



Request for Comments

Case Name: Ascent Drive Resort
Project Number: PRC2021-00006

July 21, 2021

The Adams County Planning Commission is requesting comments on the following application: **1. Conditional Use Permit for a Racing Facility in the Agricultural-3 (A-3) Zone District; 2. Right-of-Way Vacation for a portion of 96th Avenue** This request is located at 0 -. The Assessor's Parcel Number is 0172700000037, 0172700000048.

Applicant Information: Ascent Drive Resort
AUSTIN AKERS
518 17TH STREET, SUITE 1800
DENVER, CO 80202

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 08/10/2021 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

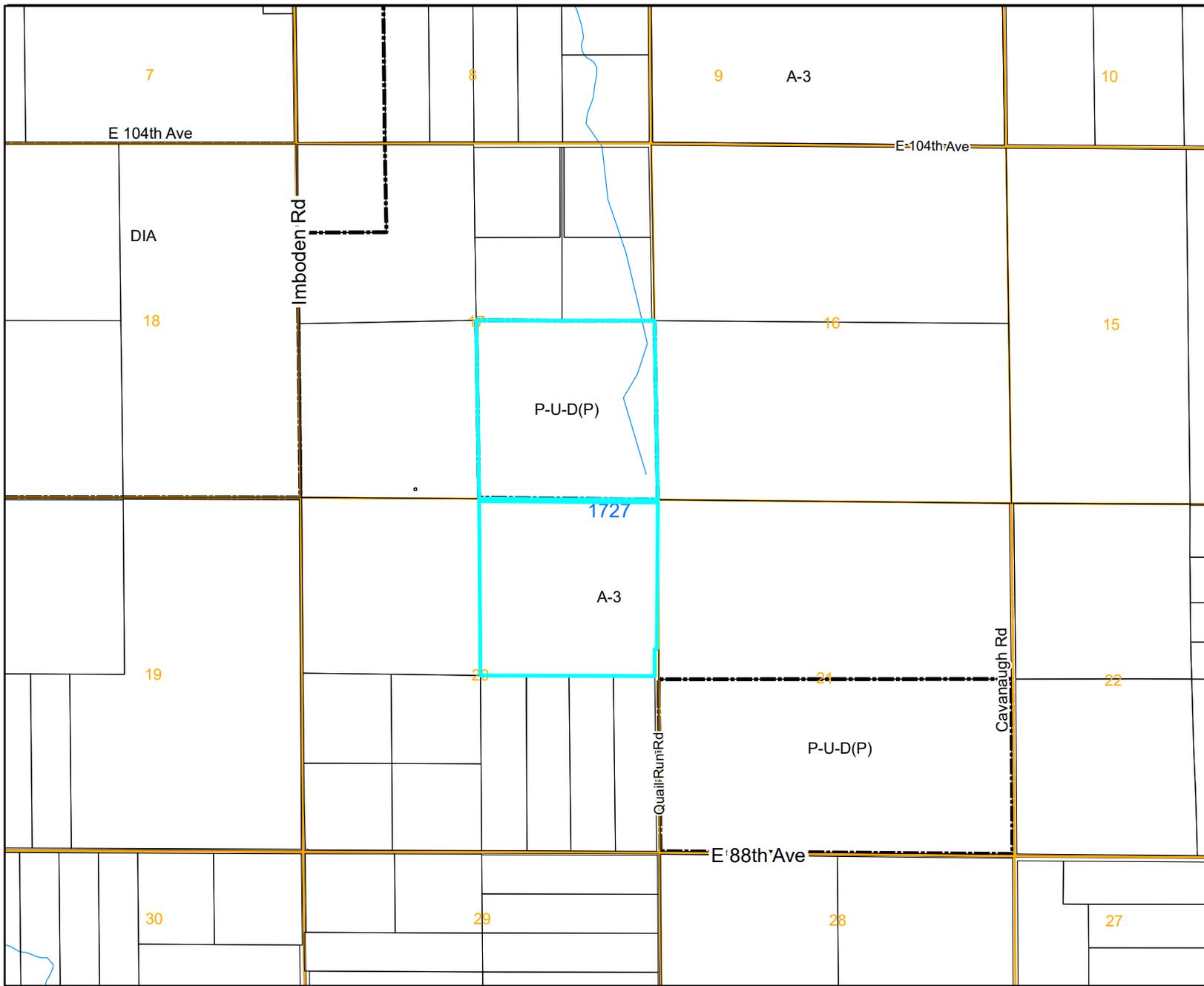
Eva J. Henry
DISTRICT 1

Charles "Chaz" Tedesco
DISTRICT 2

Emma Pinter
DISTRICT 3

Steve O'Dorisio
DISTRICT 4

Lynn Baca
DISTRICT 5



Legend

-  Railroad
-  Major Water
-  Zoning Line
-  Sections

Ascent Drive Resort
PRC2021-00006



For display purposes only.

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

Written Explanation of the Project

A. Overview and Purpose of the Proposed Project

The applicant, Ascent Drive Resort (“ADR”), seeks conditional use permit (“CUP”) approval for outdoor recreation on a roughly 319-acre parcel of land (two quarter-sections) (“SITE”) zoned A-3, located East of Denver International Airport (“DEN”). The Parcel ID numbers of the Site are 017270000048 and 017270000037. The Site is bounded by Quail Run Road on the East and bisected by undeveloped right-of-way for East 96th Avenue (on the section line between Sections 17 and 20, Township 2 South, Range 64 West of the 6th PM). Concurrently with this application, ADR is seeking vacation of the East 96th Avenue right-of-way.

ADR proposes a “driving resort” (“RESORT”) which is a place where people who enjoy driving cars, trucks, and go-karts can come to “play” with them in a controlled and safe environment. The proposed Resort is a private facility that is focused on the driver’s experience. Unlike a typical racetrack (which is focused on the experience of the spectator), the Resort will not include facilities for spectators. In addition, the proposed road course (the principal track used by cars) includes left turns and right turns that allow it to be used in a variety of different ways, including breaking it up into as many as three shorter tracks that can be used simultaneously. There are no long, straight runs that would involve cars being at full throttle for hours on end.

