RECLAMATION

Managing Water in the West

Draft Environmental Assessment-2014-119

Estes Park Transit Facility Parking Structure

Eastern Colorado Area Office

Great Plains Region

December 2015

MISSION STATEMENTS

The mission of the Department of the Interior is to protect and provide access to our Nation's natural and cultural heritage and honor our trust responsibilities to Indian Tribes and our commitments to island communities.

The mission of the Bureau of Reclamation is to manage, develop, and protect water and related resources in an environmentally and economically sound manner in the interest of the American public.

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ACRONYMS

ADA	American with Disabilities Act
APE	area of potential effect
BIA	Bureau of Indian Affairs
BLM	Bureau of Land Management
BMPs	Best Management Practices
BTABESCO Gage	Big Thompson above Lake Estes, Colorado Gage
C-BT Project	Colorado Big Thompson Project
CDOW	Colorado Division of Wildlife
CDPHE	Colorado Department of Public Health and Environment
CDPS	Colorado Discharge Permit System
CPW	Colorado Division of Parks and Wildlife
CDWR	Colorado Division of Water Resources
CFR	Code of Federal Regulations
CWA	Clean Water Act
DAU	Data Analysis Unit
dB(A)	A-weighted decibels
EA	Environmental Assessment
EPA	Environmental Protection Agency
Estes Park	Town of Estes Park
EVRPD	Estes Valley Recreation and Park District
Service	United States Fish and Wildlife Service
FTA	Federal Transit Administration
ITA	Indian trust asset
kg	kilogram
O&M	operation and maintenance
MS4	municipal separate storm sewer system
NEPA	National Environmental Policy Act
NHPA	National Historic Preservation Act
NPS	National Park Service
NRHP	National Register of Historic Places
NWP	nationwide permit
PFYC	potential fossil yield classification
Project area	proposed location for the Estes Park transit facility and parking structure
PRPA	Paleontogical Resources Protection Act
RMP	resource management plan
RTP	regional transportation plan
SUP	special use permit
UFR	Upper Front Range Transportation Planning Region
U.S.	United States

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CHAPTER 1 – INTRODUCTION

Introduction

The Town of Estes Park (Estes Park) has requested authorization from the Bureau of Reclamation to construct and maintain the Estes Park Transit Facility Parking Structure (parking structure) on Colorado-Big Thompson Project (C-BT Project) lands along the Big Thompson River west of Lake Estes (See Figure 1). The proposed parking structure includes a multi-level parking structure with two small parking areas that would replace an existing parking lot. The existing parking lot and the proposed parking structure both overlap federal and Estes Park owned lands. In exchange for granting Estes Park the use of lands owned by the United States, Reclamation will gain unrestricted access to the Estes Park property for operation, maintenance and construction activities associated with the C-BT Project. Estes Park also proposes to use grant funds from the Federal Transit Administration's (FTA) Paul Sarbanes Transit in Parks Program to fund a majority of the parking structure.

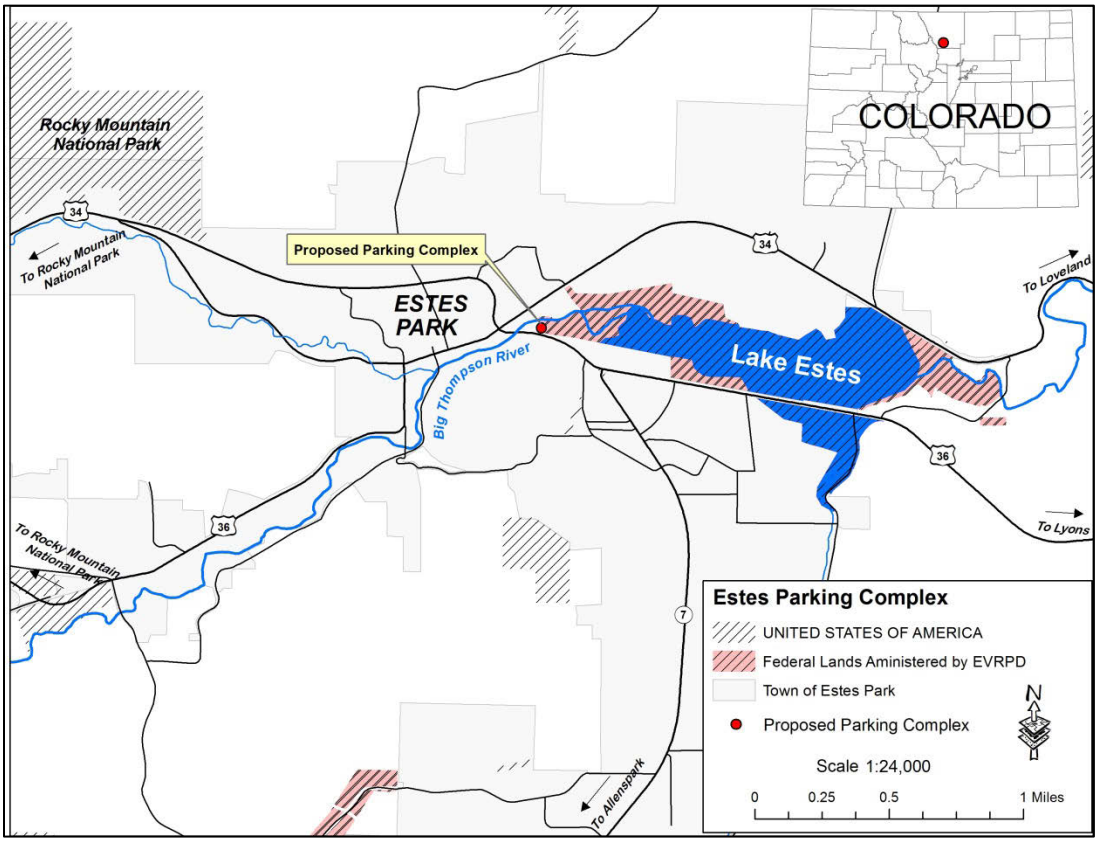

Figure 1-Project Locator Map

Need for and Purpose of Action

During 2014 the transit and parking structure facility was originally designed with community assistance and planned east of the Estes Park Visitor Center and north of the Big Thompson River. The parking structure was originally designed to provide 101 new parking spaces with funding provided by a FTA grant. In December of 2014 the Estes Park Town Board rejected all construction proposals due in part to the significant rise in construction costs following the 2013 Big Thompson River Flood. All bids significantly exceeded available funds for the project. Access west onto Highway 34 from the proposed parking structure and potential visual impacts were also significant issues. The Estes Park Town Board authorized staff to evaluate the feasibility of building the parking structure south of the Big Thompson River on the site of the Estes Park Visitor Center South Parking Lot.

This environmental assessment (EA) has been prepared to evaluate the environmental impacts associated with Reclamation's issuance of a special use permit (SUP) to authorize construction and maintenance of the parking structure on Reclamation's C-BT Project lands along the Big Thompson River west of Lake Estes in Larimer County. Estes Park has requested a SUP for the proposed parking structure to meet current and future transportation and parking needs as previously identified in the Estes Valley Transportation Alternative Study (Felsburg et al 2003 & 2013). The parking structure provides additional parking for the Estes Park Transit Facility, Estes Park Visitor Center, and existing recreational trails. The EA is prepared in compliance with the National Environmental Policy Act (NEPA) or 1969 (Public Law 91-190) and under current guidelines established by the Council on Environmental Quality, U.S. Department of the Interior, Bureau of Reclamation.

Background Information

Colorado-Big Thompson Project

Reclamation constructed the C-BT Project as a multipurpose water supply project. The C-BT Project is one of the largest and most complex natural resource developments undertaken by Reclamation. It consists of over 100 structures integrated into a trans-mountain water diversion system. It is spread over approximately 250 miles in the State of Colorado and stores, regulates and diverts water from the Colorado River on the western slope to the eastern slope of the Rocky Mountains. Authorized C-BT Project purposes include supplemental irrigation, municipal and industrial uses, and hydroelectric power.

Existing Estes Park Parking Facility on C-BT Project Lands

In 1986, Reclamation issued a license (6-LM-60-L0090) to Estes Park authorizing the operation and maintenance of a parking lot and bus-loading zone at the Reclamation owned Estes Powerplant parking lot approximately ¼ mile east of the current parking lot. The Estes Powerplant parking lot accommodated overflow traffic from East Park's downtown area. Reclamation issued additional SUPs allowing the continued use by Estes Park (6-LM-60-L1156). After September 11, 2001, Reclamation implemented heightened security measures that no

longer allowed public access to the Estes Powerplant and eliminated Estes Park's use of the Estes Powerplant parking lot.

In 2006, Estes Park requested Reclamation's approval to expand an existing Estes Park parking lot to include adjacent C-BT Project lands for public parking. This request was in association with construction of a new Estes Park Visitors' Center. The public parking accommodates both local recreational parking needs and visitation associated with nearby Rocky Mountain National Park. Reclamation approved the request (6-LM60-7270) and the parking lot was constructed (see Figure 2). The current parking area provides 102 parking spaces and accommodates continued Reclamation operation and maintenance (O&M) access for dredging and maintenance of C-BT facilities. In the spring of 2015, Reclamation removed approximately 3,000 cubic yards of deposited sediment upstream of the Big Thompson River above Lake Estes Stream Gage (BTABESCO) using the parking lot for access and staging of equipment materials. This is a periodic maintenance activity associated with this gage.

Paul S. Sabanes Transit in Parks Program

In 2011, Estes Park was awarded $3,000,000 in discretionary grants by the FTA under the Alternative Transportation in Parks and Public Lands Program (also known as the Paul S. Sabanes Transit in Parks Program). The program's purpose is to enhance protection of Federal parks and public lands, and to increase the enjoyment of those visiting these Federal lands. The program funds capital and planning expenses for alternative transportation systems in, and near, federally owned or managed parks and public lands as authorized by the Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA_LU, Public Law 109-59) enacted on August 10, 2005 (FTA 2007).

In their grant application, Estes Park proposed using grant funds towards the construction of a 300-space multilevel transit parking structure, two bus bays to support transit services between the Town of Estes and Rocky Mountain National Park, a real-time bus arrival system, and for final design of a transportation hub at the Estes Park Visitor Center. FTA had previously authorized the use of grant funds for the transit and parking structure facilities east of the Estes Park Visitor Center and north of the Big Thompson River. The use of the FTA grant funds associated with final design and construction of the parking structure south of the Estes Park Visitor Center land requires additional review and approval by FTA.

Estes Park Transit Facility

Estes Park operates free shuttle service to and from the Estes Park Transit Facility located adjacent to the Estes Park Visitor Center, with services to downtown Estes Park, Events Center Park-n-Ride, Marys Lake Campground, East Portal Campground, and Rocky Mountain National Park's Fall River and Beaver Meadows Visitor Center (see Attachment A). The shuttle operates from June 27 through September 13 and throughout the year during special activities. The Estes Park Transit Facility was designed to increase parking in the downtown area, reduce vehicle emissions in the Estes Valley and Rocky Mountain National Park, and serve as another hub for the transit system.

Scoping

Estes Park hosted a public meeting on June 10, 2015, to review a proposed new design for the Estes Park transit facility and parking structure at the Estes Park Visitor Center parking lot south of the Big Thompson River (Project Area).

On August 18, 2015, the Estes Park Community Development Department, Planning Division presented the parking structure project to the Estes Valley Planning Commission. The Planning Commission unanimously approved the proposed project (see Attachment B).

In addition to these public meetings, Reclamation and Estes Park conducted internal scoping to identify issues and concerns regarding the proposed project. Reclamation has also coordinated analysis with other Federal, State and local agencies. Issues identified during scoping are discussed in Chapter 3:

- Reclamation's operation and maintenance access to C-BT Project features (C-BT Project & Water Resources).
- Visual impacts associated with construction of a parking structure (Visual Resources).
- Public safety and potential conflicts with adjacent lands uses including the Lake Estes 9 Hole Executive Golf Course and Lake Estes Recreational Trail (Recreation).
- General public support for additional parking (Socioeconomic Conditions).
- Potential impacts to local wildlife (Wildlife and Land Use).
- Potential impacts to wetland and riparian resources (Water Quality and Wetlands).
- Water quality and stormwater control (Water Quality and Wetlands).
- Protection of historic properties (Historic Resources).

CHAPTER 2 – PROPOSED ACTION & ALTERNATIVES

Alternatives evaluated in this EA include a No Action Alternative and the Proposed Action Alternative.

No Action Alternative

Under this No Action Alternative, Reclamation would not approve use of Reclamation lands for a parking structure. Estes Park could request approval from Reclamation to continue operation and maintenance of that portion of the existing parking lot located on Reclamation lands beyond April 17, 2016 as authorized under SUP LM-60-7270 with additional NEPA compliance. If additional funding were available, Estes Park could also constructed the parking structure on two parcels owned by Estes Park east of the Visitor Center and north of the Big Thompson River. FTA had previously determined approving construction at this location was categorically excluded from NEPA in accordance with 23 CFR Part 771.117(d) (Attachment C).

Proposed Action

Under the proposed action, Reclamation would authorize the Town of Estes Park to construct and maintain a parking structure on C-BT Project lands along the Big Thompson River west of Lake Estes. The proposed parking structure (Figure 2) would replace the existing parking lot authorized under SUP 6-LM-60-7270. The proposed parking structure would be designed to meet American with Disabilities Act (ADA) standards for State and Local Government Facilities [28 Code of Federal Regulations (CFR) 35.151]. In exchanges for Estes Park's use of Reclamation lands, Reclamation would continue to have unrestricted access to Estes Park's adjacent property for operation, maintenance and construction activities associated with the C-BT Project. Estes Park would also assist Reclamation in finding suitable upland sites for the disposal of dredged material from routine maintenance in the vicinity of the BTABESCO Gage.

Because the complete project involves both Reclamation and Estes Park properties, the complete parking structure is described below. It does not differentiate land ownership in an attempt to describe the project as a whole.

Estes Park Transit Facility Parking Structure

Final project designs will be reviewed and approved by Reclamation prior to authorizing construction. Preliminary designs for the parking structure would consist of:

- **Parking Structure** – The parking structure would initially consist of an one-plus ground-level structure with up to 159 parking stalls. The structure would provide an estimated 151 standard and eight ADA accessible parking stalls. When additional funding is available, the parking structure would be expanded to a four-level building with the roof of the main

stair tower extending to a height of 32 feet above grade. The final parking structure would provide up to 354 standard and eight ADA accessible parking stalls with a total square footage of 26,655. If Estes Park secures additional funding prior to contract award, the three-plus-ground-level parking structure would be built. Otherwise, the parking structure would be built in phases. Preliminary parking structure designs are included as Attachment D.

- **East Parking Area –** The existing parking area along the roadway would be expanded to in provide 23 parking spaces (8 existing and 15 new parking spaces). Four stalls have been identified as electronic vehicle charging spaces.
- **West Parking Area** – The proposed parking structure would remove a large portion of the existing parking area. The parking area would be reconfigured to provide 28 parking stalls including three designated handicap accessible spaces. The existing landscape island would be removed and paved.
- **Highway 36 Access** – The parking structure would utilize the existing parking lots access from Highway 36 but changes to Highway 36 ingress/egress would occur. A new gated access southwest of the parking structure would be constructed for fire and maintenance access only.
- **C-BT O&M Access** – Continued access for maintenance to the Big Thompson River upstream of BTABESCO Gage is maintained by providing looped access. In addition to the Lake Estes recreational trail (concrete), permeable pavers would be added to accommodate continued C-BT Project O&M and fire truck access around the parking structure.
- **Utilities** – The parking structure will not disturb the existing electric vault as shown in Figure 2. A new 8-inch water line crossing the Big Thompson River from the Visitor Center to the parking structure is included to service two fire hydrants near the parking structure.
- **Lake Estes Trail –** Approximately 400 feet of existing concrete trail would be rerouted to accommodate the new parking structure. The trail would be moved about 60 feet to the northeast of its current alignment. A vegetative screening approximately 200 feet in length would be established between the trail and the golf course's 7th green to minimize conflicts between trail users and golfers.
- **Stormwater Control and Treatment –** The existing water quality pond would be resized to accommodate additional stormwater runoff but would remain in the same general location.

