



Re-submittal Form

Case Name/ Number: RCU2023-00029/ JEA Event Center
CUP

Case Manager: Nick Eagleson

Re-submitted Items:

- Development Plan/ Site Plan
- Plat
- Parking/ Landscape Plan
- Engineering Documents
- Subdivision Improvements Agreement
- Other: _

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

Please note the re-submittal review period is 21 days.

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
- Identify any additional changes made to the original document

For County Use Only:

Date Accepted:

Staff (accepting intake):

Resubmittal Active: Addressing, Building Safety, Neighborhood Services,

Engineering, Environmental, Parks, Planner, ROW, SIA - Finance, SIA - Attorney



Development Review Team Comments

Date: 8/9/2023

Project Number: RCU2023-00029

Project Name: JEA Event Center

Commenting Division: Plan Coordination 2nd Review

Name of Reviewer: Nick Eagleson

Date: 08/09/2023

Email:

Resubmittal Required

Commenting Division: Planner Review 2nd Review

Name of Reviewer: Nick Eagleson

Date: 08/09/2023

Email:

Resubmittal Required

PLN01: Please submit a site plan that is drawn more to scale.

PLN02: Provide a parking plan that shows the appropriate amount of spaces, layout, and surface the vehicles will be parked on. *Appendix A*

PLN03: How will any traffic impacts be mitigated off of 88th Avenue? 400 people for a typical event at 4 times a month will have a large impact on 88th.

Security and Updated traffic Analysis Attached.

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Charles "Chaz" Tedesco
DISTRICT 2