The Resort is designed by Tilke Engineers & Architects of Germany (“TILKE”), which has designed more driving resorts and R&D facilities, in more locations, than any other company in the world. Tilke’s experience and design skill will ensure that the Resort provide a thrilling experience for both guests and members,¹ with minimal impact to adjacent property owners.

B. Project Improvements

The Resort will have a number of components, which ADR intends to build out in phases. This CUP application is intended to carry out the first phase, which includes the outdoor recreation components that are permissible in the A-3 zoning district by CUP approval: (1) a “road course” (a winding paved track with both left turns and right turns that can be configured into a single long course or multiple shorter courses), (2) an outdoor karting road course (for go-karts)², and (3) a “vehicle dynamics skidpad” (an outdoor paved area for driver training). Supporting improvements will include high-end garages (some of which

¹ The applicant anticipates that part of the outdoor recreation experience created by this CUP will be the opportunity for both daily, non-member guests and those who have bought memberships (akin to a golf country club) to rent supercars (*e.g.*, Ferraris and McLarens) and performance cars (*e.g.*, Corvettes and Mustangs) for use on the road course.

² The karts will be high-performance vehicles that can safely reach speeds of up to 60 miles per hour.

will include kitchenettes and bathrooms), workshops, a multi-use “headquarters” building, fueling facilities, and concessions for food and beverages. A conceptual site plan for the proposed project improvements is provided in the CUP application materials.

C. Compliance with CUP Approval Standards

The standards for CUP approval are set out in Section 2-02-09, Adams County Development Standards and Regulations (“ACDS&R”). The proposed use meets all of the applicable standards, as follows:

1. The conditional use is permitted in the applicable zone district.

The subject property is zoned A-3.³ Outdoor recreation is permitted in the A-3 zone by CUP. (ACDS&R 3-07-01).