Special Use Permit

The proposed SUP would authorize the use of Reclamation lands by Estes Park. The approximate SUP area is shown in Figure 3 and would authorize the following:

- Constructing up to a three-plus-ground-level parking structure and associated lots for approximately 362 parking stalls depending on final stall dimensions.
- Constructing up to 15 additional parking stalls at the east parking area.
- Relocating approximately 100 feet of the existing asphalt driveway to the parking area.
- Authorize realigning approximately 400 feet of existing Lake Estes Recreation Trail. Installing approximately 250 linear feet of commercial grade turfstone permeable pavers for hardened surface access for O&M of C-BT facilities (BTABESCO Gage). Estes Park

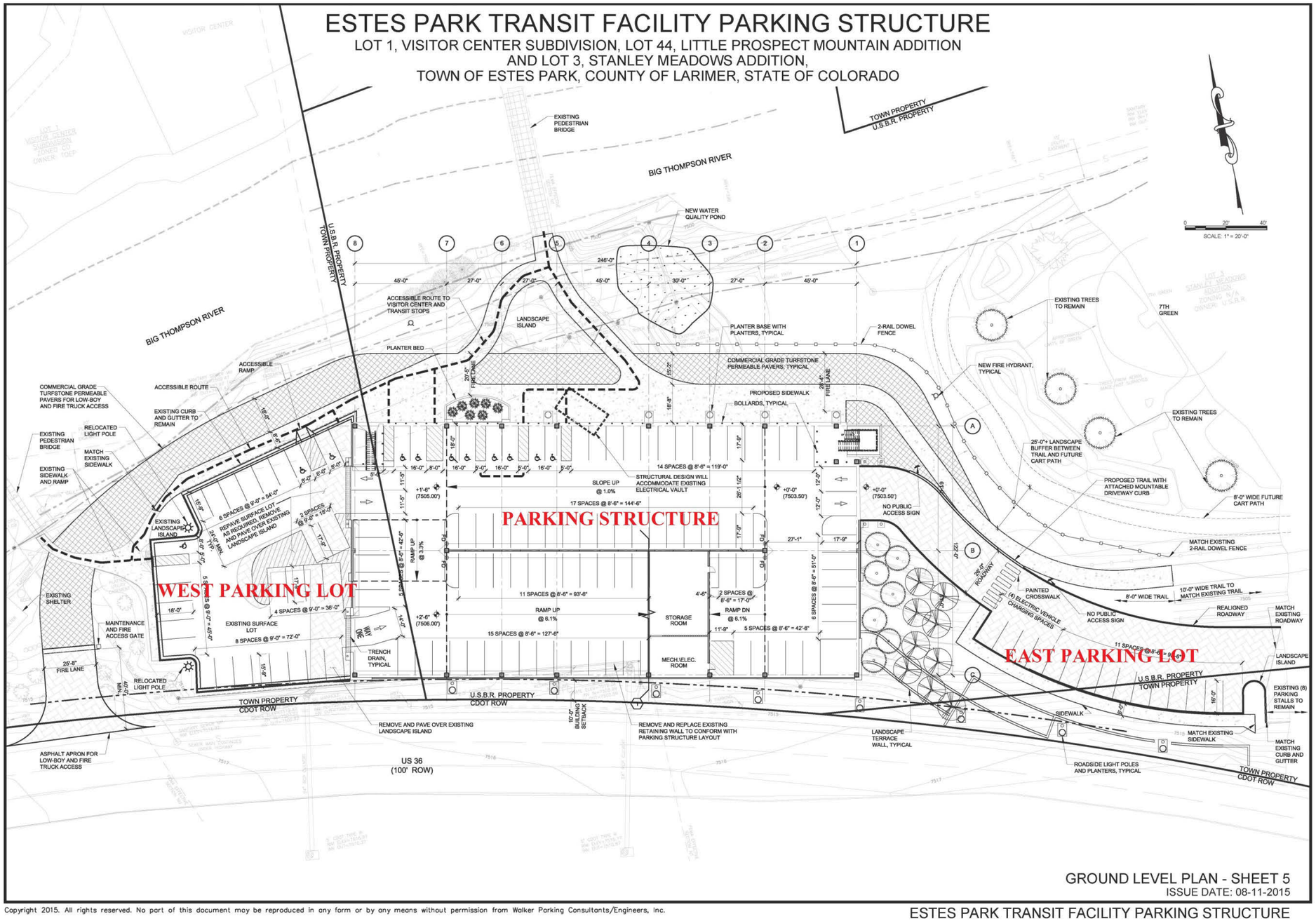

Figure 2-Proposed Estes Park Transit Facility Parking Structure Site Plan

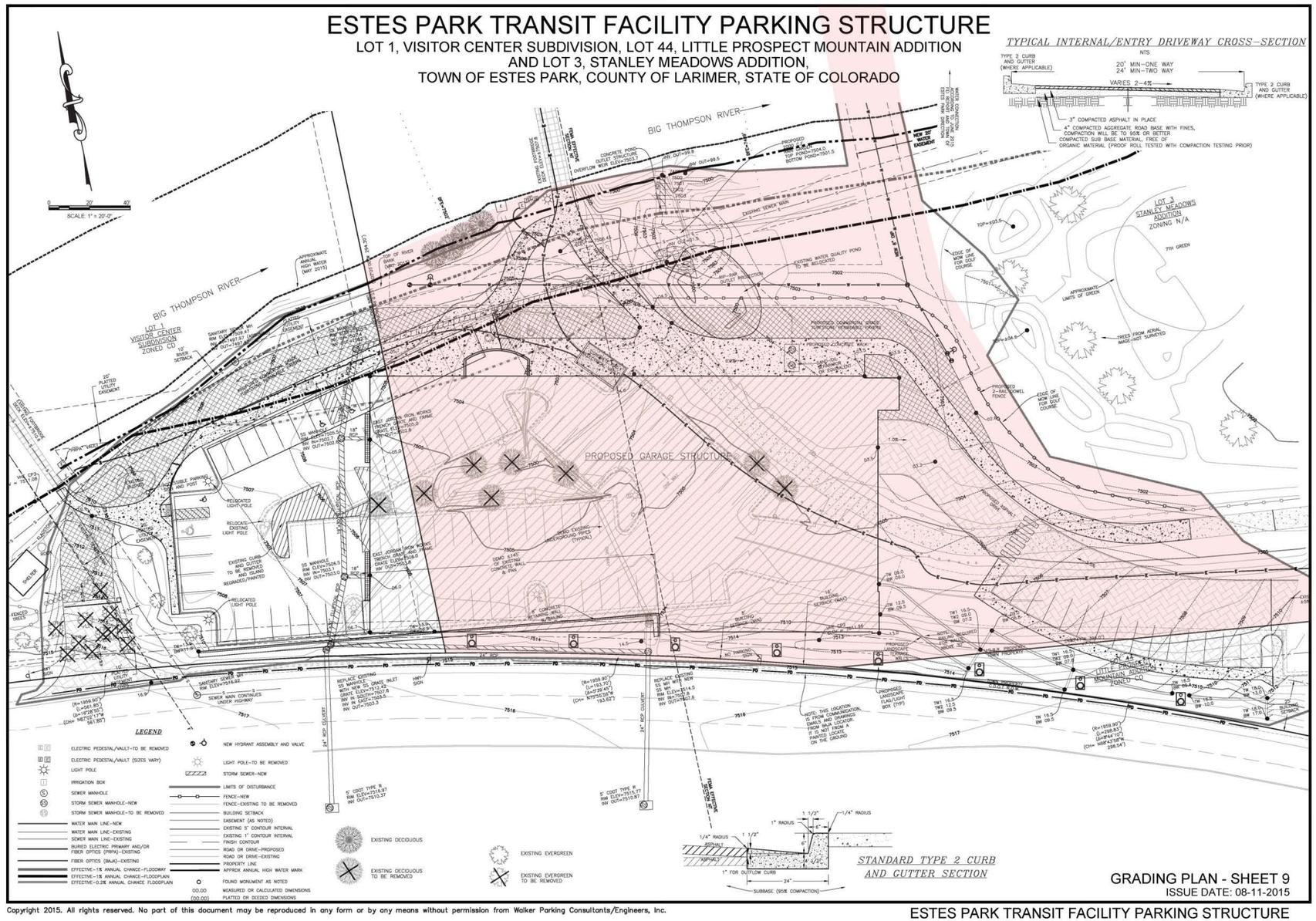

Figure 3-Proposed Reclamation Special Use Permit Area (shown in red)

would authorize Reclamation's continued use of Estes Park lands for continued C-BT O&M activities for the life of the SUP (25 years).

- Relocating approximately 300 feet of wooden fence along the Lake Estes Recreation Trail.
- Landscaping, including installation of approximately 200 feet of landscape screening along the realigned section of the Lake Estes Recreation Trail.
- Relocating and resizing the existing stormwater water quality pond.
- Extending an 8-inch water line approximately 400 feet from the Visitors Center to the parking structure to provide fire suppression. The new water line would cross under the Big Thompson River and supply two fire hydrants.
- Estes Park would also assume all O&M responsibility for the relocated portion of the Lake Estes Recreation Trail and all other improvements within the boundaries of the project area including, but not limited to the parking structure, water and other utility lines, pavement, concrete trails, permeable pavers, and landscaping.
- Estes Park will be responsible for noxious weed control within the limits of the SUP for the life of the project.
- Disturbance to nearby shrubs and other ground cover will be kept to a minimum, with disturbance occurring only in those areas, which are absolutely necessary for project construction.
- Reseeding all disturbed areas and revegetating with native grasses and shrubs. Reclamation would encourage using pollinator friendly plant species recommended as by the national strategy to promote the health of honey bees and other pollinators. More information on the strategy is available at: https://www.whitehouse.gov/sites/default/files/microsites/ostp/Pollinator%20Health%20Strategy%202015.pdf.

Summary

Table 1 provides a summary of the impacts for each resource analyzed in this EA.

Table 1 - Summary of Potential Impacts for Alternatives

Resource	**No Action Alternative**	**Estes Parking Transit Facility Parking Structure**
C-BT Project & Water Rights	No effect	Secures Reclamation's continued O&M access to the BTABESCO Gage and recieves assistance in finding sites for suitable disposal of dredged material. No change in water rights.
Socio-economic Conditions	No effect	Short-term loss of parking spaces during construction. Once complete, would provide additional parking to meet current and future needs of the Estes Park Community.
Wetlands & Water Quality	No effect	Best Management Practices would be implemented during construction and the water quality pond would be resized to maintain and protect the existing water quality. An oil/water separator would be included to treat stormwater from the parking area.
Fisheries Resources	No effect	No effect.

Resource	No Action Alternative	Estes Parking Transit Facility Parking Structure
Wildlife & Land Use	No effect	About 1/3 of acre of buffer between existing parking lot and golf course would be converted to parking facility. Permanent loss of about 0.25 acres of elk and deer habitat and temporary disturbances associated with construction activities. Estes Park would commit funds to enhance elk habitat to minimize impacts.
Threatened and Endangered Species	No effect	No effect.
Recreation	No effect	Temporary impacts to the Estes Lake Recreational Trail. A portion of the trail would be closed during construction.
Historic Properties	No effect	No known historic properties affected.
Paleontological Resources	No Effect	Potential, but no foreseeable impacts.
Indian Trust Assets & Environmental Justice	No effect	Potential, but no foreseeable impacts.
Air Quality & Noise	No effect	Estimated reduction of 1,400 kg of ozone precursor compounds and 489,000 kg of carbon dioxide per year. Temporary increase of noise levels during construction.
Visual Resources	No effect	Minor effects to visual resources.

CHAPTER 3 – AFFECTED ENVIRONMENT & ENVIRONMENTAL CONSEQUENCES

This chapter discusses resources that may be affected by actions taken to construct and O&M the proposed parking structure. For each resource, existing conditions and impacts are described. This chapter concludes with a list of environmental commitments.

Colorado-Big Thompson Project & Water Resources

Existing Conditions: The C-BT Project was authorized as a multipurpose project. The C-BT Project is a trans-mountain diversion that stores and delivers water collected on the western slope of the Rocky Mountains and delivers it to the eastern slope of Colorado. A map of the C-BT Project is included as Attachment E. C-BT Project authorized purposes included supplemental irrigation, hydroelectric power, and municipal and industrial uses. As the name implies, direct transmountain diverted flows from the Colorado River watershed are stored and released to the Big Thompson River Watershed for distribution to eastern slope users.

The western slope collection system traps runoff from the high mountains and stores, regulates, and conveys the water to the Alva B. Adams Tunnel for diversion under the Continental Divide and Rocky Mountain National Park to agricultural and municipal users in Northern Colorado (see Attachment E). Through a series of cannels, tunnels, siphons and penstocks, the water moves through Marys Lake, Lake Estes, and Pinewood and Flatiron reservoirs. From Flatiron Reservoir, C-BT water is delivered to Horsetooth Reservoir and Carter Lake.

Lake Estes is just downstream of the project area and is created by water backed up by Olympus Dam on the Big Thompson River. Lake Estes has a total capacity of about 3,100 acre-feet, receives the discharges from Estes Powerplant and Big Thompson River inflow, and controls releases to the Big Thompson River and diversion of C-BT Project water for downstream uses.

Water rights allow for diversion of up to 310,000 acre-feet of water a year with an annual average diversion over the life of the project of 220,000 acre-feet. The C-BT Project provides water to 30 cities and towns, and serves 650,000 irrigated acres and a population of 800,000 people.

Big Thompson River Above Lake Estes Stream Gage

The BTABESCO stream gauge is owned by Reclamation and provides hydrologic information used for operation of the C-BT Project. The BTABESCO Gage was built as an original feature of the C-BT Project and has been in operation since 1946. The station consists of a water control structure and instrument house. The station provides real-time information that supports the

operation of Lake Estes, Estes Power Plant and Olympus Dam. The station is located approximately 2,400 feet upstream of Lake Estes adjacent to the Estes Park Visitor Center. The gage measures a drainage area of approximately 137 square miles.

The BTABESCO Gage monitors Big Thompson stream stage and climate. The water control structure is a 15-foot Parshall flume with flanking overflow ogee weirs. The instrument house includes a stilling well, sensors, and automated recording and transmission equipment. Station information is transmitted over the Eastern Colorado Area Office supervisory control and data acquisition network, the Geostationary Operational Environmental Satellite Data Collection System and the Olympus Dam Early Warning System. Environmental parameters monitored include stream stage, precipitation and air temperature. BTABESCO Gage is seasonally operated between April and October. The U.S. Geological Survey also conducts water quality sampling at this location.

Reclamation operates and maintains the BTABESCO Gage with support from the Colorado Division of Water Resources (CDWR). CDWR conducts calibrating discharge measurements and maintains the stage-discharge rating curve. CDWR provides technical support for the satellite telemetry and monitoring instrumentation. CDWR publishes the station information on the State of Colorado public website and a historical record (available at website http://www.dwr.state.co.us/Surfacewater/data /detail_graph.aspx?ID=BTABESCO). Station information is also available through Reclamation's public website HYDROMET at http://www.usbr.gov/gp/hydromet/index.html.

The BTABESCO Gage is located on an uncontrolled stream that is subject to annual snowmelt runoff and storm runoff events. These events deposit large amounts of sediment in the approach pool upstream of the flume. Reclamation periodically conducts channel maintenance and flume repairs to maintain station operation. These activities require channel access by excavation and construction equipment. Dredging activities usually require staging of removed sediment on the bank to dry out before hauling. To complete these maintenance activities, Reclamation accesses the channel from the southern bank.

Estes Valley Recreation and Parks District

Estes Valley Recreation and Park District (EVRPD) is a quasi-municipal corporation and a political subdivision of the State of Colorado established in 1955. EVRPD boundary encompasses southwestern Larimer County and northern Boulder County. EVRPD's mission is to plan, direct, organize, and implement recreational programs, manage facilities, and provide public park and recreation opportunities for residents of EVRPD and visitors to the community. Additional information can be found at EVRPD Website at http://www.evrpd.com/. Reclamation entered into a 25-year management agreement with EVRPD to administer the federal lands and recreational facilities associated with the C-BT Project including Lake Estes and surrounding lands. The current agreement extends through 2032. Reclamation maintains primary jurisdiction of Reclamation lands and associated resources in the project area.

A 2008 Resource Management Plan (RMP) provides formal program and policy guidelines, and enables the orderly use, development, enhancement, and management of Reclamation properties

in Estes Park. The RMP (Reclamation 2008) promotes the following Reclamation and EVRPD management goals:

- Provide appropriate opportunities for recreation in a natural setting, while balancing natural resource considerations and accounting for future recreation demand.
- Manage and protect water quality and related natural and historic resources.
- Promote active outreach efforts that celebrate park resources.
- Manage park resources in an efficient and economically sustainable manner.

No Action Alternative: Under the No Action Alternative, SUP 6-LM-607270 would expire in 2016. Additional Reclamation authorization would be required for the continued use of federal lands for the existing parking lot. It is assumed that in the absence of the proposed action, Estes Park would request and Reclamation would approve the continued use of the existing parking lot, subject to Reclamation's ability to continue using Estes Park's lands for O&M access to the BTABESCO Gage for continued dredging and other maintenance activities.

Proposed Action: Under the proposed action, approximately 1.2 acres of federal and 0.8 acres of Estes Park- owned land would be utilized to support the proposed parking structure project. The existing parking lots authorized under SUP 6-LM-607270 includes approximately 0.9 acres of C-BT Project lands. The expanded footprint of the parking structure and relocation of a portion of the recreation trail would result in the loss about 0.25 additional acres of grasses. These 0.25 acres are managed by EVRPD.

Reclamation's use of Estes Parks' land to access and perform dredging operations above the BTABESCO Gage would continue for the duration of the new SUP for the parking structure. In addition, Estes Park will assist Reclamation in identifying suitable upland locations for the disposal of dredged material from routine maintenance in the vicinity of the BTABESCO Gage. Reclamation will be responsible for completing any additional cultural surveys, inventories and NEPA compliance as needed. The approved disposal site and survey results will be incorporated into the Final EA.

