

Community & Economic
Development Department
Development Services Division
www.adcogov.org



4430 South Adams County Parkway
1st Floor, Suite W2000B
Brighton, CO 80601-8218
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Request for Comments

Case Name: ROCKY MOUNTAIN RAIL PARK
Project Number: PRC2019-00012

October 24, 2019

The Adams County Board of County Commissioners are requesting comments on the following applications: **1)Final Plat to create 11 lots and 11 tracts; 2)Final Development Plan to establish the Rocky Mountain Rail Park Planned Unit Development on 620 acres.** This request is located at NW corner of Petterson and Colfax. The Assessor's Parcel Numbers are: 0181700000108, 0181700000289, 0181700000290.

Applicant Information: RAIL LAND COMPANY LLC
GREG DANGLER
4601 DTC BLVD STE 130
DENVER, CO 80237

Please forward any written comments on this application to the Community and Economic Development Department at 4430 South Adams County Parkway, Suite W2000A Brighton, CO 80601-8216 or call (720) 523-6800 by 11/14/2019 in order that your comments may be taken into consideration in the review of this case. If you would like your comments included verbatim please send your response by way of e-mail to NEagleson@adcogov.org.

Once comments have been received and the staff report written, the staff report and notice of public hearing dates may be forwarded to you upon request. The full text of the proposed request and additional colored maps can be obtained by contacting this office or by accessing the Adams County web site at www.adcogov.org/planning/currentcases.

Thank you for your review of this case.