2. The conditional use is consistent with the purposes of these standards and regulations.

The proposed conditional use is consistent with the stated purposes of the ACDS&R that are set out in ACDS&R § 1-01-03. It preserves health, safety, and welfare (as detailed more thoroughly herein), implements a number of policies that are articulated in the County’s Comprehensive Plan, entitled IMAGINE ADAMS COUNTY (“PLAN”), and is or will be served by appropriate infrastructure at the time such infrastructure is needed.

In terms of Plan implementation:

- Plan Policy 4.1 focuses on creation of high-paying primary jobs. At full build-out, the Resort will support high-wage technical jobs in research and development.
- Plan Policy 4.2 focuses on strengthening the economic base of the County, in part by improving recreational amenities. The Resort is a unique recreational amenity that is simply not offered in the State of Colorado.
- Plan Policy 5.1 focuses on fiscally responsible growth. It is expected that the Resort will contribute more to the County’s revenues than it will require in terms of County expenditures.
- Plan Policy 6.1 focuses on ensuring that new development pays its own way. ADR is not asking for any incentives or subsidies. Development of the Resort will result in road improvements that improve regional connectivity and mobility.

³ The County’s public-facing GIS erroneously shows the northern half of the property (Parcel ID No. 017270000048) with a PUD zoning designation. The PUD (Case No. PRJ2004-00002) was never carried out (no Final Development Plan was approved after the Preliminary Development Plan was recorded). Consequently, the Preliminary Development Plan lapsed, which (under the then-applicable version of the ACDS&R) reverted the property back to the underlying A-3 Zoning District.

- Plan Policies 8.1 and 8.2 focus on sustainability. While initially, the Resort will be primarily used for gasoline powered vehicles, ADR recognizes that the future is electric vehicles. The Resort will promote that future by providing a road course that can be used to test electric and autonomous vehicles. The Resort will also have land available to generate a substantial amount of electricity using photovoltaics.
- Plan Policy 9.5 focuses on the provision of a variety of recreation opportunities in the County. The Resort is a unique recreational asset, not found anywhere else in the state.
- Plan Policy 11.4 tends to discourage residential development within two miles of DEN. Policy 17.1 focuses on encouraging uses that are “compatible with existing and planning airport operations and impacts” around DEN. The Resort is a low-intensity, noise-compatible, airport-compatible nonresidential use within two miles of DEN.
- Plan Policy 17.4 calls for the continuation of agricultural uses east of DEN “until sufficient infrastructure and market demand exist to support mixed-use employment.” The Resort will likely attract companies that are new to the region and catalyze additional mixed-use employment generating uses. In the meantime, it is entirely compatible with existing agricultural uses.

In addition to plan implementation, the applicant proposes to make time available on the road course and vehicle dynamics skidpad for law enforcement training purposes. As far as the applicant is aware, there is no comparably sized and comparatively versatile closed course in Colorado for law enforcement training.

3. The conditional use will comply with the requirements of these standards and regulations including, but not limited to, all applicable performance standards.

As shown in the attached plan set, the proposed conditional use complies with the applicable requirements of the ACDS&R.

There are no performance standards that are specifically applicable to outdoor recreation.

4. The conditional use is compatible with the surrounding area, harmonious with the character of the neighborhood, not detrimental to the immediate area, not detrimental to the future development of the area, and not detrimental to the health, safety, or welfare of the inhabitants of the area and the County.

The Resort is physically, functionally, and aesthetically compatible with DEN and surrounding agricultural uses. It is located less than 2,000 feet from an eastern boundary of DEN, and is located well within its 65 LdN noise contour (related to Runway 8/26 which is about 14,000 feet away from the Subject Property’s western boundary). An airport noise contour map is included with the application.

ADR has identified only 34 homes within two miles of the Resort boundaries. Like the Resort, these homes are also impacted by airport noise and operations. Still, the Resort is designed to mitigate its own noise impacts on the nearby residential uses. Additionally, in the future, as increasing numbers of performance vehicles are powered by electricity, noise impacts will likely be further reduced. A preliminary noise impact study is provided with this application.