There would be no changes in C-BT Project operations, including releases from Olympus Dam or water deliveries through the C-BT East Slope Distribution System.

Socioeconomic Conditions

Existing Conditions: Estes Park is located in north central Colorado, on the east slope of the Rocky Mountains. It is a popular vacation destination known for its dramatic scenery, landmarks, wildlife, mild summers, and its close proximity to Rocky Mountain National Park.

Estes Park was incorporated in 1917. The Town government includes an elected Mayor and Board of Trustees. A Town Administrator is responsible for the day to day operations. The 2010 U.S. Census Data population estimates for Estes Park were 5,858 people and an additional 2,833 people in unincorporated Estes Valley. The median annual household income averaged $52,778. Additional information and statistics on Estes Park is available from the 2014/2015

Town of Estes Park Community Profile available online at https://www.colorado.gov/pacific/townofestespark/communityinformation.

Tourism is the main industry, which peaks during summer months. U.S. Highways 34 and 36 are the main entrances to the Estes Valley with annual traffic counts for each highway exceeding 1.8 million vehicles in 2013. A Summit Economics report (2012) estimated between 43 percent and 55 percent of the jobs in Estes Park are directly related to tourism and 2.03 million visitors spent $187 million on lodging, meals, shopping and entertainment in Estes Park in 2011. In 2014, adjacent Rocky Mountain National Park, visitation totaled 3,434,754 visitors with the annual majority, about 70 percent, occurring between June and September (NPS 2015).

For more than a decade, traffic and the resulting congestion in Estes Park has increased substantially (Felsburg et al. 2013). In 2003 Estes Park experienced 30 days of highly congested, over-capacity roadway conditions in the downtown area. By 2012 total congestion had increased to 45 days. To address congestion and roadways connecting Estes Park and Rocky Mountain National Park, Estes Park initiated several strategic transit and parking studies and improvements (Felsburg et al. 2003 & 2012, EPTVC 2012).

Public Parking Facilities

Estes Park has parking facilities focused in three main areas: downtown, Estes Park Visitor's Center, and Fairgrounds. Table 2 shows the existing parking facilities and number of parking spaces.

Table 2-Existing Public Parking Supply by Lot (from Felsburg et al 2013).

Parking Facility	Number of Spaces
Big Horn Lot	41
Davis Lot	43
Estes Park Visitor Center*	256
Fairgrounds Parking Lot	408
MacGregor	86
Moraine On-Street	31
Municipal/Town Hall Lot	281
Park Lane	81
Performance Parking Lot (Lumber Yard)	81
Post Office Lot	93
Riverside Lot	91
South Elkhorn	19
Spruce Lot (Ice House)	44
Tregent Lot	17
West Riverside Drive Lot	33
Wiest Lot/Moraine	141
Total	**1,746**

* Includes the 102 parking spaces associated with the existing lot within the project area.

In the 2013 report (Felsburg et al), parking occupancy in the downtown area was documented at 94 percent of available parking. Parking at the Estes Park Visitor Center was estimated at 90 percent and approaching capacity.

The 2003 *Estes Valley Transportation Alternative Study* (Felsburg et al) identified need for additional parking at Estes Park Visitor Center, east of downtown. This area was identified because the Estes Park Visitor Center:

- Is east of the downtown and intercepts visitors prior to the US 34/US 36 intersection,
- Is a first destination for visitors entering Estes Park,
- Is the transit hub and connection for six shuttle transit routes within Estes Park, and
- Provides alternate transportation modes to access Estes Park and Rocky Mountain National Park via shuttles and connecting trails and paths.

To address traffic and congestion, Estes Park applied and was awarded $3,225,000 in federal grants from the Federal Transit Administration to complete environmental and design tasks for a transit parking structure and to improve existing transit hub facilities and ground level parking with an up to two-story parking structure containing between 300 to 400 parking spaces.

No Action Alternative: Under the No Action Alternative, additional parking facilities would not be constructed on Reclamation lands. Estes Park would continue to seek and evaluate other avenues to meet current and future parking needs of Estes Park.

Proposed Action: Under the proposed action, Reclamation would issue a SUP allowing construction of a parking facility on Reclamation lands. An estimated 211 parking spaces would be provided with the two-level parking structure and 413 parking spaces with the four-level parking structure. Parking space estimates include the adjacent east and west parking areas previously shown in Figure 2. Parking space dimensions used in final design will determine the final number of spaces provided.

Water Quality & Wetlands

Existing Conditions: Water resources within or near the project area include the Big Thompson River, Lake Estes, and a constructed stormwater water quality pond for the existing parking lot.

The Big Thompson River originates in Rocky Mountain National Park and flows east through Estes Park. Below Estes Park, the river is impounded in Lake Estes and combined with water pumped from the Western Slope through the Ava B. Adams Tunnel as part of the C-BT Project. From Lake Estes, the river continues to flow easterly through Loveland, Colorado. The Big Thompson River continues east and joins the South Platte River approximately 5 miles south of Greeley, Colorado. In total, the river runs approximately 78 miles in length and drops about 6,600 feet in elevation. In a 25 mile reach east of Lake Estes, the river enters Big Thompson Canyon and descends a ½ mile in elevation.

The Big Thompson River within the project area receives only native flows with no upstream impoundments. Immediately downstream of the project area, Olympus Dam impounds the river and forms Lake Estes. Lake Estes is about 185 surface acres and serves as the afterbay for the Estes Power Plant which generates power from imported western slope C-BT Project water.

The existing water quality pond is approximately 0.04 acres in size and located between the existing parking lot and golf course. The water quality pond is defined by the Environmental Protection Agency (EPA) as non-jurisdictional and consists of a detention or water quality pond, which was constructed as part of the existing parking lot's surface runoff treatment. The water quality pond is a depressed area with an outlet control structure (pipe) and vegetated surface. Cattail is the predominate vegetation.

No Action Alternative: Under the No Action Alternative, existing water quality and wetlands resources would not be affected. The water quality pond would continue to receive stormwater runoff from the existing parking lot for detention and treatment. Minor changes in water quality in the Big Thompson River occur downstream of the BTABESCO Gage during maintenance activities. Reclamation would continue to implement Best Management Practices (BMPs) during gage dredging activities to minimize increases in downstream river turbidity (See Attachment F).

Proposed Action: Under the proposed action, increases in impermeable surfaces would result in additional stormwater runoff. The increase in parking spaces from 102 to 413 in the project area would increase potential for oils, antifreeze and other contaminants to enter stormwater. The water quality pond would be redesigned and moved about 30 feet to accommodate a portion of the relocated Lake Estes Recreation Trail.

Since the existing water quality pond is less than a 0.10 acre in size, it will not require an individual Clean Water Act (CWA) Section 404 permit. However, with FTA grant funding requirements that follow U.S. Department of Transportation Secretarial Order 5660.1A, Preservation of Nations Wetlands Section 7 (f &g); the same consideration is given to the existing wetlands. A sand-oil separator type system would be incorporated into design and the new water quality pond would be sized to treat the additional stormwater runoff. The new water quality pond would follow the EPA's *Guiding Principles for Constructed Wetlands: Providing for Water Quality and Wildlife Habitat* (EPA 2000) and would replace the existing water quality pond. The stormwater system would be designed to meet Larimer County Stormwater Design Standards and the Denver Urban Drainage and Flood Control District Manual and comply with Larimer County's Municipal Separate Storm Sewer System (MS4) permit. There will be no net loss of wetlands under the proposed action.

Estes Valley Development Code Section 7.12 *Adequate Public Facilities* also requires that drainage/water quality facilities must be installed before issuance of a building permit and is summarized as follows:

- Before the issuance of a building permit, all necessary drainage facilities and services outlined with the approved stormwater and erosion control plan must be in place and available to serve the new development.

- All developments must provide for stormwater drainage that results from or are affected by the development.
- Stormwater plans must comply with Town of Estes Park and Larimer County storm drainage master plans, the Larimer County Stormwater Management Manual, and the Denver Area Urban Storm Drainage Criteria Manual.
- In addition, Estes Park would submit final construction plans including a Stormwater Management Plan for Reclamation review and approval.

Under the proposed action, a new water line would also be constructed from the Estes Park Visitor Center to meet fire suppression flow requirements for two new hydrants. The new water line would cross the Big Thompson River approximately 150 feet downstream of the BTABESCO Gage. The Big Thompson River is considered Waters of the United States and subject to Section 404 of the CWA. Estes Park would follow Nationwide Permit (NWP) No. 12 Utility Line Activities for permanent discharges into Waters of the United States associated with the new water lines. The NWP authorizes the construction, maintenance, or repair of utility lines, including outfall and intake structures, and associated backfill, or bedding for the utility lines, in all Waters of the United States, provided there is no change in pre-construction contours. The NWP defines utility lines to include any pipe or pipeline for the transportation of any gaseous, liquid, liquescent, or slurry substance, for any purpose. A copy of NWP No. 12 is available at http://www.spa.usace.army.mil/Portals/16/docs/civilworks/regulatory/NWP/NWP%2012%20Summary%202012.pdf.

The construction contractor will be required to obtain authorization from the State of Colorado under the Colorado Discharge Permit System (CDPS). The State regulation (5 CCR 1002-61) covers discharges from specific types of industries including construction sites, and storm sewer systems for certain municipalities. Construction activities refer to ground surface disturbing activities, which include, but are not limited to, clearing, grading, excavation, demolition, installation of new or improved haul roads and access roads, staging areas, stockpiling of fill materials, and borrow areas. Construction sites that disturb one acre or greater, or are part of a larger common plan of development disturbing one acre or greater, are covered under Colorado's stormwater permitting requirements. Additional information can be found at https://www.colorado.gov/pacific/cdphe/wq-construction-general-permits.

During construction, O&M of the park facility, Estes Park would comply with all applicable local, state and federal regulations. BMPs (see Attachment F), NWP No. 12 conditions, and CDPS conditions would be followed to ensure the protection and maintenance of existing water quality and Waters of the United States. No measurable changes in water quality when compared to the No Action Alternative are predicted under the Proposed Action.

Fisheries Resources

Existing Conditions: The Big Thompson River and Lake Estes provide fisheries habitat within close proximity to project area. The Big Thompson River below Lake Estes is a famous trout river that attracts thousands of anglers each year (CPW 2015). Naturally reproducing resident rainbow and brown trout are the primary fisheries resources within the project area.

Lake Estes is a 3,100 acre-foot reservoir formed by Olympus Dam and is primarily a rainbow and brown trout fishery. Rainbow trout (including Hofer strain) and tiger muskellunge were stocked in Lake Estes in 2014. Twenty-two thousand 10-inch trout were stocked in Lake Estes in 2015 (CPW 2015). White sucker and yellow perch are also common. One longnose sucker was collected during gillnet sampling in 2014.

No Action: Under the No Action Alternative, no change to the fishery resource is predicted.

Proposed Action: The implementation of BMPs during construction and stormwater controls would protect and minimize effects on existing water quality in the Big Thompson River adjacent to the project area and downstream in Lake Estes. See the Water Quality and Wetlands Section of this Chapter for more details. No long-term changes to fisheries resource are predicted under the proposed action.

During construction, fisheries habitat would be temporarily affected during installation of the water line across the Big Thompson River. Estes Park has proposed to use an open-cut trench construction method (see Attachment G) to extend an existing 8-inch water line across the river for fire suppression. Fish movement upstream and downstream could be affected during construction. However, construction would occur during low flows and impacts would be temporary. Stream crossing BMPs are included in Attachment F.

Wildlife & Land Use

Existing Conditions: Lake Estes provides habitat for a variety of bird species. Over 280 bird species have been documented, a majority being spring and fall migrants (Reclamation 2008). Common bird species include western tanager, belted kingfisher, Steller's jay, American dipper, mountain bluebird, house finch, common grackle, northern pintail, Canada goose, mallard, blue winged and cinnamon teals, and American wigeon.

Amphibians and reptiles potentially found in wetland and riparian areas include wandering garter snake, bull/gopher snake, western chorus frog, and tiger salamander (Reclamation 1996).

The project area supports a variety of mammals including elk, mule deer, black bear, coyote, squirrel, chipmunk, cottontail rabbit, stripped skunk and shrew (Reclamation 2008).

Elk

Elk are the dominant wildlife within the project area and are managed by Colorado Division of Parks and Wildlife (CPW) as part of the St. Vrain elk herd. Large numbers of elk migrate between Rocky Mountain National Park and other areas within the E-9 Data Analysis Unit (DAU) (CDOW 2007). The DAU has challenges in maintaining herd number objectives. CPW has management responsibility for elk when they are outside of Rocky Mountain National Park.

CPW's elk population objective for the Saint Vrain herd is 2,400 elk (CDOW 2007) and 2014 post hunt population estimates for DAU 9 were 2,410 elk (CPW 2015a). Under the 2008

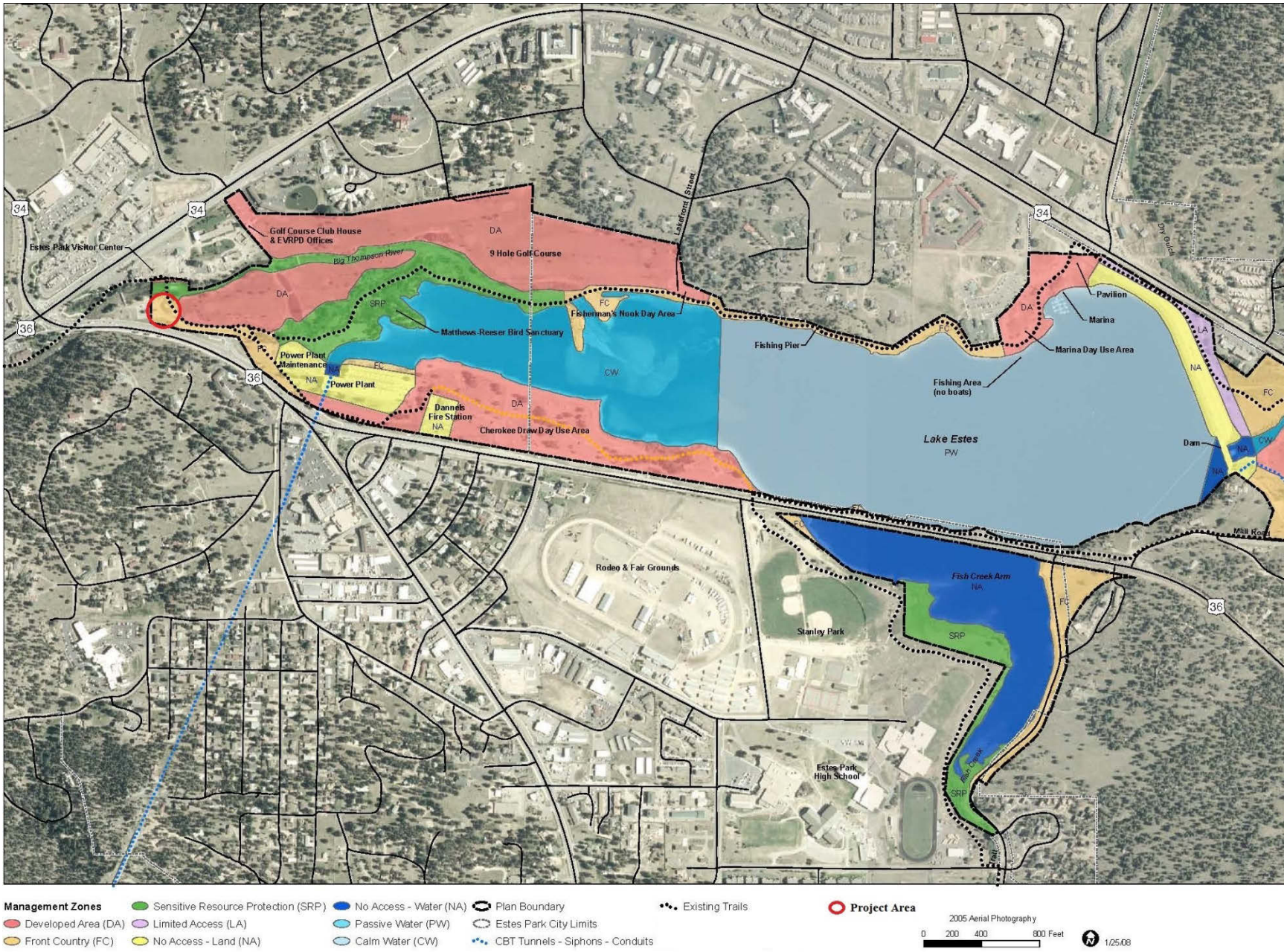

Figure 4 – Lake Estes Management Zones

Resource Management Plan (Reclamation 2008), periodic closures of the Lake Estes Recreation trail and golf course are enforced to protect elk and other wildlife during critical breeding season and prevent human-wildlife conflicts. Conflicts between elk and humans are likely to be greatest during the spring, summer, and fall months, during calving season, and when available forage is abundant throughout the Estes Valley.

Osprey

Ospreys are known to utilize areas adjacent to Lake Estes. CPW has stated that osprey have routinely attempted to nest on the roof of the Estes Powerplant and adjacent switchyard.

In November of 2015, Western Area Power Administration installed an osprey-nesting platform adjacent to the switchyard.

