

October 4, 2023

Tyler Smith
Town of Johnstown
450 S. Parish Ave.
Johnstown, CO 80534

**RE: LARSON PROPERTY
PROJECT NUMBER: 1155-005**

Dear Tyler,

We received comments to the Larson Property submittal that was made on August 9, 2023. The following responses to the Town comments for the Annexation, Zoning and ODP. The development team attempted to provide our best effort to address all the Town's comments.

RESPONSES TO COMMENTS FOR ANNEXATION AND ZONING

I. IMEG

Annexation

Comment 1: In the response letter to the previous review comments, it was stated that both Building Envelopes were to be vacated during the final plat process.

Response: A note has been added.

Comment 2: On the well setbacks, some are labeled with "Status: Shut In". In their response letter they didn't explain what that means, in comparison with the description: "Status: Plugged & Abandoned". Both labels are still being used. Please provide clarification note to explain.

Response: A note with a description has been added.

Zoning

Comment 1: In the response letter to the previous review comments, it was stated that both Building Envelopes were to be vacated during the final plat process.

Response: A note has been added.

Comment 2: On the well setbacks, some are labeled with "Status: Shut In". In their response letter they didn't explain what that means, in comparison with the description: "Status: Plugged & Abandoned". Both labels are still being used. Please provide clarification note to explain.

Response: A note with a description has been added.

Conceptual Utilities

Comment 1: See excerpt below from Town's current GIS information – with 10" WM stub at SW corner (10" required along ¼ section) and 12" stub at SE corner (12" WM required on Section Lines) and 8" stub at street

connection. Similar stubs must be proved to north at north boundary of Larson and the 10" and 12" mains will need to extend through/across Larson frontages.

Response: All stubs, pipe sizes and connections mentioned will be provided. Providing a stub at the very northwest corner of the project does not seem beneficial knowing stubs have already been provided at the north and west property boundary limits. Continued discussions with the Town regarding required stubs will continue as the project progresses to PDP/FDP Stage.

Comment 2: The Town confirmed that there is no existing water along CR15 and the Town won't be able to grant permit for connection.

Response: A new Town of Johnstown water main along CR15 will be provided and designed at the PDP/FDP stage.

Comment 3: For purposes of Annexation/Zoning – Town will NOT require a water modeling submittal. That modeling will be required at the time of any SDP/FDP submittal. 8-23-23

Response: Acknowledged. Per discussions with the Town of Johnstown Review Engineer (Gregory Weeks) a Water Demand Memo will not be provided with the Annexation/Zoning submittal. The Water Demand Memo will be provided at the PDP/FDP stage of the project.

II. Plan

Annexation

Comment 1: Add to all wells/facilities: Well/Facility Name, API Number, Well Status, Well Setback.

Response: All well/facility information requested has been added.

ODP

Comment 1: Add to all wells/facilities: Well/Facility Name, API Number, Well Status, Well Setback.

Response: All well/facility information requested has been added.

III. JUB

JRC Referral Letter

Comment 1: Our records indicate a 10" stub extending north out of RHR from the corner of Estate Dr and Goldenvue Dr. and an 8" stub extending north out of RHR in Brittany Ave.

Response: Proposed connections will be made at stubs provided. Design details will be provided at PDP/FDP stage of project. Can the Town provide design drawings for these stubs?

Comment 2: See IMEG comments (8-25-23). Water modeling will be required at SDP/FDP submittals.

Response: Acknowledged.

Comment 3: The Town does not have records of any water lines at this location and it is believed that the surveyed line likely belongs to one of the rural water districts in the area (LTWD, CWCWD).

Response: A new Town of Johnstown water main along CR15 will be provided and designed at the PDP/FDP stage.

IV. Felsburg Holt & Ullevig

Traffic Engineering Memo

Comment 1: The south connection going into the existing Rolling Hills Ranch subdivision, on Brittany Avenue, may potentially be used as a major cut through route to avoid the traffic signal on Telep to access SH 60. Future traffic calming within Rolling Hills Ranch is also envisioned unless this connection is eliminated.

Response: The developer understands that there are concerns with the south connection into Rolling Hills this stub was provided with construction of this subdivision. This is a standard planning strategy to provide connectivity between subdivisions. The developer has no issues removing the Rolling Hills street connection. Should the Town's direction be to eliminate this connection why is this developer being required to provide street stubs to adjoining parcels of land that are not currently slated for development.

Comment 2: A Traffic Impact Analysis is agreed to be provided later in the project to address these concerns in more detail to fully determine potential traffic impacts and to identify needed improvements on Telep, within the Larson Property subdivision, and/or to the existing Rolling Hills Ranch subdivision to the south, unless this connection is removed.

Response: Acknowledged.

Comment 3: It appears that there are no "Collector" streets within the site. Such roadways are meant to "collect" traffic from local/residential streets and provide access to arterial streets, such as Telep Avenue. Collector streets are typically at half-mile spacing, or quarter-mile spacing internally, so it is recommended that an internal east/west Collector street be provided, with no homes, or a minimal amount, fronting the Collector street.

Response: With limited opportunity for connection to the west a Collector street does not make sense for this property and layout of the subdivision.

2nd Response: A solution will be discussed and determined at the PDP/FDP stage of the project.

Comment 4: I also have concerns with the south connection going into the existing Rolling Hills Ranch subdivision, on Brittany Avenue, as that will be used as a major cut through route to avoid the traffic signal on Telep to access SH 60. Future traffic calming within Rolling Hills Ranch is also envisioned unless this connection is eliminated.

Response: The developer understands that there are concerns with the south connection into Rolling Hills this stub was provided with construction of this subdivision. This is a standard planning strategy to provide connectivity between subdivisions. The developer has no issues removing the Rolling Hills street connection. Should the Town's direction be to eliminate this connection why is this developer being required to provide street stubs to adjoining parcels of land that are not currently slated for development.

2nd Response: A solution will be discussed and determined at the PDP/FDP stage of the project.

Comment 5: To address these concerns, the site layout was reconfigured, however, a system of collector and local roadways that will circulate traffic without encouraging speeding or cut through issues is recommended.

Response: This is the first planning document for this development. There will be development of traffic calming measures throughout the subdivision as development progresses through preliminary and final plat. The developer will commit to additional 4 way stop intersections and neckdown areas to discourage speeding through the neighborhood.

2nd Response: A solution will be discussed and determined at the PDP/FDP stage of the project.

Comment 6: A Traffic Impact Analysis is agreed to be provided later in the project to address these concerns in more detail to fully determine potential traffic impacts and to identify needed improvements on Telep, within the Larson Property subdivision, and/or to the existing Rolling Hills Ranch subdivision to the south, unless connection is removed. A TIS document, once submitted, will be reviewed and commented on by FHU.

Response: Acknowledged.

2nd Response: A Traffic Impact Analysis will be provided at the PDP/FDP stage of the project.

Sincerely,

AVANT CIVIL GROUP, LLC

A handwritten signature in blue ink, appearing to read "Robbie Lauer", is written over a light blue horizontal line.

ROBBIE LAUER

Principal