The Resort will not be detrimental to future development. In fact, as detailed in the narrative regarding the second conditional use permit approval criterion, it will support the future development of the area in a manner that is consistent with the Plan.

Since it is not a commercial racing / spectator venue, the projected traffic generation related to the Resort will be modest. Dust on the off-road tracks will be controlled. The Resort will not produce vibration, glare, heat, smoke, fumes, gas, or odors that are perceptible outside of the Resort property. Hours of operation will be appropriate to the use, and will generally be restricted to daylight hours.

5. The conditional use permit has addressed all off-site impacts.

As the application materials demonstrate, the proposed conditional use is designed to address all off-site impacts. Conversely, the use is conceived and designed to operate in an environment where nearby uses (*e.g.*, DEN and area farms) produce off-site impacts that make many other types of uses difficult to operate. As such, the Resort is an ideal fit in this location.

6. The site is suitable for the conditional use including adequate usable space, adequate access, and absence of environmental constraints.

The Site is ideally sized, shaped, and located to efficiently provide a useable multi-purpose road course, karting road course, off-road areas, vehicle dynamics skid pad, parking areas, drainage facilities, buffers, and areas for other facilities and amenities to be developed in the future under separate approvals. The plan for the Resort addresses the short reach of Horse Creek that traverses the site. The Resort will seamlessly fit into its physical context.

The Site is located within the Airport Influence Area (the noise contours of DEN), and the Resort is a noise-compatible use with a relatively low density of patrons and employees. The topography of the Site is appropriate for the Resort, allowing for development of the courses and amenities with relatively modest earthwork. The Resort is compatible with neighboring agricultural and farmstead uses and will ultimately help to catalyze development east of DEN that implements the County's land use plans. Adequate street access is available.

7. The site plan for the proposed conditional use will provide the most convenient and functional use of the lot including the parking scheme, traffic circulation, open space, fencing, screening, landscaping, signage, and lighting.

As the application materials demonstrate, the site plan for the Resort provides the most convenient and functional use of the Site, allowing for a flexible and functional road track, with room for supporting facilities and amenities, all designed in a way that mitigates the impacts of the use on nearby property owners.

8. Sewer, water, storm water drainage, fire protection, police protection, and roads are to be available and adequate to serve the needs of the conditional use as designed and proposed.

The applicant proposes that water will be provided via a commercial well (permit has been applied for) and that onsite wastewater treatment is viable in this location. The site will be engineered to provide appropriate stormwater drainage.

Fire protection is provided by Bennett Fire Protection District. Police protection is provided by the Adams County Sheriff.

According to the traffic study, the impact of the Resort on area traffic will be fairly minimal. Road improvements will be implemented as determined by the traffic study.

D. Timing

1. Timing of Construction of Facilities Approved by CUP

ADR anticipates applying for construction permits and commencing construction of the facilities authorized by the CUP promptly after issuance of the CUP.

2. Duration of CUP

ACDS&R 2-02-09-05 states that conditions such as limitations on the duration of approval (along with a non-exclusive list of other potential limitations) *may* be imposed by the Board of County Commissioners in order to “implement the Adams County Comprehensive Plan and ensure compatibility with adjacent uses.” ADR understands that, historically, the Board of County Commissioners has in some cases used ACDS&R 2-02-09-05:9.c. to impose limitations on the duration of conditional use permits.

The first phase of the Resort is, by itself, a signature project. It is a multimillion-dollar investment that will create unique recreational opportunity in the State of Colorado over the long term, and potentially a “center of gravity” that attracts and supports research and development enterprises. As described in this narrative, the proposed Resort is not only compatible with existing development, but it will also likely catalyze new development that implements the Comprehensive Plan.