EVRPD Management Zones

The 2008 RRMP (Reclamation 2008) developed management zones based on consideration of available resource information and current management practices (see Figure 4). The project area is included in the Front Country Zone and is immediately adjacent to two other management zones. The Zones are defined as follows:

Front Country Zone – is predominately natural, but with much evidence of human activity. Land based recreation occurs in this zone. Visitors can see, smell, and touch park natural resources without feeling removed from transportation or developed facilities. Facilities include well-maintained trails, signs, interpretations, benches, scenic overlooks, and service roads. The zone is mostly natural and receives the management necessary to preserve its natural state and quality while providing well-maintained facilities. The majority of the project area is designated as Front Country and includes a portion of the existing parking lot and the Lake Estes Recreation Trail. Tall grasses in adjacent undisturbed areas provide habitat for elk and other local wildlife.

Sensitive Resource Protection Zone – contains important resources that could be easily disturbed. In general, the public is not encouraged to visit this zone, or public use is limited to carefully designed trails and shoreline/river fishing. The zone is dominated by nature and only receives the management level necessary to preserve its natural state and quality.
The project area is immediately south and west of the sensitive resource protection zone that includes the Big Thompson River and associated riparian habitat. In 1997, the area immediately upstream of Lake Estes consisting of predominately-riparian habitat was designated as Matthews-Reeser Bird Sanctuary. The sanctuary is about 3 ½ acres in size and the adjacent trail makes it a popular destination for local birders. In 2011, a wooden fence specifically designed to exclude elk was constructed to protect over-grazed riparian habitat in the sanctuary.

Developed Zone – includes developed visitor facilities and where experiences are often dependent (parking, marina, campgrounds, golf course, trailheads, signs, restrooms, etc.) Human activity and vehicles are predominant. The zone is dominated by man-made landscapes and buildings, and receives a high level of management to maintain facilities and limit environmental

impacts such as soil erosion, vegetation trampling, wildland fire risk, noise, and light pollution. The 7th green of the 9-Hole golf course is located immediately east of the project area.

***No Action Alternative**:* Under the No Action Alternative, a proposed parking would be not developed and there would be no changes to the existing wildlife and land use.

No Action Alternative: The No Action Alternative would have no direct effect on wildlife or land use.

Proposed Action: The proposed project would result in the temporary disturbances to approximately 2.6 acres during construction and would cause a permanent loss of about 0.25 acres of wildlife habitat. Many wildlife species may avoid the project area during construction but continue to utilize adjacent habitats when construction is complete.

The permanent loss of 0.25 acres of wildlife habitat is relatively small but could have a negative effect on the local elk populations. Elk are known to inhabit adjacent habitats for calving and utilize the project area and adjacent golf course throughout the year. EVRPD utilizes trail and golf course closures to minimize human/elk conflicts. Trail closures can be expected in the winter when animals concentrate or when bulls become more aggressive during the mating season. The rut usually peaks between mid-September and mid-October. The small loss of elk habitat may increase use of the adjacent golf course.

To reduce impacts from the loss of 0.25 acres of elk habitat and a potential increases elk use of the golf course, Estes Park will provide funds to enhance elk habitat in other parts of the Estes Valley. Estes Park and Reclamation will work with local CPW staff to identify opportunities for enhancement of adjacent areas. Two potential mitigation sites are currently being discussed, 1) Wapiti Meadows (C-BT Project lands below Olympus Dam), and 2)Scott Ponds (Este Park lands along Fish Creek). Site selection and funding requirements will be included in the final EA.

The parking structure would have no effect on the Matthews-Reeser Bird Sanctuary and other downstream wildlife habitat around Lake Estes. Potential osprey nesting previously discussed is about 1/3 mile east of the project area and is adjacent to Lake Estes, Estes Powerplant and switchyard, and Highway 34. Based on topography in the area and existing ongoing activity, any noise associated with construction activities is predicted to have no effect on nesting osprey success.

Threatened, Endangered & Sensitive Species

Existing Conditions: Table 3 includes species, which are listed under the Endangered Species Act as endangered, threatened, or a candidate for listing and are found in Larimer County, Colorado (Service 2015a). Species with special designation by the State of Colorado are also included (CPW 2015b).

No Action Alternative: Under the no action alternative, there would be no effect to any threatened, endangered, or candidate species in the project area.

Proposed Action: Under the proposed action, effects on federally and state listed, candidate, and species of concern included in Table 3 were based on habitat requirements and the known distribution for each species. Only four species were identified as needing further analysis for potential effects.

Table 3 - Special Status Species along the Arkansas River in Pueblo County or Potentially Affected Downstream.

Common Name	Scientific Name	Status	General Habitat
Greater Sage-grouse	*Centrocercus urophasianus*	FC, SC	Shrub steppe habitats, including a variety of sagebrush species.
Least Tern	*Centrocercus urophasianus*	FC, SE	Sand and gravel bars within a wide unobstructed river channel or open flats along shorelines along major lakes and rivers.
Mexican Spotted Owl	*Strix occidentalis lucida*	FT, ST	Old-growth or mature forest and canyons with riparian or conifer communities.
Piping Plover	*Charadrisu melodus*	FT, ST	Sand and gravel bars within a wide unobstructed river channel, or open flats along shorelines along major lakes and rivers.
Whooping Crane	*Grus americana*	FE, SE	Breeds in freshwater marshes and prairies and uses grain fields, shallow lakes and marshes during migration.
Colorado Butterfly Plant	*Cnemidophoru s neotesselatus*	FT	Occurs on sub-irrigated, alluvial soils on level or slightly sloping floodplains and drainage bottoms at elevations between 5,000-6,400 ft.
Western Prairie Fringed Orchid	*Plathanthera praeclara*	FT	Tall grass prairie, most often found on unplowed, calcareous prairies and sedge meadows.
Arapahoe Snowfly	*Capnia arapahoe*	FC	Restricted to Elkhorn Creek and Young Gulch, tributaries to the Cache La Poudre River.
North Park Phacelia	*Phacilia formosula*	FE	Erodes soil outcrops of the Coalmont Formation at elevations between 8,000-8,300 feet in North Park of Jackson County.
Ute Ladies'-tresses	*Spiranthes diluvialis*	FT	Moist meadows associated with perennial stream terraces, floodplains, and oxbows at elevations between 4,300 and 7,000 ft.
Black-footed Ferret	*Mustela nigripes*	FE, SE	Depends exclusively on prairie dog burrows for shelter.
Canada Lynx*	*Lynx Canadensis*	FT, SE	Boreal forests with high-density snowshoe hare prey base.
Preble's Meadow Jumping Mouse*	*Zapus hudsonius preblei*	FT, ST	Inhabits well-developed riparian habitat with adjacent, relatively undisturbed grassland communities, and nearby water sources.
Northern Leopard Frog*	*Rana pipiens*	SC	A variety of aquatic habitats that include slow moving or still water along streams and rivers, wetlands, permanent or temporary pools, beaver ponds, and human constructed habitats such as earthen stock tanks and borrow pits.
Bald Eagle*	*Haliaeetus leucocephalus*	SC	Large rivers, lakes and seacoasts. Frequently nesting in large cottonwood trees.
Brassy Minnow	*Hybognathus hankinsoni*	ST	Cool, clear streams with abundant aquatic vegetation and mud and gravel substrate throughout the mainstem of the South Platte River.

FT = federally threatened; FE = federally endangered, FC = federal candidate; ST = state threatened; SE = state endangered; SC = state species of concern; * Species analyzed in detail.

Reclamation has determined that the proposed action would have no effect to federal or state listed species. Additional information is provided as follows:

Canada Lynx

The Canada lynx is found in dense subalpine conifer forests with deep snow and relies on snowshoe hare for food. In mountainous areas, the boreal forests that lynx use are characterized by scattered moist forest types with high hare densities in a matrix of other habitats with low hare densities. In these areas, lynx incorporate the matrix habitat into their home ranges and use it for traveling between patches of boreal forest that support high hare densities where most foraging occurs (Service 2015b).

CPW data (2014) identifies potential lynx habitat surrounding Estes Valley, with the closest habitat to the project area in portions of Prospect Mountain to the southwest. CPW defines these areas as having the highest potential populations of lynx in the state and usually contain positive, probable, or possible reports and modeling of potential lynx habitat.
The proposed actions will have no effect on boreal forests or identified matrix habitats considered as potential habitat. Therefore, the proposed project is predicted to have no effect on Canada lynx.

Preble's Meadow Jumping Mouse

Preble's meadow jumping mouse occurs along Colorado's Front Range at elevations typically below 7,600 ft. It utilizes riparian areas near flowing water. Preble's' habitat can be characterized by well-developed riparian habitat with adjacent, relatively undisturbed grassland communities, with adjacent flowing streams. The riparian habitat includes a dense combination of grasses, forbs and shrubs; and taller shrubs and trees may also be present (Service 2015c).

CPW (2014) data identify the Big Thompson River and its floodplain as being within the observed range of Preble's meadow jumping mouse in Colorado. The CPW data also show the closest occupied habitat located about 5 miles northeast along the North Fork Big Thompson River.

The riparian habitat along the Big Thompson River in the project area is not well developed. It consists of steep banks with riprap armoring and the river is channelized downstream of the BTABESCO Gage to the Matthews-Reeser Bird Sanctuary. Intensive elk grazing and the 2013 Big Thompson flood significantly reduced potential Preble's meadow jumping mouse habitat upstream of Lake Estes. An elk exclusion fence constructed around the Matthews-Reeser Bird Sanctuary in 2011 eliminates elk usage and the sanctuary is likely to develop into suitable habitat for Preble's meadow jumping mouse.

The project action will have no effect on Preble's meadow jumping mouse.

Northern Leopard Frog

Northern leopard frogs live in wet meadows and the banks and shallows of marshes, ponds, lakes, reservoirs, streams, and irrigation ditches (CPW 2015d). The species is distributed throughout Colorado but is scarce or absent in most of southeastern and portions of northeastern Colorado. The State of Colorado listed northern leopard frog as a species of concern.

Suitable habitat occurs immediately downstream of the project area along the Big Thompson River and just upstream of Lake Estes. The proposed action will temporarily disturb a small portion of the Big Thompson River during construction of the water line using the open-trench method. BMPs implemented during construction would protect downstream water quality and habitat. Therefore, the proposed action would not adversely affect northern leopard frog.

Bald Eagle

Bald eagles are almost exclusively connected with water. In Colorado, they are often found near reservoirs and along major rivers during both the summer and winter (CPW 2015d). CPW (2014) has identified Lake Estes and adjacent lands downstream of the project area as being a wintering concentration area for bald eagles. Lake Estes also provides summer and winter foraging habitat. Personal communications with the local CPW District Wildlife Officer (CPW 2015e) identified no known active bald eagle nests or winter roost sites within a ½ mile of the project area. Therefore, the proposed project is predicted to have no effect on bald eagle or suitable habitat.

In the event any active raptor nest or winter roost concentration site is identified within ½ mile of the project prior to construction, Reclamation would comply with the buffer zones and seasonal restrictions recommended by CPW. The recommended buffers and seasonal restrictions can be found at http://CPW.state.co.us/Documents/WildlifeSpecies/LivingWithWildlife/RaptorBufferGuidelines2008.pdf.

Vegetation Resources

Existing Conditions: The entire project area has been previously disturbed to some degree during construction and maintenance of the C-BT Project, existing parking areas, and/or the Estes Visitors Center. The Southwest Regional Gap Analysis Project (Lowery et al. 2005) identified three land cover types within the project area.

Inter-Mountain Basins Big Sagebrush Shrubland
This cover type occurs throughout much of the western United States in broad basins between mountain ranges, plains and foothills. Elevations range from 4,900 to 7,500 feet (ft.) with well-drained, non-saline soils. Big sagebrush, scattered junipers, greasewood, and four-wing saltbush are the dominate species with rabbitbrush, bitterbrush, and snowberry sometimes occurring as co-dominate in disturbed sites. Common grasses include Indian ricegrass, blue grama, thickspike wheatgrass, Idaho fescue, needle-and-thread, and western wheatgrass.

Rocky Mountain Lower Montane-Foothill Shrubland
This cover type is found in the foothills, canyon slopes, and lower mountains of the Rocky Mountains and on outcrops and canyon slopes in the western Great Plains between 4,900 and 9,500 ft. Dominate shrubs include serviceberry, mountain mahogany, bitterbrush, sumac, currant, and snowberry. Grasses include Muhly, grama, needle-and-thread, and wheatgrass species.

Developed, Medium – High Intensity
This cover type includes areas with a mixture of anthropogenic materials and vegetation. Impervious surfaces account for 50-79 percent of the total cover.

Recreation

Existing Conditions: Within the Estes Valley, there are numerous outdoor recreational opportunities. Recreation activities include but are not limited to hiking, biking, picnicking, camping, bird watching and other wildlife viewing, fishing, boating, horseback riding, and golfing.

The National Park Service (NPS) manages recreation resources within the neighboring Rocky Mountain National Park.

The EVRPD manages the majority of other recreation lands and facilities within the Estes Valley. The mission of the EVRPD is to plan, direct, organize, and implement recreational programs, manage facilities, and provide public park and recreation opportunities for residents of the District and visitors to the community. Figure 5 shows the recreation facilities managed by EVRPD. Federal C-BT Project lands managed by EVRPD are discussed in greater detail in the C-BT Project and Water Resources Section of this Chapter.

The EVRPD manages the Lake Estes Recreation Trail. The 3.75-mile concrete trail is popular and is used to walk, jog, skate, or ride a bike around the shores of Lake Estes. The trail also provides access to the Matthews-Reeser Bird Sanctuary. EVRPD rents pedal carts and bikes at the Lake Estes Marina. These are popular with tourists for use on the trail. EVRPD also manages the Lake Estes Golf Course, a 9-hole golf course on C-BT Project lands just east of the project area.

Estes Parks' Parks Division manages Estes Park-owned parks. Each year the Division plants more than 38,000 annual flowers in addition to 8,000 perennial flowers. The Estes Park Visitor Center is adjacent to the parking structure, is managed as open space, and includes restrooms, drinking fountains, picnic facilities, trees, flowers, turf areas, and parking access to the Lake Estes Recreation Trail, fishing areas and river frontage.

No Action Alternative: Under the No Action Alternative, there would be no effect to recreation resources.

Proposed Action: The Lake Estes Recreation Trail currently connects to the adjacent Estes Park Visitor Center and the downtown Estes Park area. The existing trail's eastern edge ranges in distance 45 to 57 yards from the back of the 7th Green. Under the proposed action, a portion of the trail would be relocated closer to the 7th Green to accommodate the parking structure. Separation between the trail and the 7th Green would be reduced 7 to 19 yards as shown in Figure 6.

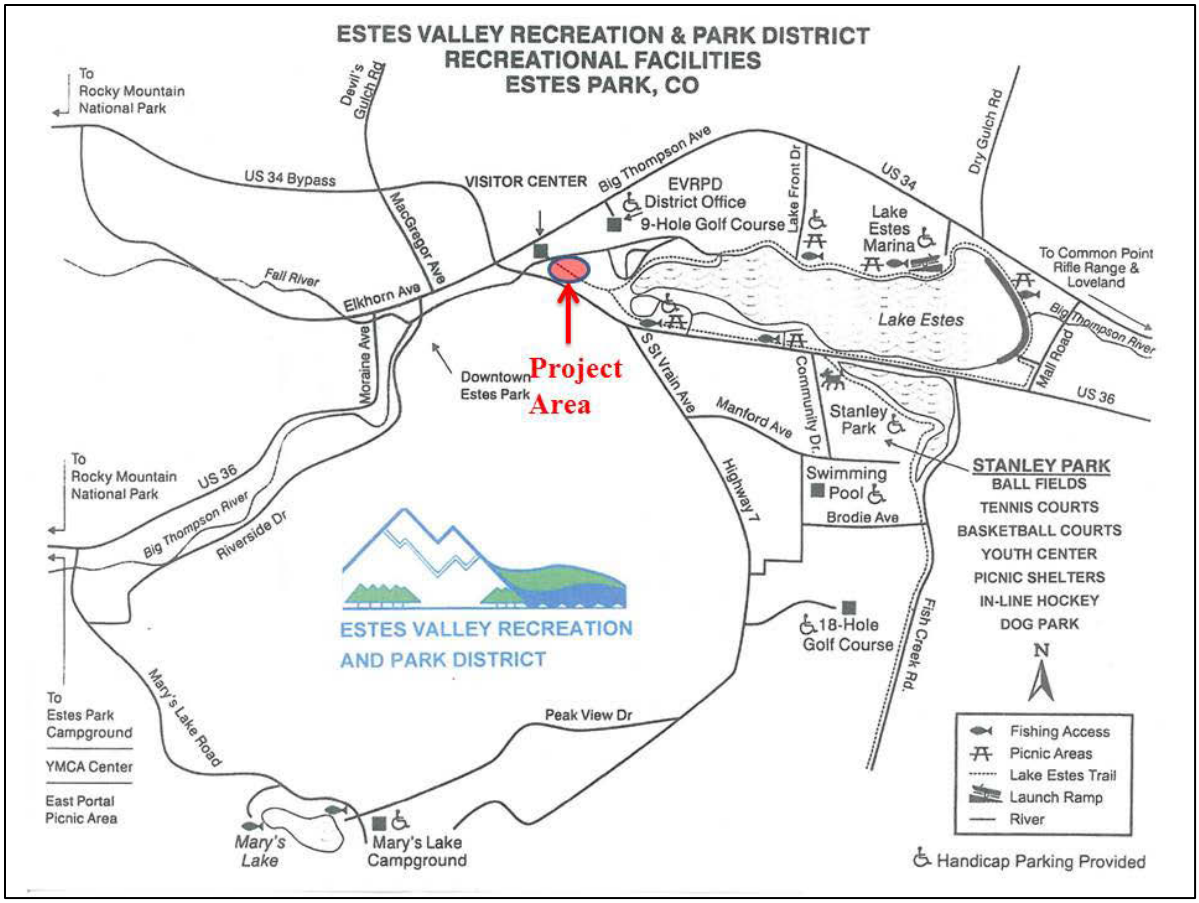

Figure 5-Recreational facilities managed by EVRPD.