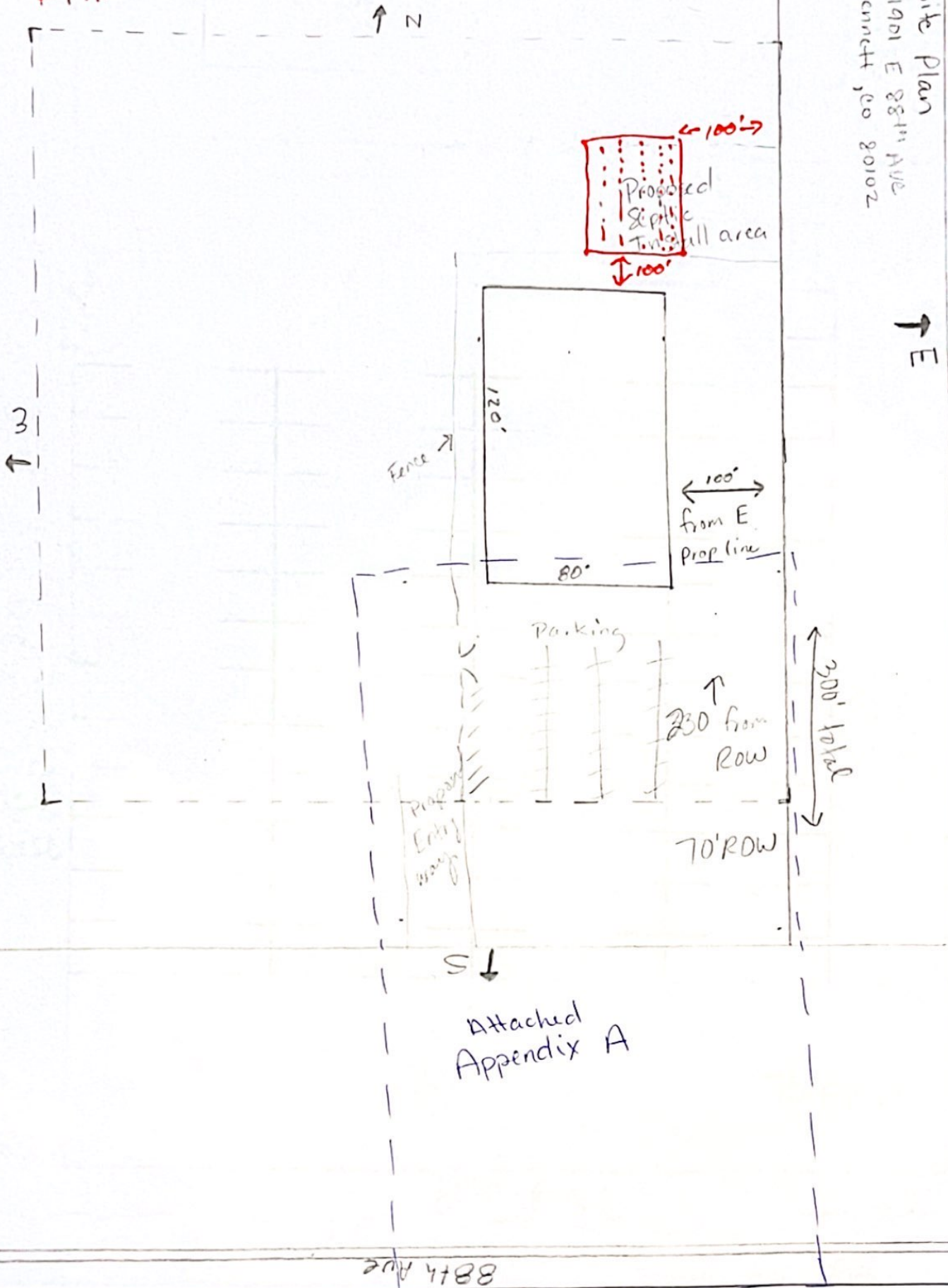
Emma Pinter
DISTRICT 3

Steve O'Dorisio
DISTRICT 4

Lynn Baca
DISTRICT 5

Exhibit B

Site Plan
41901 E 88th Ave
Bennett, CO 80102



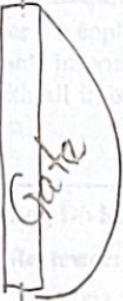
Attached Appendix A

Appendix
A

Part of
Building
Going Nl.
80'

100'
From
Property
line

Gate



1 space for
4 people =
100 spaces

Surface
will be
Road base

East Property line

70' ROW

Proposed
entry
way

88th Ave.

Commenting Division: ROW Review 2nd Review

Name of Reviewer: David Dittmer

Date: 08/01/2023

Email:

Resubmittal Required

ROW1: Per the application guidelines for this case, the site plan needs to be to scale, include entire property, and all applicable information. An Improvement Survey Plat by a licensed state surveyor will need to be provided for review with all information on a single sheet. This plat will include the location of the improvements for this application

Commenting Division: Environmental Analyst Review 2nd Review

Name of Reviewer: Megan Grant

Date: 07/31/2023

Email:

Resubmittal Required

ENV1. Please attach "Document 1" as referenced in response to comments.

ENV2. Please provide a description of how food and beverage, water, solid waste (trash), noise, light, and dust will be managed for the proposed event center. A Nuisance Control Plan that describes how waste, noise, light, and fugitive dust (from parking and driving on/off site) will be addressed is required.

ENV3. Please show where the "road base" is located on the site plan.

ENV4. Where is the existing water well located on the site plan? Please add this feature.

ENV5. How will non-potable water be supplied to the event center for the proposed plumbing (toilets and hand washing sinks connected to new septic system)?

ENV6. Is a commercial well permit required? Please contact Colorado Division of Water Resources and provide documentation of their response.

ENV7. Please provide documentation of coordination with septic system contractor and Adams County Health Department (ACHD) for design and approval of new septic system.

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DOC 1

ENV2: Food and beverage will be brought by attendees. No vendors. All events will be held inside to minimize noise and lights. Trash disposal will be in one spot to where trash company can pick up. There should be minimum dust as to the parking and driving on/off site will be road base material.

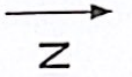
ENV3: Appendix A. All entry and parking spaces will be on road base.

ENV4: Water well Was sent on previous Currently Existing site plan Exhibit A which will be reattached to this. Also attached Entire Property line Exhibit C for reference of where things are and going to be placed.

ENV5: All will be done per county guidelines

ENV6: Still waiting to hear back.