Limitations on the duration of approval (which are not required by the ACDS&R) will be detrimental to future development of the Resort and will likely thwart its growth and catalytic impact on the surrounding area. Consequently, ADR requests that the CUP be issued without limitations on its duration.

E. Future Development Within and Near the Resort

ADR anticipates that subsequent phases of the Resort will include additional related activities such as an indoor karting center and retail or restaurant uses. ADR expects that on or before build-out, the Resort will catalyze supporting development on nearby property, including but not limited to additional research and development and hospitality uses.

ADR recognizes that not all of these uses will be allowed under the ACDS&R in the A-3 zoning district (by CUP approval or otherwise). As such, ADR understands that implementation of future phases (depending upon their uses and design) may require additional zoning action, such as PUD or rezoning approval. ADR will file those applications at an appropriate time.



Notes:
 - All track access are shown for illustrative purposes only. All turn-offs need to be confirmed according to FIA/FIM regulations in later planning stages.
 - Illustrative most concept only. Access and infrastructure situation must be confirmed later.
 - Overall safety concept not developed yet.

PRE-CONCEPT DESIGN / SITEPLAN
APRIL 2021



ALDRIDGE TRANSPORTATION CONSULTANTS, LLC

Advanced Transportation Planning and Traffic Engineering

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April 8, 2021

Mr. Shane Wells
Apex Builders, LLC
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Littleton, CO 80125

RE: Transportation Impact Study
Ascent Drive Resort -- Adams County, CO

Dear Mr. Wells:

Aldridge Transportation Consultants (ATC) is pleased to present this traffic impact study regarding the proposed development of the Ascent Drive Resort located on 96th Ave. one-half mile east of Imboden Road in rural Adams County. Figure 1 shows the location of the project and relationship to DIA and the Metro area.

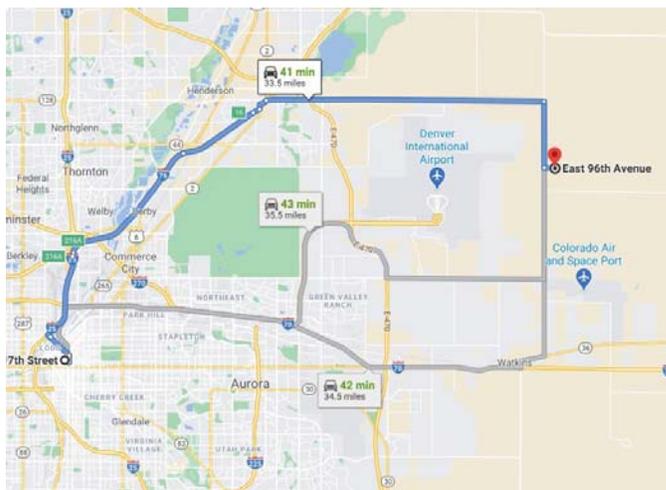


Figure 1 Site Location

Ascent Drive Resort is a private membership and semi-public use motorsport destination with opportunities for research & development, education and outdoor entertainment. Ascent Drive Resort will have 4 full-time staff, and 5 part-time staff on site on an average weekday. Approximately 10-30 club members may use the facility on a typical weekday.

The site is located on 96th Ave. on the east side of Imboden Road. It covers about 320 acres. The site is currently zoned A-3 for agricultural use. The proposed zoning is PUD. Figure 2 shows the location of the site and surrounding area which is predominately agriculture and a smattering of larger homesteads. There are no known other development proposals in the vicinity of the resort.

This traffic impact study has been prepared in accord with Chapter 8 of the Adams County Development Standards and Regulations. It is a Level 2 TIS based on the average daily trip generation of more than 50 but less than 500 vehicle trips per day.

PROJECT OVERVIEW

Ascent Drive Resort is a private membership and semi-public use motorsport destination with opportunities for research & development, education and outdoor entertainment. Ascent Drive Resort will have 4 full-time staff, and 5 part-time staff on site on an average weekday. Approximately 10-30 club members may use the facility on a typical weekday.