Under conditions of the proposed SUP, Estes Park would assume any additional liability associated with relocation of the recreation trail. In addition, Estes Park would be obligated to establish a substantial vegetation screen between the trail and 7th Green to additional protection from stray or errant golf balls. Final designs will incorporate a combination trees and shrubs intended to reduce an errant golf ball's velocity approaching the trail. Estes Park will plant native trees and shrubs of a suitable size to accomplish the vegetation screen. The commitments have been incorporated as an environmental commitment summarized at the end of this Chapter.

The proposed action is predicted to have no long-term adverse effects on the number of users of the Lake Estes Recreation Trail or Lake Estes Golf Course. Users of these resources would be more influenced by the number of visitors and socio-economic variables.

However, the proposed action is predicted to change the way some visitors access Rocky Mountain National Park. The parking structure is designed to increase use of the adjacent transit hub, which provides shuttle services to Rocky Mountain National Park and downtown Estes Park. This reduction in vehicle usage has not been quantified in this EA. However, any reduction in the number of vehicles traveling to Rocky Mountain National Park would assist with reducing traffic congestion, which is predicted to enhance the recreational experience for visitors for both Rocky Mountain National Park and Estes Park.

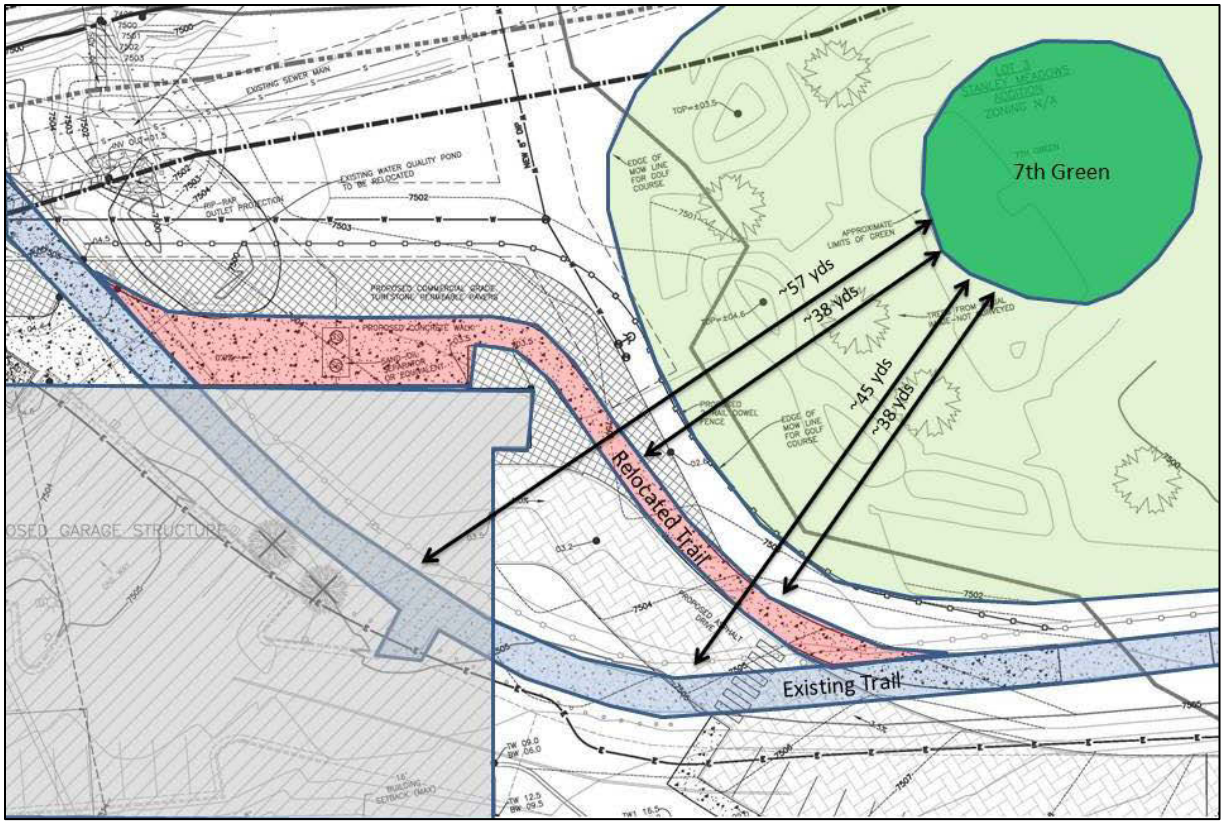

Figure 6-Proposed Relocated segment of the Lake Estes Recreation Trial.

The proposed action also complements Estes Parks' parks and recreation resources by providing additional needed parking near the Visitors Center to access the Big Thompson River and trail to the downtown Estes Park area.

Historic Properties

Historic properties are protected by a number of Federal statutes, regulations, and policies. Section 106 of the National Historic Preservation Act of 1966 (NHPA) mandates that Reclamation take into account the potential effects of a proposed federal undertaking (Proposed Action) on historic properties. Historic properties are defined as any prehistoric or historic district, site, building, structure, or object included in, or eligible for, inclusion in the National Register of Historic Places (NRHP). Potential effects of the described alternatives on historic properties are the primary focus of this analysis.

The affected environment for historic resources corresponds to the area of potential effects (APE), as defined in the regulations implementing Section 106 of the NHPA (36 CFR Part 800). The APE is the geographic area or areas within which an undertaking may directly or indirectly cause alterations in the character or use of historic properties, if any such properties exist (36 CFR Part 800.16(d)). The APE for direct effects for the Proposed Action includes the total area of potential ground disturbance, including construction areas, staging areas, and access associated with the Proposed Action. The APE for indirect

effects includes the total area where new visual impacts to historic resources may occur as a result of the Proposed Action.

***Existing Conditions*:** Reclamation completed a Class I file search of the APE for direct effects through the Colorado Office of Archaeology and Historic Preservation on May 27, 2015. The file search revealed that the entire APE for direct effects was previously inventoried by Reclamation at a Class III level in 1994. As a result of the inventory, no historic properties, site segments, or isolated finds were identified within the APE for direct effects.
On May 28, 2015, Reclamation's archaeologist conducted a field visit to the Proposed Action APE for direct effects to confirm the results of the 1994 inventory. No historic properties were identified. The entire APE for direct effects lies within an area previously disturbed by the construction of an existing parking lot and golf course.

Several historic properties have been identified near the proposed undertaking APE for direct effects. The construction of the proposed parking structure will introduce a new visible element to the setting of these resources and, as such, would be included in the APE for indirect effects associated with the Proposed Action. Modern roads, transmission lines, parking areas, recreational facilities, and commercial and residential development throughout the Proposed Action APE for indirect effects have already influenced the visual integrity of these sites. As a result, indirect visual impacts to these historic properties resulting from the Proposed Action would be negligible.

In compliance with 36 CFR Part 800.4(d) (1), a determination of no historic properties affected was submitted to the Colorado State Historic Preservation Office (SHPO), the Estes Valley Historical Preservation Foundation, the Arapaho Tribe of the Wind River Reservation, the Assiniboine and Sioux Tribes of the Fort Peck Indian Reservation, the Cheyenne and Arapaho Tribes, the Comanche Nation, and the Northern Cheyenne Tribe of the Northern Cheyenne Indian Reservation in September 2015. These consultations are ongoing and results will be included in the Final EA.

***No Action Alternative**:* Under the No Action Alternative, there would be no foreseeable impacts to historic properties. There are no known historic properties within the Proposed Action APE for direct effects.

Proposed Action: Under the Proposed Action, there would be no foreseeable impacts to historic properties. There are no known historic resources within the APE for direct effects. Further, indirect visual impacts to nearby historic resources as a result of the Proposed Action would be negligible. There is a limited potential for impacts to previously unidentified subsurface historic resources in previously undisturbed locations of the APE for direct effects. The Comanche Nation Tribal Historic Preservation Officer responded on October 1, 2015, that there were no properties affected by the proposed undertaking (see Attachment H). Consultation results will be incorporated into the Final EA.

The Stanley Historic District is outside of Reclamation's defined APE. Discussions regarding this historic district and potential impacts to visual resources are discussed in the Visual Resources Section of this Chapter. Environmental commitments include stop work clauses in the

event that any potential historic resources are discovered during ground-disturbing activities associated with the Proposed Action.

Paleontological Resources

Paleontological resources are defined as any fossilized remains, traces, or imprints of organisms, preserved in or on the earth's crust, that are of paleontological interests and that provide information about the history of life on earth except those associated with an archaeological resource, as defined in the Archaeological resources Protection Act of 1979, or cultural items, as defined in the Native American Graves Protection and Repatriation Act of 1990 (Paleontological Resources Preservation Act (PRPA) of 2009 (Public Law 111-011)). The PRPA mandates that Reclamation manage and protect paleontological resources on Federal land using scientific principles and expertise. Potential effects of the described alternatives on paleontological resources are the primary focus of this analysis. The affected environment for paleontological resources corresponds to the APE for direct effects for historic resources.

***Existing Conditions*:** Reclamation contacted the Bureau of Land Management (BLM) to obtain information concerning the Potential Fossil Yield Classification (PFYC) for paleontological resources within the APE. The PFYC is a system used by the BLM to assess the potential for discovery of significant paleontological resources or the impact of surface disturbing activities on these resources.

According to the BLM, most of the APE has a Class 1, or Very Low, PFYC classification. The geologic formations throughout most of the APE are not likely to contain recognizable fossil remains and the probability for impacting fossils is negligible. The occurrence of significant fossils in these formations is non-existent or extremely rare. A small portion of the APE has a Class 3, or Moderate, PFYC classification. The geologic formations within the APE are generally known to contain vertebrate fossils or scientifically significant invertebrate fossils, but these occurrences are widely scattered. The potential for the proposed action to impact a significant fossil locality is low, but is somewhat higher for common fossils.

***No Action Alternative*:** Under the No Action Alternative, there would be no foreseeable impacts to paleontological resources. There are no known significant paleontological resources within the APE.

***Proposed Action*:** Under the Proposed Action, there could be potential impacts to paleontological resources. However, there are no known significant paleontological resources with the APE. The potential for impacts to significant paleontological resources as a result of the Proposed Action, however, is low.

The environmental commitments include stop work clauses in the event that paleontological resources are discovered during ground-disturbing activities associated with the Proposed Action.

Indian Trust Assets & Environmental Justice

Indian Trust Assets (ITAs) are legal interests in property held by the United States for Indian Tribes or individuals. ITAs include, but are not limited to, lands, minerals, hunting and fishing rights, traditional gathering grounds, and water rights. The Department of the Interior's policy is to recognize and fulfill its legal obligations to identify, protect, and conserve the trust resources of federally recognized Indian tribes and tribal members, and to consult with the tribes on a government-to-government basis whenever plans or actions affect tribal trust resources, trust assets, or tribal health and safety (512 DM 2).

Under the Department of the Interior's policy, Reclamation is responsible for identifying any potential effects to ITAs as part of the planning process for the Proposed Action. Further, any effect to ITAs as a result of the Proposed Action must be addressed within this EA. When an effect to ITAs cannot be avoided, Reclamation will provide appropriate mitigation or compensation to the federally recognized Indian tribes or individuals. The affected environment for ITAs corresponds to the APE for direct effects for historic resources.

In addition, Executive Order 12898 on Environmental Justice requires Federal agencies to analyze programs to assure that they do not disproportionately adversely affect minority or low-income populations or Indian Tribes.

***Existing Conditions**:* Reclamation contacted the Bureau of Indian Affairs (BIA), Anadarko, Concho, Fort Peck, Northern Cheyenne, and Wind River Agencies to identify any potential impacts to ITAs within the APE. No ITAs were previously identified within the APE.

No Action Alternative: Under the No Action Alternative, there would be no effect to ITAs. No ITAs have been identified within the APE. The No Action Alternative would have no effect on environmental justice populations in the project area.

Proposed Action: Under the Proposed Action, there would be no anticipated effect to ITAs. No ITAs have been previously identified within the APE. Results of on-going consultations will be incorporated into the Final EA.

While a minority population may exist in the general project area, implementation of the Action Alternative would not disproportionately affect low-income or minority populations. The proposed action will not involve population relocation, health hazards, hazardous waste, property takings, or substantial economic impacts. The Action Alternative would therefore have no adverse effects to human health or the environment and would not disproportionately affect minority and low-income populations.

Air Quality & Noise

Existing Conditions: The project area is included in the Denver Metro/North Front Range Region monitoring area for air quality, which includes Adams, Arapahoe, Boulder, Broomfield, Denver, Douglas, Jefferson, Larimer, and Weld Counties. The monitoring area includes the largest population within the State of Colorado (CDPHE 2014). Since 2002, the region has met

all National Ambient Air Quality Standards, except for ozone. It was designated as a "nonattainment" area in 2007. This designation was re-affirmed in 2012 when the Environmental Protection Agency designated the region as a "marginal" nonattainment area for the more stringent ozone standard adopted by EPA in 2008.

The Denver Metro/North Front Range Region also includes Rocky Mountain National Park and several wilderness areas. Research and monitoring are showing the air quality in Rocky Mountain National Park is affected by a variety of human sources (NPS 2015). Air pollution in the park reduces visibility, increases ozone levels and causes excess nitrogen deposition.

The proposed project is within the Upper Front Range Transportation Planning Region (UFR) and is included in the corridor vision as a high priority corridor in 2035 UFR Regional Transportation Plan (RTP). Based on conformity analysis conducted by the North Front Range Metropolitan Planning Organization, the 2035 UFR RTP demonstrates conformity with Colorado's implementation plan for the 8-hour ozone standard using the 8-hour ozone emissions budget for the Northern Subarea that includes Estes Park (FTA 2012).

Estes Park's Municipal Code 8.06.030 establishes maximum permissible noise levels for areas zoned as Commercial Downtown and Commercial Outlying as 60 A-weighted decibels [dB(A)] between 7 a.m. and 8 p.m. and 55 db(A) from 8 p.m. to 7 a.m. Estes Parks Municipal Codes are available at http://www.colocode.com/estesparkpdf.html. Larimer County Ordinance No. 97-03 Section 7 (f) sets the maximum permissible noise levels for construction and demolition project at 80 db(A) between 7:00 a.m. and 7:00 p.m. and 75 db(A) between 7:00 p.m. and 7:00 am.

According to FTA's Noise and Vibration Manual, the appropriate unobstructed screening distance from the center of the noise-generating activity at either a transit center or a park-n-ride with buses to the noise receptor is 225 feet; the appropriate distance with intervening building is 125 feet.

Existing noise sources within close proximity to the project area include the existing on-site parking lot, the Visitor Center Complex including the transit hub and parking lots, Big Thompson River, and US. Highways 34 and 36.

No Action Alternative: Under the No Action Alternative, there would be no changes to air quality or noise.

Proposed Action: In the 2011 grant application, Estes Park indicated that primary concern regarding existing and future traffic congestion in the Estes Valley is related to air quality. Expanding the Estes Visitor Center transit services would generally reduce nitrogen deposition, ground-level ozone, and greenhouse gas emissions by reducing local vehicle travel. Rocky Mountain National Park established a goal to reduce greenhouse gas emissions to 17 percent below 2005 levels by 2017. Reducing local vehicle travel would help meet this goal.

The Transportation hub would enhance modal choices within Estes Park and between Estes Park and Rocky Mountain National Park by encouraging visitors and employees to utilize transit rather than drive their private autos. Estes Park's grant application (Estes Park 2011) identified a

potential reduction of 2,000 hours in traffic days, potential to eliminate approximately one million miles of vehicle travel each year, and elimination of more than 500 private auto trips daily from the busiest and most congested roads accessing Rocky Mountain National Park during the busy summer season.

The estimated air pollutant reductions from the transit and parking structure facilities are shown in Table 4.

Table 4-Air Pollutant Reduction Estimates*

Pollutant	Estimated Yearly Reduction (kilograms per year)
Ozone precursor compounds (including nitrogen oxides in nitrogen deposition)	1,400
Carbon dioxide	489,000

*from Estes Park Grant Application (Estes Park 2011.