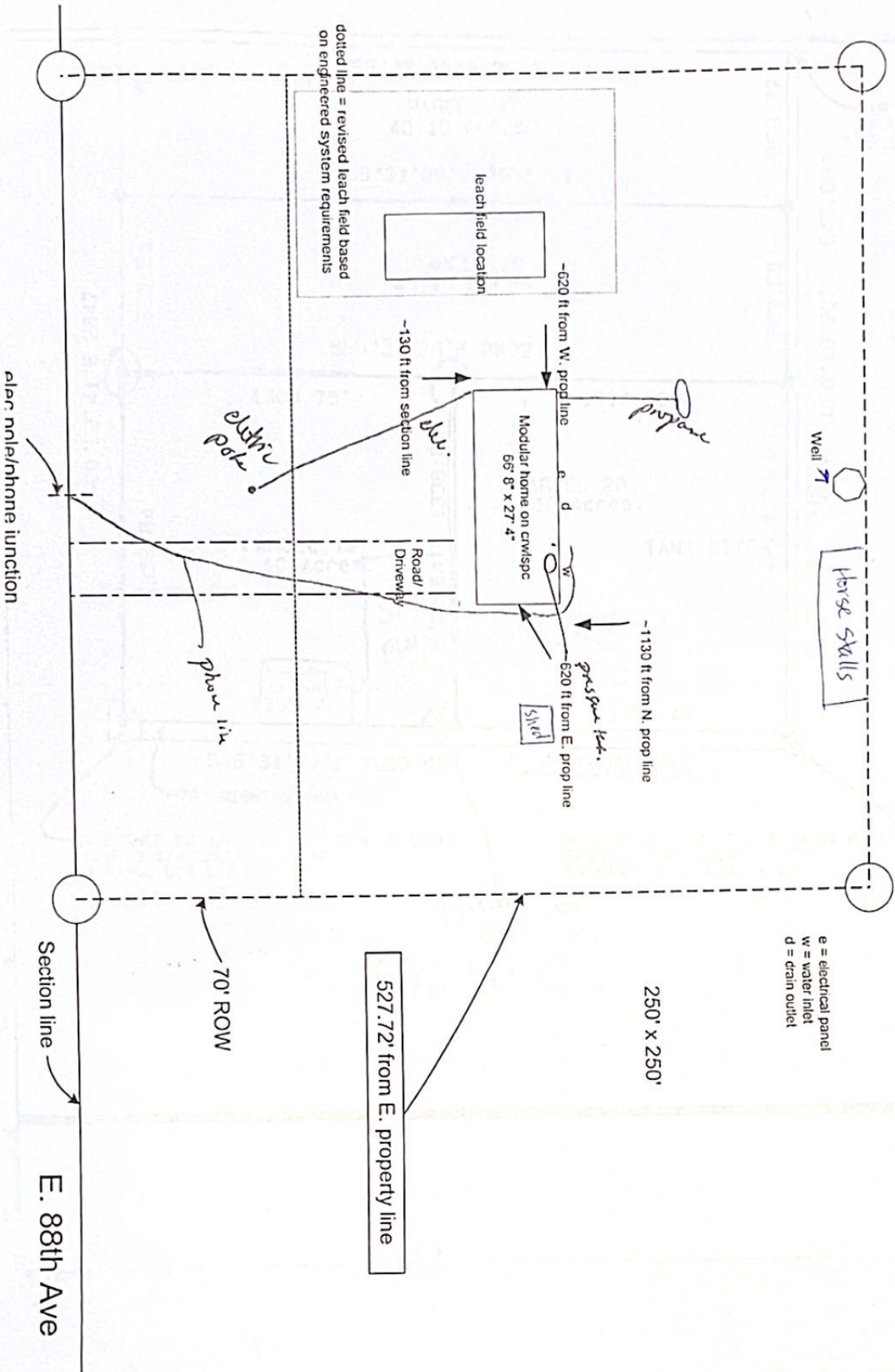
ENV7: We have contacted and waiting to get a response. It will be done by the Adams County Health Dept guidelines.