Figure 2 Site and Surrounding Area

Figure 3 shows the proposed layout of the track and associated facilities.

EXISTING TRAFFIC CONDITIONS

Imboden Road is a rural arterial. It is a paved two-lane roadway that carries 631 trips per day according to the Adams County Transportation Plan and recent traffic counts on the Adams County website. 96th Ave. is classified as a rural collector west of Imboden Road. It is not a maintained county road to the east and dead ends at the site. On the west side it is unpaved and although there are no recorded traffic counts it is doubtful that it carries more than 100 vpd. The intersection of Imboden Road and 96th Ave. is two-way stop-sign controlled (there are no stop signs on the westbound approach). The 2035 forecasts in the Adams County

Transportation Plan show a fairly substantial increase in traffic. North of 120th Ave. the increase goes from 300 vpd to 2,000 vpd. Widening from two to four lanes is not indicated by these increases. Forecasts for 96th Ave. were not provided in the plan.



Figure 3 Site and Track Layout (north is to the right)



PROPOSED PROJECT TRAFFIC

The following table presents the probable trip generation for the project on an average weekday. The estimates are based on data provided by the owners as there are no comparable observations in the ITE Trip Generation Manual. The ADT for staff assumes some trips for mail, garbage, and other deliveries.

Trip Generation Worksheet								
ITE CODE	LAND USE	UNIT	QUANTITY	ADT	AM		PM	
					IN	OUT	IN	OUT
Owner	Drive Resort	Staff	9	24	10	2	2	10
Owner	Drive Resort	Members	30	60	5	5	5	5
Total Trips				84	15	7	7	15

In terms of trip distribution, it is likely that the majority (60 percent) of the trips will come northbound on Imboden Road via 56th Ave. or I-70/US-36. Zero trips from eastbound 96th and possibly 40 percent from the north via 104 Ave. were assumed.

PROJECT IMPACTS

The increase in daily traffic on Imboden Road is marginal 84 vpd raising the volume from its current 631 vpd to 715 vph. In terms of LOS this is too small to be measured meaningfully. Likewise the peak hour impacts on the intersection at Imboden Road and 96th Ave. are insignificant. It will operate at LOS A in all conditions.

A left turn deceleration lane is required when the left turn in movement is greater than 10 vph and the speed limit is greater than 40 mph (posted at 55 mph). In this case, though, the left turn is less than 10 at approximately 6 vph. In the 20th design year, Imboden Road is planned to become a Principal Arterial with a cross-section of 140 feet including an 18 foot center median. This is not likely to be any time prior to 2040. But when it occurs, the reconstruction may well include a left turn pocket in the landscaped median. No other auxiliary lanes including a right turn in deceleration lane meet the threshold volume.

The entering sight distance requirement for a posted 55 mph roadway assuming a design speed of 60 mph, is 575 feet per AASHTO and Chapter 7 of the Adams County Roadway Design and Construction Standards. The terrain is mostly level in this section of Imboden Road and the sight distance is adequate.

Site improvements include paving of the entry road (96th Ave.) and stop sign control at Imboden Road. A south access will be provided for emergency purposes.

FINDINGS AND RECOMMENDATIONS

Based on the analysis herein, it is my professional opinion that the traffic generated by the Ascent Drive Resort is minimal and can be absorbed and function harmoniously with the adjacent streets and intersections. No improvements to the intersections and roadways are necessary to mitigate the impact. In the future, when the County improves Imboden Road to a Principal Arterial, then consideration should be given to a left turn deceleration lane with in the landscaped median.



Respectfully submitted,

Aldridge Transportation Consultants, LLC

John M.W. Aldridge, PE
Principal

ATC is professional service firm specializing in traffic engineering and transportation planning. ATC's principal, John M.W. Aldridge, is a Colorado licensed professional engineer. In the past 20 years, ATC has prepared over 1,200 traffic impact studies, designed over 100 traffic signals, and has provided expert witness testimony on engineering design and access issues on multi-million-dollar interchange and highway projects in Kansas and Colorado.