Under the proposed action, there would be a temporary increase in noise levels during construction associated with construction activities. Noise levels generating from construction and operation of the parking structure would be within the maximum allowable noise standards.

The back edge of the golf course's 7th green is approximately 200 feet from the existing parking lot. Under the proposed action, the edge of the parking structure would reduce this distance to approximately 150 ft. Vegetative screening under the proposed action between the relocated recreation trail and the golf course would also buffer noise sources. When considering the existing parking lot and other adjacent land uses, any change in noise levels from the operation of the parking structure would be insignificant.

Visual Resources

Existing Conditions: Visual resources are important to the Estes Park community. Its vistas and views are a major resource that makes Estes Park a popular tourist destination. The Rocky Mountains dominate the landscape with elevations ranging from about 7,500 ft. in the Estes Valley to over 13,000 feet in the Mummy Range to the north, 12,000 ft. on Trail Ridge Road to the west, and the 14,251 ft. Longs Peak to the south.

Another important community resource is the Stanley Historic District (Estes Park 1994). The Stanley Historic District is 75 acres in size and includes the Stanley Hotel and other features that are a significant architectural and historic part of the history of Estes Park. The Stanley Hotel is designated as a National Historic District, as well as being listed on the National Register of Historic Places. The project area is outside the Stanley Historic District.

The Town of Estes Park has identified several key viewsheds for protection during development within the Stanley Historic District (Estes Park 1994). The viewsheds are described in Estes Park Ordinance Title 17—Zoning, Chapter 17.44—Stanley Historic District Procedures and Standards for Development. The ordinance requires that developments within the historic district maintain the view of the hotel from the porch of the Visitors Center and the view along

Highway 36 from its intersection with Highway 7 to its intersection with Highway 34. The purpose and intent of the ordinance is to administer the historic resources of the Stanley Historic District in a manner that will preserve the integrity of their location, setting design, materials, workmanship and visual character.

No Action Alternative: The No Action Alternative would have no effect on visual resources.

Proposed Action: Under the proposed action, up to a three-plus-ground-level parking structure would be built on Reclamation and Estes Park property. The maximum parking structure height would be 32 feet. Light poles from the top level would extend to 47 feet 6 inches from grade. Figure 7 simulates views from Highway 36 north towards the Stanley Historic District.

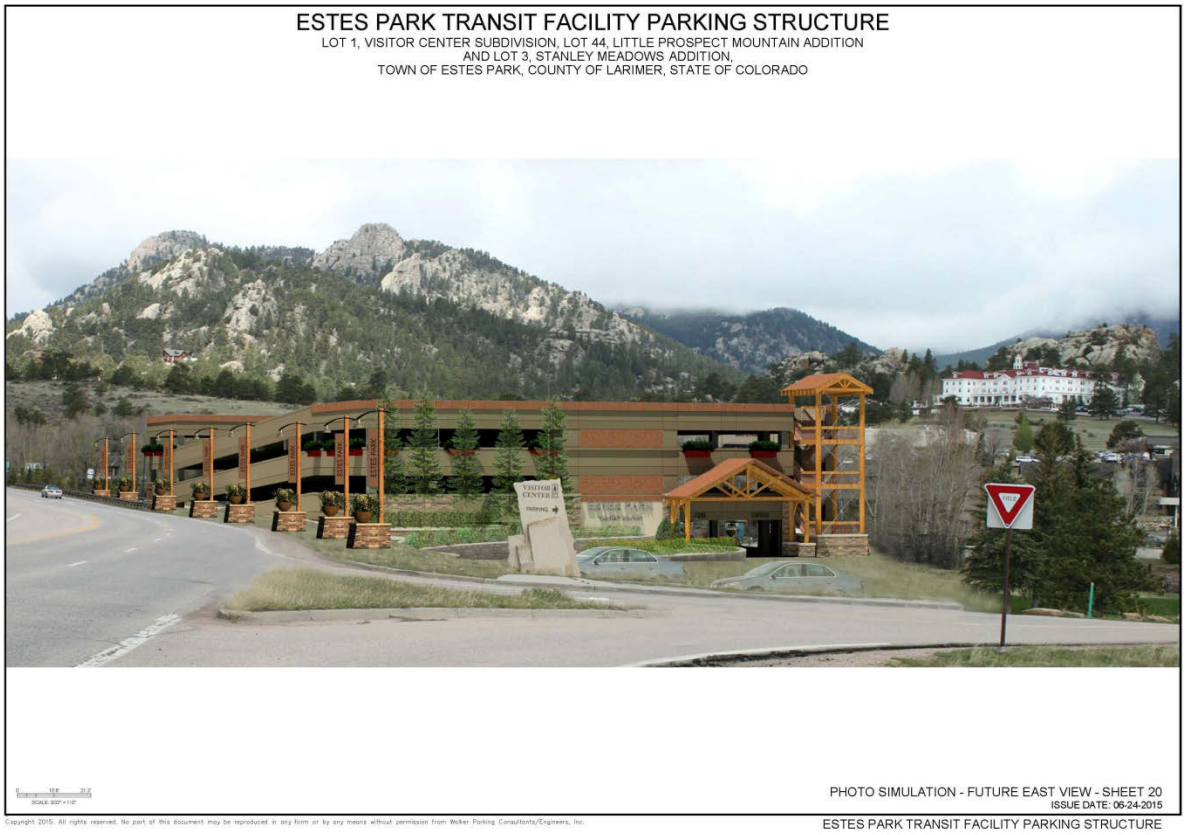

Figure 7-Photo Simulation of the Proposed Three-Plus-Ground-Level Parking Structure from Highway 36.

The proposed action is outside the designated Stanley Historic District but has a minor effect on views when looking from Highway 36. Vehicles traveling on Highway 36 adjacent to the parking structure will briefly lose sight of the Stanley Hotel. The proposed structure includes stone veneer and heavy timber and meets community-wide policies in the Estes Valley Comprehensive Plan to include the use of natural colors of wood and stone as most desirable for building exteriors. Estes Park staff findings determined that the essential character of the neighborhood would not be significantly altered (See Attachment B). The existing grade on site will naturally screen most of the first two levels from the public street, thus creating much less of a visual impact.

The Estes Park Community Development Department, Planning Division reviewed the parking structure proposed and made recommendations to the Estes Valley Planning Commission and August 18, 2015. The Estes Valley Board of Adjustments reviewed and conditionally approved a variance request on September 1, 2015. Conditions of approval include:

- Allowing for further study of mixed vehicle use pertaining to parking stalls dimensions and signage.
- A setback and height certificate shall be required.
- Project vesting shall lapse with development plan vesting.
- Exterior lighting shall be reduced, activated by motion sensor devices or turned off from 12:00 AM to dawn.

Based on the Estes Valley Planning Commission and Board of Adjustments reviews (See Attachment B), the proposed action will not result in significant impacts to visual resources.

Cumulative Impacts

Cumulative impacts are impacts on the environment that result from the incremental impact of the action when added to other past, present, and reasonably foreseeable future actions. Cumulative impacts can result from individually minor but collectively significant actions taking place over a period of time.

Construction, operation, and maintenance of the proposed action would not result in significant cumulative impacts.

Summary and Environmental Commitments

The primary effect of the proposed action would be the loss of about 0.25 acres of grasses to provide additional parking for the Estes Park Transit Facility. Local wildlife may avoid the project area during construction but the displacement would be temporary. The implementation of BMPs during construction and operation of the Estes Park Transit Facility Parking Structure would minimize affects to other resources.

Mitigation Measures and Environmental Commitments

The following measures would be implemented and followed by Estes Park and their contractors. The SUP will also require that these commitments be followed and met. An environmental commitment plan will be prepared by Reclamation to document how environmental commitments and mitigation measures will be implemented during design, construction, and operation of the parking structure.

1. The construction and operation of the Estes Park Transit Facility Parking Structure must not interfere with the irrigation supplies or maintenance of the C-BT Project.
2. Existing access roads will be used to access the construction areas.

3. Erosion-control BMPs for drainage and sediment control will be implemented to prevent or reduce nonpoint source pollution during and following construction. Examples are included in Attachment G.
4. All construction equipment shall be power-washed and free of soil and debris prior to entering the construction site to reduce the spread of noxious and unwanted weeds.
5. Topsoil, where available, will be stockpiled during construction for later use in re-vegetation. Disturbed areas will be contoured to reduce erosion and facilitate re-vegetation. Disturbed areas will be re-seeded. The plan for re-vegetation and related erosion control/re-contouring will be coordinated with EVRPD and require approval by Reclamation.
6. Dust abatement BMPs will be undertaken in all areas disturbed during construction.
7. Fuel storage, equipment maintenance, and fueling procedures will be developed to minimize the risk of spills and the impacts from these incidents. No fuel storage, equipment maintenance, or fueling will occur within 100 feet of wetlands or waters of the U.S. A Spill Prevention Control and Countermeasure Plan will be prepared prior to construction.
8. Estes Park or its contractor will be responsible for obtaining all required Federal, state, or local permits to construct and operate the project, including permits under the Clean Water Act (Section 402 and 404 permits) which may be needed for construction dewatering or other activities.
9. The new water quality pond would follow the EPA's *Guiding Principles for Constructed Wetlands: Providing for Water Quality and Wildlife Habitat* (EPA 2000) and would replace the existing wetland. The stormwater treatment system will incorporate an oil/water separator. The system will be designed to meet Larimer County Stormwater Design Standards and the Denver Urban Drainage and Flood Control District Manual and comply with Larimer County's MS4 permit. There will be no net loss of wetlands under the proposed action.
10. In the event of discovery of threatened or endangered species, Estes Park and their contractors will immediately cease all ground-disturbing activities in the vicinity and notify Reclamation. Work will not be resumed until approved by Reclamation.
11. No ground-disturbing activities associated with the Proposed Action shall begin prior to the completion of National Historic Preservation Act compliance.
12. In the event that possible human remains or cultural/paleontological resources are discovered during ground-disturbing activities associated with the Proposed Action, whether on the surface or subsurface, all ground-disturbing activities in the vicinity of the discovery shall cease and Reclamation's Eastern Colorado Area Office archaeologist shall be notified immediately. Ground-disturbing activities in the vicinity of the discovery shall not be resumed until approved by Reclamation.
13. If any additional areas of impact are identified during the course of the Proposed Action, additional NEPA and National Historic Preservation Act compliance may be required prior to the approval of any ground-disturbing activities.
14. If any additional areas of impact (for example: borrow pits or waste areas) are identified during the course of the Proposed Action, Class III cultural resource and any other appropriate resource inventories and consultations and NEPA compliance must be completed prior to approving any additional ground-disturbing activities.

15. The parking structure must be designed to blend with the project area background as approved by the Estes Valley Planning Commission and view corridor requirements contained in the Stanley Historic Master Plan and Estes Park Ordinances.
16. Reasonable maintenance access upstream of the BTABESCO Gage must be maintained during construction and operation of the parking structure. Reclamation and Estes Park would continue to coordinate construction and scheduled maintenance activities.
17. Estes Park will be responsible for noxious weed control within the limits of the SUP for the life of the project. Estes Park is responsible for consultation with Reclamation for acceptable weed control methods, including pesticides/herbicides approved for use on public land. Use of herbicides will comply with the applicable Federal and state laws. Herbicides will be used only in accordance with their registered uses and within limitations imposed by the Secretaries of the Interior and Agriculture. Disturbance to nearby shrubs and other ground cover will be kept to a minimum, with disturbance occurring only in those areas which are absolutely necessary for project construction
18. To reduce impacts from the loss of 0.25 acres of elk habitat, Estes Park will provide funding to enhance elk habitat in other parts of the Estes Valley. Estes Park and Reclamation will work with local CPW staff to identify opportunities for enhance adjacent areas. Two potential mitigation sites are currently being discussed, Wapiti Meadows below Lake Estes and Scott Ponds along Fish Creek. Site selection and funding requirements will be included in the final EA.
19. Estes Park must request and receive permission from Reclamation a minimum of five working days prior to any earth disturbing activities to insure that all environmental commitments have been met or are in compliance.
20. Included in the draft SUP, Estes Park will assist Reclamation in obtaining a suitable upland location(s) leased or owned by the Permittee and/or other location(s) approved by Reclamation for disposal of dredged materials associated with routine maintenance. The dredged materials will be removed from an area within 200 feet of the BTABESCO Gage pursuant to the U.S. Army Corps of Engineers Nationwide permit for maintenance. The location of this site shall be identified by April 30th each year and to the extent possible, reoccurring locations will be identified for disposal or stockpile. The amount of dredged materials removed is dependent upon the amount of sediment that is deposited and will vary from year to year. Routine maintenance dredging typically requires up to 500 cubic yards of materials per year. If the Permittee desires to use any of the dredged material, it will assume ownership.Reclamation will be responsible for completing any additional cultural surveys, inventories and NEPA compliance as needed.

CHAPTER 4 – CONSULTATION & COORDINATION

General

Reclamation and Estes Park conducted informal discussions with local, state and federal agencies to identify issues and concerns associated with the proposed action. Copies of the Draft EA will be distributed to the agencies and entities included in the Agency Coordination Section of this Chapter and posted on Estes Parks' and Reclamation's website for public review and comment.

As part of the planning process, Estes Park hosted an on-site public meeting on June 10, 2015, to review the proposed design for the Estes Park transit and parking structure facilities at the Estes Park Visitor Center. The proposed development was posted to Estes Parks' website (http://www.estes.org/currentapplications) for public comment and review on July 14, 2015. On August 18, 2015, the Este Park Community Development Department, Planning Division presented the parking structure to the Estes Valley Planning Commission. The Planning Commission unanimously approved the proposed project (see Attachment B). Estes Park also received a letter of support from the Rocky Mountain National Park regarding moving the Transit Facility Parking Structure to lands administered by Reclamation (see Attachment I).

Reclamation and Estes Park held several on-site meetings with EVRPD to review, discuss and refine the proposed site plan. Reclamation also met on-site with the CPW Estes Park District Wildlife Manager to discuss the proposed project. Results and discussion are included in project analysis and discussions in Chapter 3.

Reclamation is consulting with the Colorado SHPO, the Arapaho Tribe of the Wind River Reservation, the Assiniboine and Sioux Tribes of the Fort Peck Indian Reservation, the Cheyenne and Arapaho Tribes, the Comanche Nation, and the Northern Cheyenne Tribe of the Northern Cheyenne Indian Reservation. These consultations are being completed pursuant to Section 106 of the NHPA and results will be incorporated into the Final EA.

Reclamation is also consulting with the BIA Anadarko, Concho, Fort Peck, Northern Cheyenne, and Wind River Agencies pursuant to the Department of the Interior Departmental Manual (512 DM 2). Consultation result will be included in the Final EA.

Reclamation consulted with the BLM to determine the PFYC for paleontological resources within the APE in September 2015. This consultation was completed pursuant to the PRPA of 2009.

Reclamation also accessed the U.S. Fish and Wildlife Service (Service) IPAC website to develop a trust resource list on August 26, 2015, (Service 2015). The website identified listed species, national refuges, migratory birds of concern, and potential wetlands via the National Wetlands

Inventory. Listed species, migratory birds and wetlands that may occur in the project area are discussed in Chapter 3.