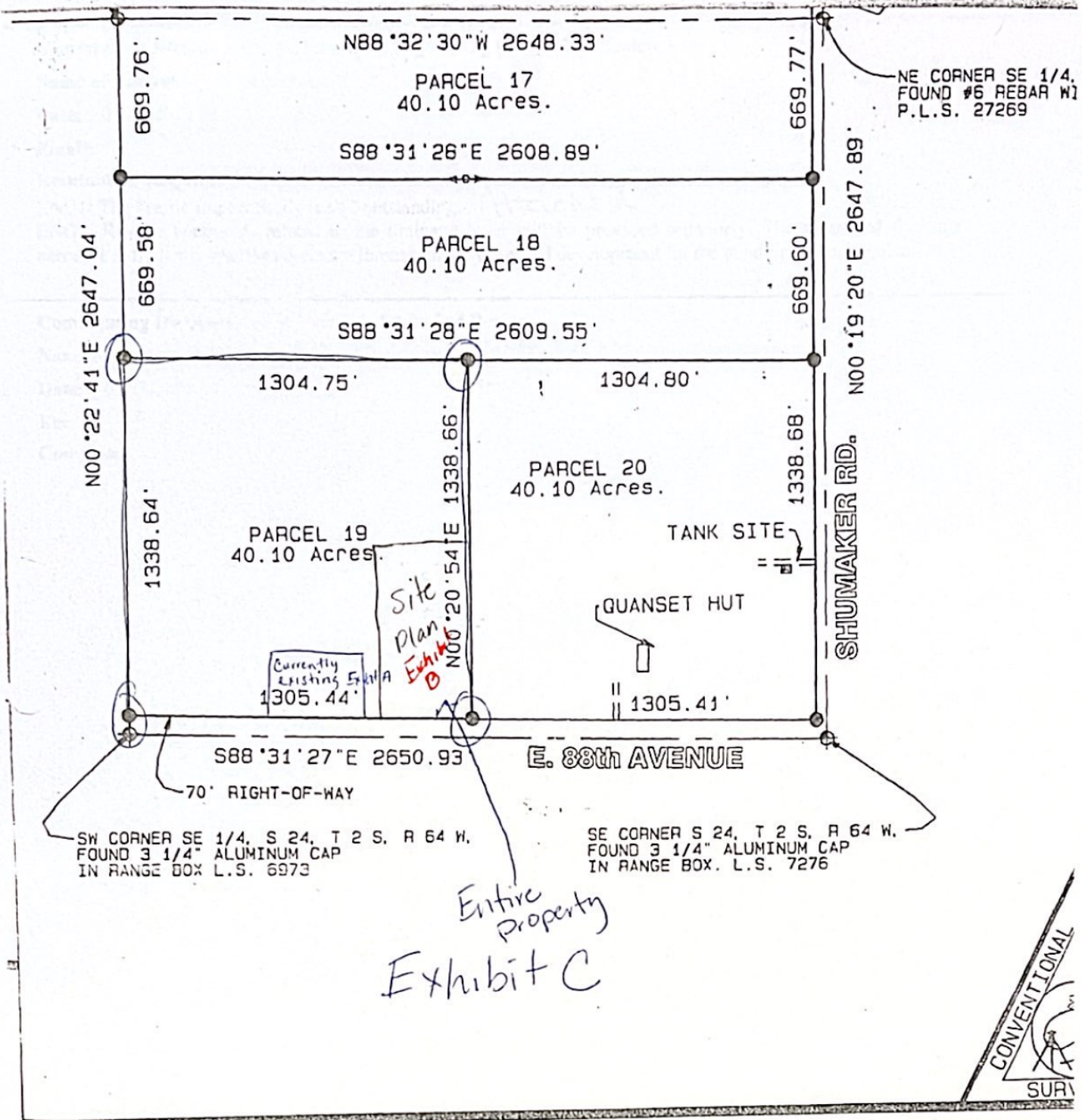


Currently
Existing
Exhibit A

0.25" = 10 ft

41901 E. 88th Ave. net CO
250' x 250' inset from survey
revised 11/19/2001





Commenting Division: Development Engineering Review 2nd Review

Name of Reviewer: Steve Krawczyk

Date: 07/28/2023

Email:

Resubmittal Required

ENG1: The Traffic Impact Study is still outstanding. *Attached.*

ENG2: Review comments related to the drainage letter will be provided separately. The submitted drainage narrative sufficiently analyses drainage impacts of the proposed development for the conditional use application.

Commenting Division: Application Intake 2nd Review

Name of Reviewer: Brittany Ramirez

Date: 07/11/2023

Email:

Complete

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Stephen Simon

41901 E 88th Event Venue - Updated Traffic Generation Analysis



From stephen@smrocha.com
To Patricia Gutierrez
Jul 14 at 10:19 AM

Greetings Patricia,

Attached please find the updated Traffic Generation Analysis Letter prepared for the 41901 E 88th Event Venue located in Adams County, CO. Also attached is our response letter to the County review comment. Hopefully, this will suffice in convincing County Staff that additional analysis is not required. However, there is always a chance that the County provides other reasons for why they may want a more detailed report. Let us know if/when you receive any additional comments or feedback from the County, and we can be available to assist in addressing those.

If you have any questions, or if there's anything else you need, please feel free to ask.
Thank you,

Stephen Simon

Traffic Engineer | Project Manager
North Colorado Region Manager



SM ROCHA, LLC
Traffic and Transportation Consultants
www.smrocha.com

Metropolitan Denver ***NEW ADDRESS***

Thank you.

Got it.

Cool.



