulation of any Federal, State, or local government body.

If we can be of further assistance, please contact our office at (202) 267-4525, or david.maddox@faa.gov. On any future correspondence concerning this matter, please refer to Aeronautical Study Number 2017-ANM-2503-OE.

Signature Control No: 336599822-339557992

(DNE)

David Maddox
Specialist

Attachment(s)
Map(s)

TOPO Map for ASN 2017-ANM-2503-OE