Nick Eagleson
Planner III

BOARD OF COUNTY COMMISSIONERS

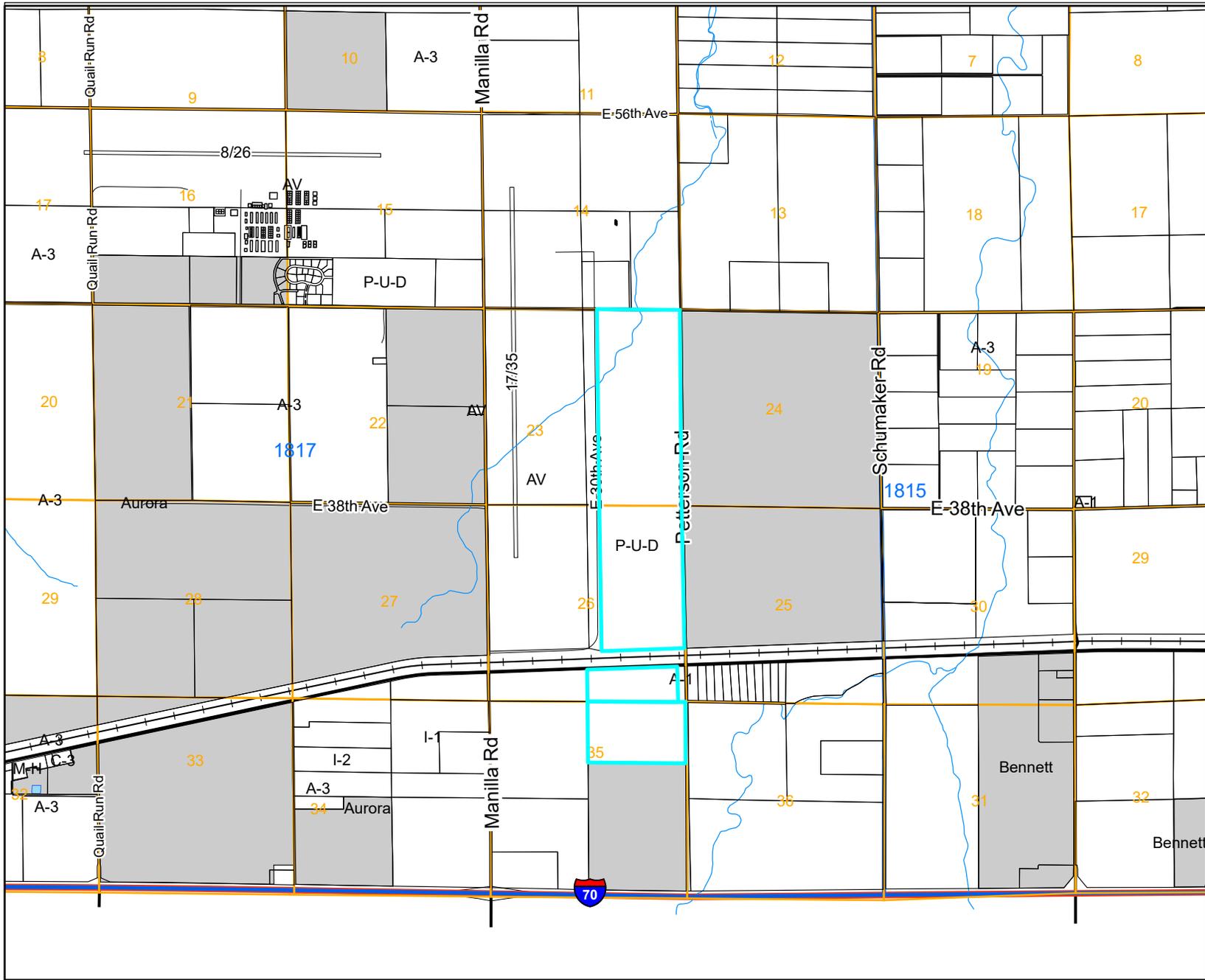
Eva J. Henry
DISTRICT 1

Charles "Chaz" Tedesco
DISTRICT 2

Emma Pinter
DISTRICT 3

Steve O'Dorisio
DISTRICT 4

Mary Hodge
DISTRICT 5



- Legend**
- Railroad
 - Major Water
 - Zoning Line
 - Sections

Case Name: Rocky Mountain Rail Park
Case Number: PRC2019-00012

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 This map is made possible by the Adams County GIS group, which assumes no responsibility for its accuracy

Rail Land Company, LLC

4601 DTC Blvd, Ste 130
Denver, Colorado



Project Info

Project Name: Rocky Mountain Rail Park
Project Location: North of E Colfax Ave between Manilla Road and Petterson Road
Submittal Item: Written Explanation of the Project

October 14, 2019

Adams County Planning Department
4430 S. Adams County Pkwy
Brighton, CO 80601

Dear Mr. Barnes,

Rail Land Company, LLC (“RLC”) is pleased to present this written explanation of the Rocky Mountain Rail Park project. The proposed project is an industrial and commercial rail park located in Adams County that includes 11 lots, over 4 miles of rail, and over 3 miles of road on 619.75 acres. The project includes a newly formed metro district that will provide water, sanitary, storm, and landscape services and maintenance, and will be the entity that constructs many of the improvements.

Location

The site is currently located on 2 parcels of land near the Colorado Air and Space Port (“CASP”). Parcel 1 is a 2-mile long parcel that is bounded to the west by CASP, to the south by a Union Pacific main line, to the east by Peterson Rd, and to the north by 48th Avenue. Parcel 2 is bounded to the north by E Colfax Ave, to the east by Petterson Road (and a single residential property in a notch at the NE corner), to the south by un-platted farmland, and to the west by un-platted farmland.

Intent

The Rail Park is intended to provide developable industrial property to future landowners looking to expand their presence in central Adams County. The project is further intended to provide rail access to individual lots so that landowners will have the capability of importing and exporting materials by rail (via rail access to individual properties), by truck (via access to major roadways), or by air (via CASP). The proposed lot sizes are large enough to accommodate most potential landowners including significant storage capability. This will provide excellent capability to support tenants that support infrastructure projects, distribution projects, and countywide development projects.

Background

Private developers, cities, and counties have utilized industrial land for mixed-use, urban renewal projects, and residential infill projects resulting in industrial users like RLC to look further outside the city limits for industrial property. North Denver and Commerce City, the main industrial sections of the greater metropolitan area, were intentionally planned to be far from the more populated residential and commercial centers. As the region's population has grown, most of those industrial properties are being redeveloped for more valuable residential and commercial projects. RLC identified the requirement for new industrially zoned real estate in order to accommodate the heavy industry necessary to supply the growing consumer and residential growth. A decreased availability of industrial property and increased need for affordable construction products created the foundation of RMRP.