Delete



Archive



Move



Reply



More



July 14, 2023

Patricia Gutierrez
41901 E 88th Avenue
Bennett, CO 80102

**RE: Review Comment Responses / 41901 E 88th Event Venue
Adams County, Colorado**

Dear Patricia,

SM ROCHA LLC is pleased to provide comment response information for the proposed 41901 E 88th Event Venue. This development is located on the north side of E 88th Avenue and west of Schumaker Road (County Road 30) in Adams County, Colorado.

The purpose of this letter is to respond to the County Staff review comments (1st Review). We have provided detailed responses to the review comments and made revisions to the Traffic Generation Analysis Letter as applicable. We remain available to discuss further if needed. The following is a summary of comment responses:

County Traffic Comment 1 (ENG6): The applicant is required to complete a Phase 3 Traffic Impact Study by a Professional Engineer (P.E.) licensed in the State of Colorado. Based on the Traffic Impact Study (TIS) estimate of 270 trips be responsible for addressing intersection impacts up to 1 mile from the proposed site. Please refer to Section 8-02 of the Adams County Development Standards and Regulations (DSR) for more information regarding the TGA requirements. The study should address any off-site improvements that may be necessary to mitigate traffic impacts from the proposed development at with submittal of the EGR submittal. A site-specific traffic study addressing site specific issues identified with the future process. An updated Transportation study is being required by Planning and Development to determine the amount and/or distribution of traffic generated from a proposed development on to 88th Avenue.

Comment Response: Comment acknowledged. It is understood pursuant to Section 8-02-02, Table 8.15, of the County's Development Standards that a Level 3 Traffic Impact Study (TIS) is typically required if projected daily traffic volumes are to exceed 250 vehicle trips. Upon further coordination with the Applicant, it has been established that previous estimates for maximum site occupancy are greater than what is currently expected. As such, the prepared Traffic Generation Analysis Letter has been revised to assess trips generated by a new proposed maximum of 400 guests and support staff. Using this maximum capacity, daily traffic volumes are now estimated to be approximately 240 trips, or less than the County threshold for requiring a full TIS.

8700 TURNPIKE DRIVE, SUITE 240 WESTMINSTER, COLORADO 80031 (303) 458-9798
6 SOUTH TEJON STREET, SUITE 515 COLORADO SPRINGS, COLORADO 80903 (719) 203-6639
WWW.SMROCHA.COM

Patricia Gutierrez
41901 E 88th Event Venue

July 2023
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It is further noted that due to the unique nature of the use, and proposed operations being limited to weekends and primarily during non-peak hours of the adjacent roadway network, that no significant impacts to adjacent intersection operations or levels of service are expected to occur. As such, the provided Traffic Generation Analysis Letter is considered to be adequate. Please clarify upon review if specific additional analyses are required to address any outstanding concerns.



SM ROCHA, LLC

TRAFFIC AND TRANSPORTATION CONSULTANTS

July 14, 2023

Patricia Gutierrez
41901 E 88th Avenue
Bennett, CO 80102

**RE: 41901 E 88th Event Venue / Traffic Generation Analysis
Adams County, Colorado**

Dear Patricia,

SM ROCHA, LLC is pleased to provide traffic generation information for the development entitled 41901 E 88th Event Venue. This development is located on the north side of E 88th Avenue and west of Schumaker Road (County Road 30) in Adams County, Colorado.

This information has been revised pursuant to changes in proposed maximum venue capacity and corresponding updates to expected traffic generation.

The intent of this analysis is to present traffic volumes likely generated by the proposed development and consider potential impacts to the adjacent roadway network.

The following is a summary of analysis results.

Site Description and Access

Land for the development is currently occupied by a single-family residence and is surrounded by a mix of residential, light industrial, agricultural, and open space land uses. The proposed development is understood to entail the new construction of an approximate 9,600-square foot structure to serve as a personal storage facility for the existing residence, as well as provide space for event hosting. The proposed event venue is estimated to provide capacity for as many as 400 guests.

Existing access to the development is provided at the following location: one full-movement access onto E 88th Avenue (referred to as Site Access).

General site and access locations are shown on Figure 1.