Agency Coordination

Federal Agencies
Army Corps of Engineers, Denver, CO
Bureau of Indian Affairs, Anadarko Agency, Anadarko, OK
Bureau of Indian Affairs, Concho, Agency, El Reno, OK
Bureau of Indian Affairs, Fort Peck Agency, Poplar, MT
Bureau of Indian Affairs, Northern Cheyenne Agency, Lame Deer, MT
Bureau of Indian Affairs, Wind River Agency, Fort Washakie, WY
Bureau of Reclamation, Eastern Colorado Area Office, Loveland, CO
Bureau of Reclamation, Este Park Power Plant, Estes Park, CO
Federal Transit Administration, Denver, CO
Fish and Wildlife Service, Denver, CO
National Park Service, Rocky Mountain National Park, Estes Park, CO

State Agencies
Colorado Division of Parks and Wildlife, Fort Collins, CO
Colorado Department of Transportation, Loveland and Greeley, CO
Colorado Division of Water Resources, Greeley, CO
Colorado State Historic Preservation Officer, Denver, CO

Tribal Agencies
Arapaho Tribe of the Wind River Reservation, Fort Washakie, WY
Assiniboine and Sioux Tribes of the Fort Peck Indian Reservation, Poplar, MT
Cheyenne and Arapaho Tribes, Concho, OK
Comanche Nation, Lawton, OK
Northern Cheyenne Tribe, Lame Deer, MT

Local Agencies and Organizations
Estes Valley Fire Protection District
Estes Valley Recreation and Park District, Estes Park, CO
Town of Estes Park, Estes Park, CO
Upper Thompson Sanitation District

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ATTACHMENT A

Estes Park Free Shuttle Map


ESTES PARK FREE SHUTTLES 2015
ESTES PARK COLORADO
Call 970-577-9900 for more information
Operating daily June 27 through September 13. Silver Route 8:45 a.m. to 9:44 p.m.
Gold, Blue, and Red Routes operate 9 a.m. - 9:59 p.m., Brown Route 8 a.m. – 9:59 p.m.
For a disabled accessible bus, call 970-586-4920 or 970-577-9900.
Shuttles may be delayed by traffic, inclement weather, and wildlife.
Our 500,000th passenger will ride sometime this summer!
Legend
Estes Park Shuttle Routes
Blue Route and Stops
Brown Route and Stops
Red Route and Stops
Silver Route and Stops
Gold Route and Stops
Bond Park
Performance Park
Park-n-Ride
Restroom
Visitor Center
Estes Park Town Hall
Rocky Mountain National Park Shuttle Routes
(Park Entrance Fees Apply)
Hiker Shuttle Express
Moraine Park Route
Rocky Mountain National Park
Park Shuttle Stops
Fall River Visitor Center (NPS)
Fall River
Estes Park Visitor Center
Barlow Plaza
Lake Estes
Events Center
Park-n-Ride
Park Entrance
Beaver Meadows Visitor Center (NPS)
Moraine Park Discovery Center (NPS)
Big Thompson River
Mary's Lake
to Bear Lake Park-n-Ride
located off the map
A little over 1,100 riders a day use the shuttles in the summer!
Shuttle ridership equals approximately 30,000 fewer vehicles on the road in the Estes valley each year, resulting in reduced emissions & a cleaner environment.
CELEBRATING 10 YEARS
OF FREE SHUTTLE SERVICE
IN THE ESTES VALLEY!
2006-2015
THANK YOU FOR RIDING!
Miles
0 0.17 0.35 0.7 1
Copyright © 2015 Town of Estes Park

ATTACHMENT B

Town of Estes Park Documents

Town of Estes Park
P.O. Box 1200
Estes Park, Colorado 80517
www.estes.org

Kate Rusch
Public Information Officer
krusch@estes.org
970-577-3701

June 2, 2015

Town seeks public input on Estes Park Transit Facility and Parking Structure design

Community members are invited to join the Town of Estes Park and consultants to review a proposed new design for the Estes Park Transit Facility and Parking Structure, which is anticipated to be constructed in 2016 at the Estes Park Visitor Center parking lot south of the Big Thompson River. The meeting takes place Wednesday, June 10 at 6 p.m. in Rooms 202 and 203 of Town Hall, 170 MacGregor Avenue. Public input regarding the structure height and architectural features is desired. Funding for an initial phase with 98 new spaces on two levels is available, and the addition of more levels will be possible if future funding becomes available. A total of 296 new parking spaces could be achieved in a future four-level structure.

The Transit Facility and Parking Structure facility was originally designed with community assistance in 2014 to be built east of the Visitor Center off Big Thompson Avenue. This structure was designed to provide 101 new parking spaces. In December of 2014, the Town Board rejected all construction proposals due in part to the significant rise in construction costs following the 2013 flood. All bids exceeded the available funds for the project, ranging from approximately $1.5 to $2.5 million over budget. The board authorized staff to evaluate the feasibility of building the parking structure south of the Big Thompson River on the site of the Visitor Center south parking area. In future construction phases, this structure could provide nearly three times the parking capacity of the original site. Vehicles would access this structure from U.S. 36.

The relocation of the Estes Park Transit Facility and Parking Structure will require obtaining a permit from the Bureau of Reclamation to place the structure partially on its land. The remainder of the necessary land belongs to the Town. The Town and Bureau of Reclamation must complete a new National Environmental Policy Act assessment of the project impacts. If these steps are successfully completed, the project could be bid late in 2015. Construction could extend thru the summer of 2016.

The Estes Park Transit Facility and Parking Structure will increase parking availability in the downtown area, reduce emissions in the Estes Valley and Rocky Mountain National Park, and serve as another hub for transit systems. This project is currently funded by approximately $3.9 million in grants from the Federal Transit Administration, Federal Highway Administration, CDOT and Rocky Mountain National Park. Grant funding is specifically designated for this structure to be located at the Estes Park Visitor Center. The Town has budgeted a matching contribution of $1.7 million from its Community Reinvestment Fund

For more information, please visit www.estes.org/publicworksprojects or contact the Public Works Department at 970-577-3587. To receive Town news and/or meeting agendas in your email inbox, please visit www.estes.org. More Town news is available at www.facebook.com/townofestesparkco and www.twitter.com/townofestespark. **END**

Estes Park Transit Facility Parking Structure

Estes Park Community Development Department, Planning Division
Room 230, Town Hall, 170 MacGregor Avenue
PO Box 1200, Estes Park, CO 80517
Phone: 970-577-3721 Fax: 970-586-0249 www.estes.org

ESTES VALLEY PLANNING COMMISSION

MEETING DATE & LOCATION: August 18, 2015, 1:30 PM; Board Room, Town Hall, 170 MacGregor Avenue

APPLICANT REQUEST:
Location and Extent application review and approval.

STAFF OBJECTIVE:
1. Review for compliance with the Estes Valley Development Code (EVDC); and
2. Provide a recommendation to the Planning Commission.

PLANNING COMMISSION OBJECTIVE:
1. Review for compliance with the Estes Valley Development Code (EVDC);
2. Conduct a public hearing to consider applicants testimony, public comment, and Town staff's findings and recommendations; and
3. Consideration of a motion approving or denying the application.

LOCATION: Lot 1, Visitor Center Subdivision; Lot 3, Stanley Meadows Addition.

OWNER/APPLICANT:
Lot 1: Town of Estes Park
Lot 3: Rocky Mountain National Park

CONSULTANT/ENGINEER:
Primary Contact: David Bangs, Van Horn Engineering

STAFF CONTACT: Philip Kleisler, Planner II

REPORT SUMMARY:
This report describes a request to build a four story, 414 space parking structure on government land just south of the Estes Park Visitor's Center along Highway 36.

The applicant received land use approvals in March, 2014 to construct a parking structure adjacent the Visitor's Center along Highway 34. Since this time the applicant (Town) has determined that the proposed location

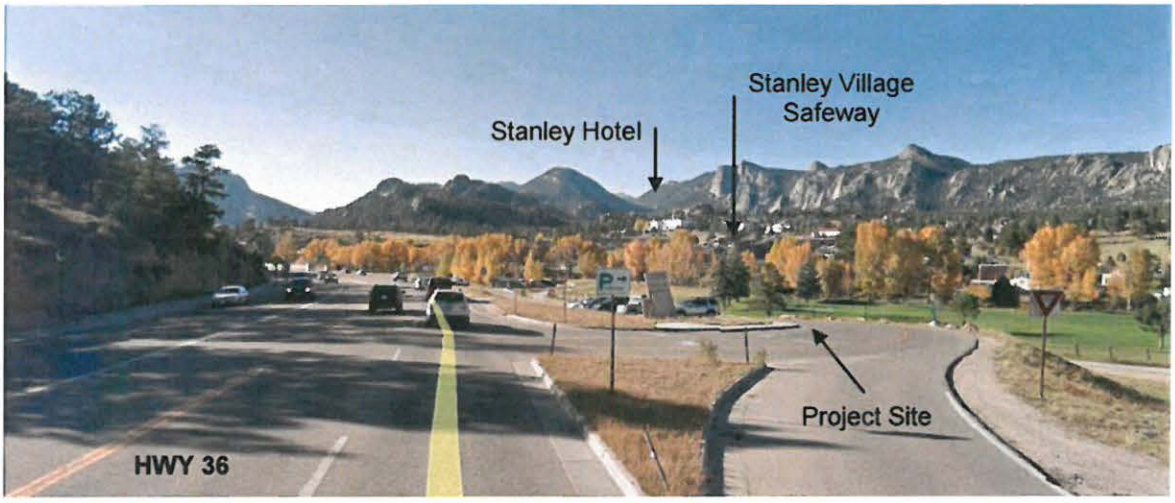
along Highway 36 was a better fit for the structure by achieving better access and fewer visual impacts.

Staff reviewed this application for compliance with the Estes Valley Development Code and finds that if revised to comply with recommended conditions of approval, the application will comply with applicable regulations. Therefore, staff recommends approval of the application, subject to conditions described in the staff report.

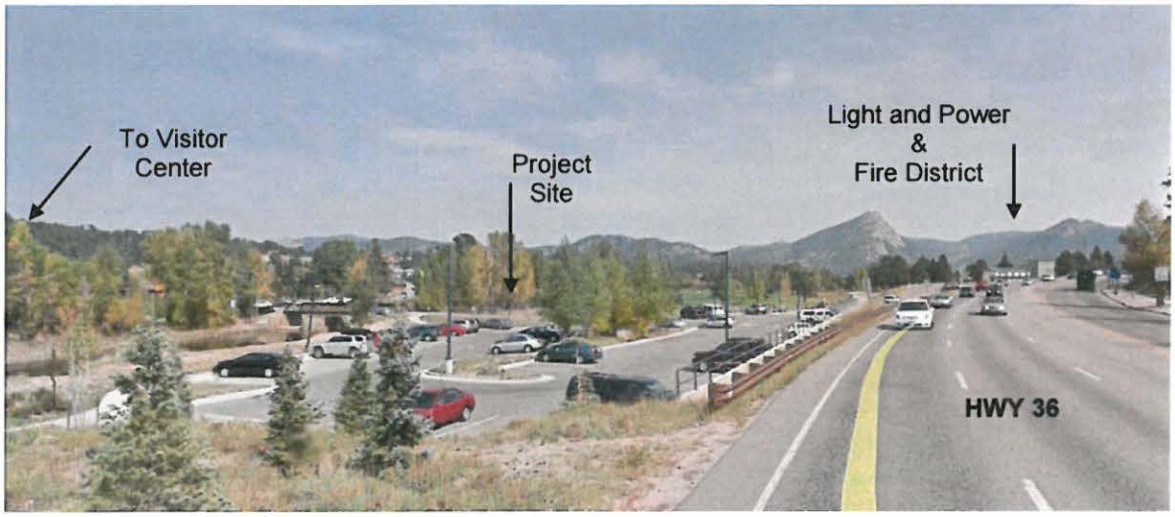
CONTENTS

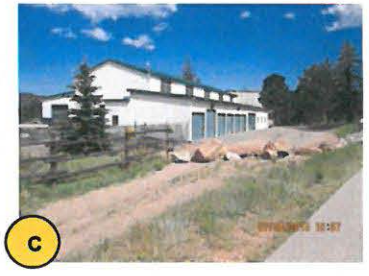
SITE DATA MAP AND TABLE:

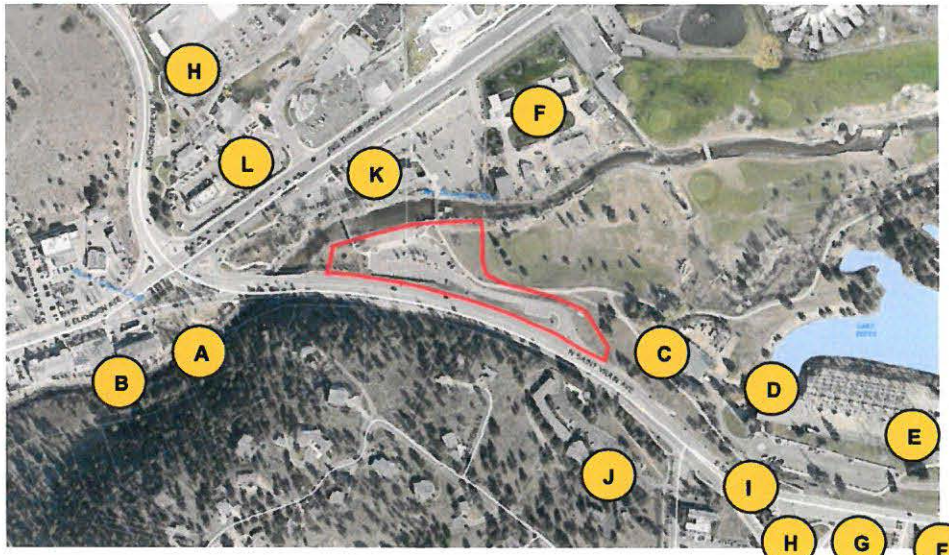
The building site is located directly south and across the Big Thompson River from the Estes Park Visitor Center. Figures 1a and 1b shown below provides views from Highway 36 showing the relationship of the project site to surrounding buildings. Located less than one half block east of downtown, the site is considered by many to be an important entry point into the commercial center of Estes Park. The site is bordered by a river and the Visitor Center to the north, a golf course to the east, highway and single family residential homes to the south and downtown to the west. Figures 2a thru 2l illustrate the overall residential and commercial context.



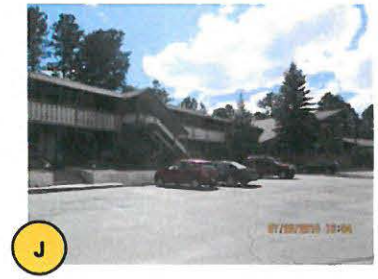
Figures 1a (above) and 1b (below): Proximity of Site to Nearest Buildings







Figures 2a thru 2l: Character of Surroundings



Parcel Number: 35251-71-901 25302-53-903	**Project Area:** 2.6 Acres
Existing Land Use: 94 Surface Parking Spaces (public)	**Proposed Land Uses:** 414-space multi-level parking structure
Services:	
Water: Town of Estes Park	Sewer: Estes Park Sanitation District

Hazards/Physical Features	**Mapped in the project vicinity?**
Wildfire Hazard	No
Geologic Hazard	No
Wetlands	No
Streams/Rivers	Yes
Ridgeline Protection	No
Wildlife Habitat	Yes

PROJECT DESCRIPTION & REVIEW PROCESS:

This is a request to replace an existing surface parking lot with a four level 399-space structured parking facility. The parking structure will be located south and across the river from the Visitor Center, and will utilize the existing access from Highway 36.

This application package includes:

Location and Extent Review (§3.13): This Section is intended to provide an opportunity for review of the location and extent of specified public facilities and uses sought to be constructed or authorized within the Estes Valley, especially as to whether such public use is consistent with the Estes Valley Comprehensive Plan and the EVDC. Following the Location and Extent Review, the applicant may exempt itself from local zoning regulations; such an exemption requires a majority vote of the entire Town Board.

Figure 4: Land Use of Subject Property

Figure 5: Zoning of Subject Property

Decision-Making Body: Estes Valley Planning Commission

Variance (§3.6): The location of the building is such that a setback variance is required: the variance is to allow a greater setback than is allowed in the Downtown district, which has a *maximum* front setback requirement of 16-feet. The purpose of the maximum setback is to maintain a 'street wall' in the downtown area.

The applicant is also seeking (i) height variance to account for the additional (future) stories and light poles and (ii) a variance to allow the main entryway to the structure not face the highway.

The variance application will be reviewed after the Planning Commission's determination.

Decision-Making Body: Estes Valley Board of Adjustment

REVIEWING AGENCY COMMENTS:

This request has been submitted to reviewing agency staff for consideration and comment. Memos are included as part of this staff report.

- **Estes Park Sanitation District** email dated July 16, 2015;
- **Estes Valley Fire Protection District** memo dated July 21, 2015, 2015;
- **Town of Estes Park Utilities Department** memo dated July 1, 2015;
- **Town of Estes Park Community Development** memo dated July 21, 2015;
- **Town of Estes Park Public Works Department** memo dated July 24, 2015;

PUBLIC COMMENTS:

In accordance with the notice requirements in the Estes Valley Development Code, legal notices were published in the Estes Park Trail-Gazette. Town staff exceeded typical mailings by sending notices to all properties notified of the original proposal and all additional properties within 1,500 feet. Additionally, a press release was also published on July 31, 2015, notifying the community of this review. Typical mailings include a 500-foot radius.

As of August 6, 2015, no formal written comments have been received for this application package. Written comments will be posted to www.estes.org/currentapplications if received after August 6 and summarized in the staff presentation.

STAFF REVIEW:
The area included as the project includes a small portion of Town-owned land zoned CD to the west, with the remainder of the site being federally owned, yet locally managed by the Estes Valley Parks and Recreation District. Given the unique site, staff reviewed the proposal with the assumption that the entire site is zoned CD. The rationale for this decision is that this is a critical entryway to downtown and that any future rezoning would likely be to CD.

Additionally, the applicant must obtain final approval from the U.S. Bureau of Reclamation. The Bureau has the authority, given that they are the land owner, to require adjustments to the site. Therefore, staff recommends that the Planning Commission acknowledge that minor changes may be necessary as a result of the Bureau's permitting process.

On a similar note, the applicant has also worked closely with the Estes Valley Parks and Recreation District to mitigate any potential adverse impacts to the golf course. Some minor changes may also be necessary depending on further input from the Recreation District.

Use, Density and Dimensional Standards
The site plan demonstrates compliance with density and dimensional standards, vehicular access/circulation requirements, and pedestrian amenities/linkage requirements.

Use *(EVDC §4.4)*
As with the original proposal, a single use is proposed: Park and Ride Facility, which is a Use-By-Right in the CD *Commercial Downtown* district.

Grading and Site Disturbance Standards *(EVDC §7.2)*
The grading plan demonstrates compliance with general grading standards such as limits on raising/lower natural grade and design of stormwater basins. The plan attempts to limit grading disturbance by following the natural grade of the land as much as possible. To that end, the plan utilizes some of the existing surface parking spaces to the west as part of the site design.