The greater Denver marketplace demands efficient and affordable freight distribution to support and enable the high rate of market expansion. Infrastructure materials are the foundation of the industrial economy. If not kept in balance, higher costs for building supplies, roads, homes, and transportation assets can lead to higher taxes and inflation. As part of the solution, RLC chose Adams County as the new center of industry.

Development Considerations

One of the primary considerations with developing industrial property is the need to be a good neighbor to the surrounding community. As a result, RLC spent considerable effort to determine ways to minimize impact to surrounding property. This includes extensive visual screening using berms and walls, significantly lowering the rail grade on the site to minimize noise and visual impacts, and creating development standards that minimize impacts from light.

The project's unique location next to Colorado Air and Space Port affords it the ability to minimize project impacts to other adjacent landowners for two miles along the western and part of northern property line. Its location against the Union Pacific Rail main line to the south further reduces adjacent impacts. Because the site is already within a noise overlay zone with other noise generating uses, the addition of the rail park will not have as significant an impact as it might if it were located away from other potential noise sources.

Regardless of the reduced number of potential adjacent receptors, RMR incorporated design features that minimize impact to the surrounding community. Recognizing that Parcel 2 shares a small section of property line with an existing residential structure, RMR has spoken with these tenants and is making considerable effort to minimize noise impacts and visually screen the property. We have located detention ponds in locations that provide further buffers, and the development does not propose any rail operations south of Colfax Avenue.

Sites with rail operations have extensive design constraints associated with grades, radiuses, crossings, and many legal considerations. RLC has had weekly meetings with the Union Pacific throughout the entire project design phase, and has had separate meetings with other jurisdictional agencies including the Public Utilities Commission, City of Aurora, Urban Drainage Flood Control District, Bennet-Watkins Fire, Rocky Mountain Rail Park Metro

District, CDOT, CDPHE, and others. Beyond the typical design considerations required by Adams County, RLC has worked to incorporate design requirements (and requests) from all jurisdictional agencies.

Utilities

Natural gas and electricity for the project will be provided by Colorado Natural Gas and Xcel Energy, respectively. Water and wastewater service will be provided by the newly created Metro District. This special district will also provide regional stormwater management, road maintenance, landscape maintenance, and utility infrastructure maintenance. Fire protection is provided by the Bennett-Watkins Fire Department.

The utilities are described in greater detail in the utility sections of this submittal, however, generally, the site will be self-sufficient by supplying its own water treatment plant, sanitary treatment plant and the associated collection and distribution infrastructure. Adams County will not be required to construct or maintain any infrastructure.

Construction Sequence and Schedule

The project has been under design for almost two years and we anticipate site grading operations to begin in Winter (2019-2020) to Spring 2020. This is contingent upon Adams County approving the proposed Final Development Plan.

We anticipate that development will occur from the south to north with critical infrastructure being constructed first, and in some cases simultaneously with lot specific development activities. We recognize that this is somewhat atypical for small scale development, but this is common for large construction projects that have longer development timeframes. For example, mass grading activities will take approximately 4 to 6 months and treatment system installation is likely to take 6 months. It will not be possible to wait until infrastructure is completed before building permits on lots are approved. Development on the lots themselves may take upwards of a year during which time infrastructure is being constructed. The included Subdivision Improvement Agreement (SIA) provides more detail regarding how we intend to proceed. We anticipate working closely with Bennett-Watkins Fire and Adams County to make sure that all life-safety requirements are met during development activities.

Rail Land Company appreciates all of the work performed by Adams County as well as the various agencies that have had an impact on this project. We look forward to our continuing relationships as this project moves forward and respectfully request your approval of our Final Development Plan.

Respectfully,

Gregory M. Dangler, President