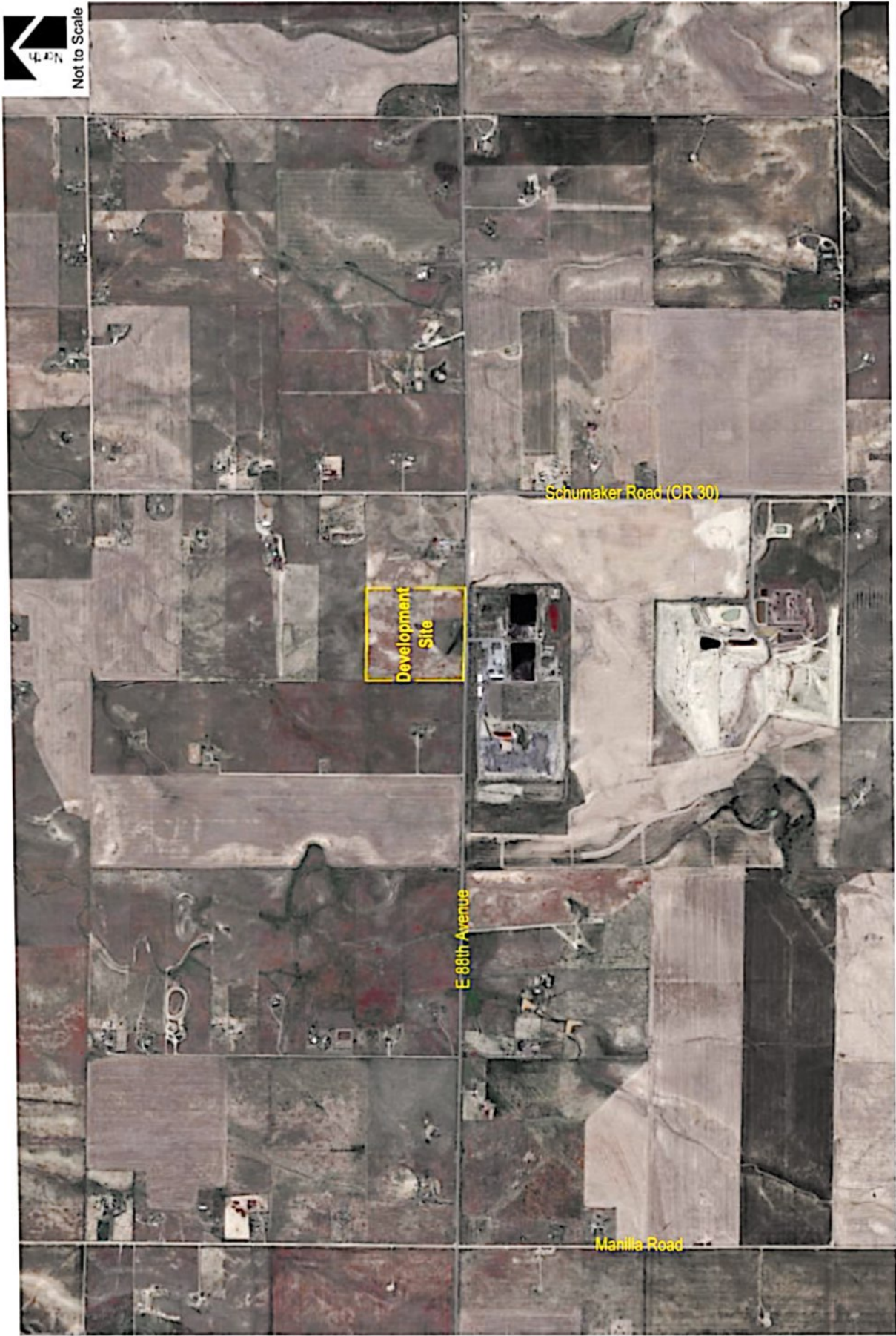


Figure 1
SITE LOCATION
July 2023
Page 2

41901 E 88TH EVENT VENUE
Traffic Generation Analysis

SM ROCHA, LLC
Traffic and Transportation Consultants



Vehicle Trip Generation

Standard traffic generation characteristics compiled by the Institute of Transportation Engineers (ITE) in their report entitled Trip Generation Manual, 11th Edition, are generally applied to proposed land uses in order to estimate the average daily traffic (ADT) and peak hour vehicle trips. A vehicle trip is defined as a one-way vehicle movement from point of origin to point of destination.

It is however noted that ITE does not provide trip generation data for an event venue land use. This is due to the intermittent use of event venues and the significant variability in the number of visitors depending on when an event is held and the type of event. Therefore, specific weekday and weekend trip generation rates for the proposed development were estimated based on anticipated venue operations, and in reference to typical assumptions made by the Colorado Department of Transportation (CDOT)¹. Referenced CDOT information is included as Attachment A.

The proposed event venue land use is understood to operate as a potential destination for weddings, anniversaries, birthday celebrations, etc., with an anticipated event frequency of only one event on a given day. Days of operation are anticipated to be limited to Friday, Saturday and Sunday, with most events likely to occur on Saturdays. Events may occur at various times throughout the day; however, it is expected that most will likely occur beginning at approximately 5:00 PM and continue until late evening. The venue is estimated to provide capacity for a maximum of 400 people per event including both guests and a limited number of on-site support staff as needed, such as caterers, photographers, and planners. It is however noted that the actual number of attendees will on average be less than the maximum capacity of the venue. Average attendance is assumed to be 75 percent of the total provided venue capacity.

It is anticipated that the greatest period of site generated traffic entering or exiting the site will occur prior to the start of an event during the arrival of guests. Prior to the arrival of guests, it is expected that catering services and any personnel involved in the setup and preparation of venue facilities will arrive and depart the site. These trips are anticipated to be significantly fewer than those generated by event guests and are expected to occur at least an hour or more before the event start. Pursuant to typical event operations, it is expected that most guests attending the proposed venue will carpool with an assumed ratio of between 2 and 2.5 passengers per vehicle. Additionally, it is expected that the majority guests will all arrive within a 15-to-30-minute time frame and are expected to stay for the duration of the event. During this peak period of generation, it is expected that 100 percent of vehicle trips will be entering the site, with none exiting. The departure rate of guests is expected to be less than the arrival rate, as guests are considered likely to leave the venue at staggered times throughout the evening depending on individual preference. Total average daily traffic (ADT) is expected to be twice the number of trips entering the site, or the total of entering and exiting trips given that all trips entering the site are expected to also leave the site.

Pursuant to the indicated development operations, Table 1 summarizes the projected ADT and peak hour traffic volumes likely generated by the additional land use area proposed.

¹ Wedding Venue Trip Generation and Trip Distribution Memorandum, CDOT Region 3, January 2018.

Table 1 – Trip Generation Rates

| ITE CODE | LAND USE | UNIT | TRIP GENERATION RATES | | | |
|-------------|-------------|------|-----------------------|-------------------------|------|-------|
| | | | 24 HOUR | PEAK HOUR OF GENERATION | | |
| | | | | ENTER | EXIT | TOTAL |
| - | Event Venue | CAP | 0.60 | 0.30 | 0.00 | 0.30 |

Key: CAP = Maximum Venue Capacity.

Table 2 summarizes the projected ADT and peak hour traffic volumes likely generated by the additional land use area proposed.

Table 2 – Trip Generation Summary

| ITE CODE | LAND USE | SIZE | TOTAL TRIPS GENERATED | | | |
|---------------|-------------|---------|-----------------------|-------------------------|------|-------|
| | | | 24 HOUR | PEAK HOUR OF GENERATION | | |
| | | | | ENTER | EXIT | TOTAL |
| - | Event Venue | 400 CAP | 240 | 120 | 0 | 120 |
| <i>Total:</i> | | | 240 | 120 | 0 | 120 |

Key: CAP = Maximum Venue Capacity.

Note: All data and calculations above are subject to being rounded to nearest value.

As Table 2 shows, the development area has the potential to generate approximately 240 daily trips with 120 of those occurring during the peak hour of site operation.

Adjustments to Trip Generation Rates

A development of this type is not likely to attract trips from within area land uses nor pass-by or diverted link trips from the adjacent roadway system, therefore no trip reduction was taken in this analysis.

Trip Generation Distribution and Assignment

Overall directional distribution of site-generated traffic was determined based on existing area land uses, the site location within the County, and the available roadway network. Site-generated traffic is anticipated to be distributed through the existing Site Access. Distribution along E 88th Avenue is general and assumed to be 90 percent to/from the east and 10 percent to/from the west.

Traffic assignment is how the site-generated and distributed trips are expected to be loaded on the roadway network. Applying assumed trip distribution patterns to site-generated traffic provides the peak hour trip volume assignments for existing accesses. These volumes are then divided further upon travel through adjacent roadways serving the overall development area. Table 3 below uses the trip generation volumes from Table 2 and denotes projected traffic volumes at the existing Site Access.

Table 3 – Site Generated Trip Assignment

| DEVELOPMENT ACCESS TURNING MOVEMENTS | PEAK HOUR OF GENERATION | |
|---|-------------------------|-----------------|
| | Inbound Volume | Outbound Volume |
| Site Access / E 88 th Avenue | | |
| Eastbound Left | 12 | - |
| Westbound Right | 108 | - |
| Southbound Left | - | 0 |
| Southbound Right | - | 0 |

Development Impacts

As Tables 2 and 3 show, there is an increase in traffic volumes anticipated for the proposed development addition. However, due to the rural location of the site, and given that the majority of site generated trips are anticipated to occur outside of typical peak hours for the adjacent roadway network, the projected increase in daily traffic volumes is considered minor. These minor volumes are not likely to negatively impact operations of E 88th Avenue nor other adjacent roadways or intersections.

Auxiliary Lane Analysis

Auxiliary lanes for site development accesses are to be based on the County's Development Standards and Regulations² (Standards).

Considering development build-out, an evaluation of auxiliary lane requirements, pursuant to Section 8-01-08 of the County's Standards, reveals that left turn and right turn deceleration lanes at Site Access along E 88th Avenue may be required since the development's projected peak hour left turn and right turn ingress volumes exceed the County thresholds of 10 vehicles per hour and 25 vehicles per hour, respectively. However, due to the non-peak period operations of the proposed site and the rural location, provision of auxiliary lanes is not considered necessary with the proposed development.

As example, recent ADT information for E 88th Avenue as provided by the Denver Regional Council of Governments (DRCOG) from their Regional Traffic Counts program, indicates approximately 943 daily vehicle trips west of the proposed development site, and east of Manilla Road as of Year 2020. Further data reveals an ADT of 929 trips in year 2010, indicating a minimal annual growth rate for the area. With the assumption that the majority of these daily volumes occur during daylight hours, it can be estimated that peak hour through volumes during proposed event operations are very likely to be less than 100 vehicles. Based on Section 8-01-08 (4) of the County Standards, the need for auxiliary lanes may be waived if projected hourly volumes are less than 150 vehicles in the adjacent travel lane for right turn lanes, and 100 vehicles in the opposing travel lane for left turn lanes.

² Adams County Development Standards and Regulations, Adams County, December 2020.

Conclusion

This analysis assessed traffic generation for the 41901 E 88th Event Venue development and potential impacts to the adjacent roadway network.

It is our professional opinion that the proposed site-generated traffic is expected to create no negative impact to traffic operations for the surrounding roadway network and existing Site Access, nor at the E 88th Avenue intersection with Schumaker Road. Analysis of site-generated traffic concludes that proposed development traffic volumes are minor, and no off-site roadway or intersection improvements, such as auxiliary lanes, are considered to be required.

We trust that our findings will assist in the planning and approval of the 41901 E 88th Event Venue development. Please contact us should further assistance be needed.

Sincerely,

SM ROCHA, LLC
Traffic and Transportation Consultants



Stephen Simon, EIT
Traffic Engineer



Fred Lantz, PE
Traffic Engineer

ATTACHMENT A

CDOT Wedding Venue Trip Generation and Trip Distribution Memorandum



DATE: January 30, 2018

FROM: Kent Harbert, CDOT Region 3 Access Engineer

SUBJECT: Wedding venue trip generation and trip distribution

The ITE Trip Generation Guide does not include a land use category for wedding venues. It is, therefore, desirable to establish a standard methodology to project the trip generation rates and the trip distribution assumptions. The following is proposed:

Trip Generation

A wedding is a single event at a pre-established time. All of the wedding party and wedding guests will be in attendance at the ceremony. Therefore, the trip generation rate will be based on the capacity of the area within the venue to be used for the ceremony.

Typically, a wedding party will rent a venue with a capacity near the size of their wedding. Estimate that 75% of the venue capacity will be the typical size used for trip generation.

Estimate that the wedding party and vendors represent 10% of those attending the wedding and that they arrive more than one hour before the ceremony. The remaining 90% will arrive during the one-hour period prior to the ceremony.

Many of the wedding guest travel together as couples, families or groups of friends. Assume there will be 2 to 2.5 guests per vehicle.

Using the above factors gives a range of 0.27 to 0.33 for the trip generation factor as a function of the venue capacity. Use an average rate of 0.30 with 100% entering.

If the venue does not include a reception area use the same 0.30 rate for the exiting trips. If the venue has a reception area the exiting will be dispersed over a few hours. Use a rate of 0.12 (0.30 x 40%) for the peak hour of exiting vehicles.

Trip Distribution

Trip distribution for a wedding venue is not like other land uses where the traffic in one direction plus the traffic in the opposite direction totals to 100% of the design hour volume. For a wedding venue the majority of the traffic can be to and from one direction for one wedding and to and from the other direction for a different wedding. The two distributions need to be analyzed separately, not averaged.