Landscaping and Buffers (§7.5)
The plan proposes various enhancements to the site, the centerpiece being the wildflowers, shrubs and trees planted at the entryway to the structure. Given the existing site conditions, there is very limited space available for screening along the westerly, uncovered surface spaces. Staff finds that the roadside light poles and planters achieve the EVDC intent for street frontage landscaping.

Exterior Lighting (EVDC §7.9)
The applicant has submitted an exterior lighting analysis (sheet 11 – 12) that complies with this Section. The light poles on the top level will be roughly 19 feet high (maximum height is 25 feet).

Off-Street Parking and Loading (EVDC §7.11)
The site plan generally demonstrates compliance with the EVDC Off-street Parking and Loading standards. The applicant requests three Minor Modifications to these standards:

1. *Location of Parking*

Section 4.4.D.3, Table 4-7 requires that off-street parking not be located between the building line and the lot line in the CD district. In this case a small handful of surface parking spaces to the west and east of the building will be slightly in front of the building line. As with other standards in the CD district, the intent of the requirement is to maintain a "street wall" in the downtown area.

2. *One-way Drive Aisle Width*

Section 7.11.K.2 required a minimum driveway width of 15 feet for large, non-residential uses. The ground level plan (sheet 5) proposes a 14-foot one-way drive aisle entering from the, existing surface spaces on the west.

3. *Stall Dimensions*

As with the original submittal, the applicant proposes slightly shorter stall lengths, which as generally consistent with industry best practices for parking structures. The intent of the request is to help minimize the structure footprint, while still allowing for comfortable movement within the structure. Additionally, the smaller stall depth will encourage drivers to drive further into the stall, thus keeping a wider drive aisle for vehicles passing circulating through the structure.

As shown below in Table 1, while the stall will be slightly shorter than the requirement of 19'-6", the total length (staff depth + drive aisle) is wider than the EVDC requirement.

Table 1. Proposed alterations to parking stall size.

Parking Standard	EVDC Requirement	Proposed Dimensions
Stall Depth	19'-6"	17'-9"
Stall Width	9'-0"	8'-6"
Drive Aisle	24'-0"	26'-0"

Adequate Public Facilities (EVDC §7.12)
Adequate services and facilities are available to serve the development. The design for public facilities will be finalized with construction plans.

Sewer
The structure will have no impact on nearby sewer lines along the west side of the structure.

Water and Electric Service
Adequate water and electric service are available to serve the site. A water main extension is required for fire protection. The applicant has worked with the Water Division on a concept to provide non-potable water to the site for the sole purpose of supporting two new fire hydrants.

An existing electrical line will be rerouted around the building to an existing electrical vault on the north end of the structure (see sheet 10). The Light and Power Division has no concerns with this approach.

Drainage.
The applicant has submitted a preliminary drainage report. Existing drainage flows from the south will remain largely unchanged, traveling through culverts/inlets under US-36. On-site pipes convey the runoff through water quality ponds and discharge into the river. Some additional details about the internal drainage concept will be needed with construction plans. Public Works reviewed and provided comments for the preliminary drainage report.

Fire Protection.
Two new hydrants will be installed just north of the structure for fire protection (see sheet 10). The Estes Valley Fire Protection District did not express concerns with this concept.

Transportation.
A traffic impact analysis (TIA) was submitted with the application, which determined that no traffic improvements (e.g. traffic light) are required in the public right-of-way as a result of this application. However, one warrant was triggered, leading the traffic engineer to recommend additional monitoring of the site to determine if a traffic light is needed in the future.

The TIA indicated that the left-turn movements of the parking facility and onto US-36 will operate at a Level of Service F during the peak conditions (pg. 23). A Level of Service is often used in transportation planning to describe measures such as the average travel delay, number of vehicle miles traveled and level of congestion. A Level of Service rating may cover a variety of activities (e.g. transit, signalized intersections, bicycle facilities, stairwells) and will range from an A through an F rating (with A being the most functional).

Both the intersection at the project site and at 34/36 has a Level of Service rating of F during peak conditions. Because of this, the Public Works Department requests additional alternatives and more analysis.

The TIA also indicated that the intersection of the parking facility may warrant a signal by 2016 and recommends that the site be monitored over time to assess the need for traffic light (pg. 23).

Outdoor Storage Areas, Activities and Mechanical Equipment (§7.13)
As with the original submittal, loading areas will be screened from public view through landscaping and building placement.

Street Design and Construction Standards (Appendix D)
Many of the standards found in Appendix D are addressed with construction plans, such as the detailed driveway design and erosion control methods.

Minor Modifications
In summary, the applicant has requested three Minor Modifications, as outlined in Table 2 below.

Table 2. Minor Modifications requested by applicant.

Standard	EVDC Section	Decision-making Body
Location of Parking	4.4.D.3, Table 4-7	Planning Commission
One-way Driveway Width	7.11.K.2	Planning Commission
Parking Staff Dimensions	7.11.O.3	Planning Commission

Estes Valley Comprehensive Plan
The site is located within the Downtown planning area. The proposed use and design is consistent with the uses and issues outlined in the Estes Valley Comprehensive Plan.

The Estes Valley Comprehensive Plan was adopted by the Estes Park Planning Commission and Larimer County Planning Commission in 1996, and continues to serve as the guiding document in the Estes Valley. A component of the Estes Valley Plan was transportation planning to help reduce downtown traffic congestion. To this end, the Town, Larimer County, State, and Rocky Mountain National Park partnered in the creation and adoption of the Estes Valley Transportation Alternatives Study in 2002-2003. This study identified the Visitor Center for structured parking. The proposed parking structure will fulfill this component of the Transportation Alternatives report.

Community-Wide Policies. Community-wide policies in the Comprehensive Plan include "the natural colors of wood and stone are most desirable for

building exteriors." The proposed structure includes stone veneer and heavy timber.

STAFF FINDINGS:
Based on the foregoing, staff finds:

1. If revised to comply with recommended conditions of approval, the application will comply with applicable sections of the Estes Valley Development Code, as described in the staff report.
2. The application is consistent with the policies, goals and objectives of the Comprehensive Plan.
3. Adequate services and facilities are available to serve the development.
4. The requested Minor Modification concerning the location of parking relieves practical difficulties in developing the site.
5. The requested Minor Modification concerning the parking stall and driveway dimensions results in more effective open space preservation.
6. The Planning Commission is the Decision-making Body.

RECOMMENDATION: Staff recommends **APPROVAL** of the Development Plan (DP 2015-04)

All subject to the following conditions:

1. Variance approval for the building setback, height and location of entryway.

2. Compliance with the following affected agency comments:

    a. Estes Park Sanitation District email dated July 16, 2015;
    b. Estes Valley Fire Protection District memo dated July 21, 2015, 2015;
    c. Town of Estes Park Utilities Department memo dated July 1, 2015;
    d. Town of Estes Park Community Development memo dated July 21, 2015; and
    e. Town of Estes Park Public Works Department memo dated July 24, 2015.

SAMPLE MOTIONS:
I move to recommend **APPROVAL** (or denial) of Development Plan Application 2015-04, as described in the staff report, with the findings and conditions recommended by staff.

TOWN OF ESTES PARK

Community Development

Memo

To: Ginny McFarland, Applicant
Anirudh A. Chopde, Walker Parking Consultants

From: Philip Kleisler, Planner II

Date: July 21, 2015

RE: Estes Park Transit Facility Parking Structure – Findings of Compliance with Estes Valley Development Code (EVDC)

This written analysis includes only those EVDC provisions that apply to this development proposal. The following are a list of comments which must be addressed in order for staff to determine that the application complies with the EVDC. Planning staff would like to meet with you at your earliest convenience to discuss these comments.

Approach to this Review

As discussed in the Pre-Application Meeting, staff will review the application as if the entire site is zoned CD *Commercial Downtown*. During the original review staff determined this use to be classified as "Transportation Facility Without Repairs", which is a Use by Right in the CD district, but does require Location and Extent Review by the Estes Valley Planning Commission.

Building Height and Setback

1. Building height exceeds the maximum limit. A variance application has been submitted.

2. The proposed parking structure is setback 24' to 35' from the property line. The CD district has a maximum setback of 16 feet. A variance application has been submitted.

3. Include the Annual High Water Mark to confirm River Setback (7.6.E.1.a.3).

Building Siting, Orientation and Materials Requirements

1. The main entrance of buildings shall be oriented towards highway (4.4.D.2.a). Please add this to your Board of Adjustment Variance application.

2. Planters, as shown in visual illustrations, help achieve the Code requirement of avoiding long, blank walls that face a public street (4.4.D.2.a).

Parking

1. Some off-street parking is located between the building line and lot line (4.4.D.3, Table 4-7, "Location of Parking"). The Planning Commission will consider this as a Minor Modification.

2. The one-way drive on the ground level (sheet 5) is one (1) foot short of the 15 foot requirement. The Planning Commission will consider this as a Minor Modification.

3. The Planning Commission will consider your Minor Modification request for the stall length, as outlined in the Statement of Intent.

Site Grading

1. Add Proposed Contours to Sheet 9 legend.

2. Indicate which trees are being removed. Proposed contours run over trees and through driplines.

3. Slopes of 25% or less are strongly encouraged whenever possible (7.2.B.5.a). How much additional site disturbance will take place as a result of decreasing the 3:1 slopes. Slopes over 25% must be reestablished with plant materials with deep rooting characteristics to minimize erosion and reduce surface runoff (7.2.C.3).

Landscaping

1. Parking Lot Perimeter Landscaping Requirements call for a minimum of one (1) tree per twenty (20) lineal feet and one (1) shrub per five (5) lineal feet along the perimeter of a parking area located adjacent to an arterial street. Due to existing conditions, there does not appear to be adequate room for plantings along the existing westerly surface lot.

   It also appears that partial intent of the roadside light poles and planters is to screen the electric vehicle parking spaces. The grade separation also partially screens these spaces.

2. A minimum of one (1) tree and two (2) shrubs should be planted in each interior landscaped island.

Lighting

1. The style and height of light poles complies with §7.9 *Exterior Lighting.* Please note that all outdoor light not necessary for security purposes shall be reduced, activated by motion sensors devices or turned off during non-operating hours.

Easements

1. Do any of the platted easements need to be vacated with the new design?

Input from Golf Course

Planning staff understands and supports necessary changes to the site plan as a result of input by the U.S. Bureau of Reclamation and/or Estes Valley Recreation District (i.e. Golf Course). Staff will need to review changes to the plan to ensure compliance with the EVDC.

Drafting Modifications

1. An official Town Logo should be used in place of the Visit Estes Park logo (pg. 1).

Construction plans must address:

1. 7.5.D.3.e: Trees cannot be within seven (7) feet of buildings.
2. Exterior Lighting:
    a. Include unit fixtures, light pole height and design.
3. Label man-made slopes greater than 25%.
1. §7.2.C *Restoration of Disturbed Areas*
2. §7.5.D.2.b.3 *Root Zones*. Trees need to be surrounded by pervious area around 1.5 times the area of the drip line.
3. §7.5.D.5 *Standards for Protection During Construction*.
4. §7.5.D.3.i No trees shall be planted within 25 feet of intersections
5. §7.5.D.5 Include plan for irrigation
6. §7.11.O *Parking and Loading Area Design Standards*. Add note stating that markings shall be white.
7. §7.11.J Accessible Parking for Disabled Persons regarding ADA signs and markings, and slope of parking space and access aisle.
8. §7.13 *Outdoor Storage Areas, Activities and Mechanical Equipment.* Trash enclosure materials, colors and design of screening walls or fences shall conform to those used as predominant materials and colors of the buildings. If such areas are to be covered, then the covering shall conform to those used as predominant materials and colors on the building.
9. Appendix D.III.B.9 *Driveway Design Requirements*
10. Appendix D.III.B.10 *Driveway Construction Standards*.
11. Appendix D.V *Sidewalks, Pedestrian Connections and Trails*
12. Appendix D.VI *Erosion Control*
13. Appendix D.VII *Tree and Vegetation Protection During Construction and Grading Activities*
14. Appendix D.VIII *Other Requirements*, regarding construction plan approval, quality control, etc.
15. Demonstrate positive drainage from building.

TOWN OF ESTES PARK

PUBLIC WORKS

Memo

To: Phil Kleisler

From: Kevin Ash, PE, Public Works Civil Engineer

Date: July 24, 2015

RE: Estes park Transit Facility Parking Structure Development Plan

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Phil – Public Works has reviewed the submitted application for the Estes Park Transit Facility Parking Structure and offers the following conditions:

Transportation:

1. Traffic Impact Analysis (FHU, June 2015) indicates left-turn movements out of the parking facility site will operate at a Level of Service F during peak conditions. A delay of 273.4 seconds is modeled for the 2020 period. The application should acknowledge this impact and propose alternatives: right-in/right-out only in peak season/peak hour times; signage; etc.
2. The traffic study indicates a warrant exists at the intersection for a traffic control signal. This warrant is raised because of the peak hour volume. A warrant exists, but that does not require the installation of a traffic signal. Discussions with CDOT about a signal at this intersection should be ongoing. A schedule for when this signal would be installed should be investigated.
3. LOS F conditions exist at the US 34/US 36 intersection. This application does not address that issue.
4. Additional turn lanes at the intersection are not required.
5. Applicant is required to submit and get approval of Final Construction Plans before construction of any transportation related infrastructure.

Drainage:

1. The submitted drainage report (Van Horn, June 24, 2015) addresses off-site drainage basins from the south. Existing culverts/inlets will pass the flow from the south across US 36. On-site pipes convey the runoff through water quality ponds and discharge into the river. The proposed storm system re-routes this storm pipe/pond system – and adequately conveys off-site runoff flows.
2. Drainage Plan does not address proposed runoff inside the structure (or the top) with much detail. Drainage flow arrows/slopes/elevations/inlets/etc. should be provided.
3. Applicant is required to submit and get approval of Final Construction Plans before construction of any drainage related infrastructure.

From: James Duell
To: pkleisler@estes.org
Subject: RE: REFERRAL FOR COMMENT: FINAL REVIEW - Estes Park Transit Facility Parking Structure - Lot 1, Visitor Center Subdivision less por. in Tax Dist. 3300 - 500 Big Thompson Avenue
Date: Thursday, July 16, 2015 12:57:47 PM

Hello Phil – as per review of the 6/24/15 Estes Park Transit Facility Parking Structure plans, structure will have no impact on the District or our lines that are along the west side of the structure providing that no cover is removed the line location.

Also the District is fine with draining the 3000 gallon sand and oil interceptor to the water quality pond and subsequently the river drainage. Obviously regular cleaning of the interceptor will be required to ensure the purpose of the interceptor.

Thank you – Jim Duell, Estes Park Sanitation District

From: pkleisler@estes.org [mailto:pkleisler@estes.org]
Sent: Tuesday, July 14, 2015 1:20 PM
To: 'Karen Thompson'; 'Greg White'; 'Frank Lancaster'; 'Alison Chilcott'; 'Greg Muhonen'; '05 Kevin Ash'; '06 Jen Imber'; '07 Susie Parker'; 'Cliff Tedder'; 'Steven Rusch'; '08 Jeff Boles'; '09 Reuben Bergsten'; 'Joe Lockhart'; 'Will Birchfield'; '12 Marc Robinson'; '13 Eric Rose'; '14 Skyler Rorabaugh'; 'Kate Rusch'; '31 Gloria Hice-Idler'; '32 Rick Spowart'; 'Jim Duell'; 'Ron Duell'; '47 Laura Harger'; 'Stroh, Terence'
Cc: 'Ginny McFarland'
Subject: RE: REFERRAL FOR COMMENT: FINAL REVIEW - Estes Park Transit Facility Parking Structure - Lot 1, Visitor Center Subdivision less por. in Tax Dist. 3300 - 500 Big Thompson Avenue

The routing attachment was not attached to the previous email (my apologies).

Phil Kleisler
Planner II
Town of Estes Park, CO
970.577.3725

From: pkleisler@estes.org [mailto:pkleisler@estes.org]
Sent: Tuesday, July 14, 2015 1:18 PM
To: 'Karen Thompson'; 'Greg White'; 'Frank Lancaster'; 'Alison Chilcott'; 'Greg Muhonen'; '05 Kevin Ash'; '06 Jen Imber'; '07 Susie Parker'; 'Cliff Tedder'; 'Steven Rusch'; '08 Jeff Boles'; '09 Reuben Bergsten'; 'Joe Lockhart'; 'Will Birchfield'; '12 Marc Robinson'; '13 Eric Rose'; '14 Skyler Rorabaugh'; 'Kate Rusch'; '31 Gloria Hice-Idler'; '32 Rick Spowart'; 'Jim Duell'; 'Ron Duell'; '47 Laura Harger'; 'Stroh, Terence'
Cc: 'Ginny McFarland'
Subject: REFERRAL FOR COMMENT: FINAL REVIEW - Estes Park Transit Facility Parking Structure - Lot 1, Visitor Center Subdivision less por. in Tax Dist. 3300 - 500 Big Thompson Avenue

Good afternoon,

Attached please find the guidelines for commenting on the **FINAL REVIEW** of the project listed above. The Parcel ID is 25302-84-901. Documents can viewed at www.estes.org/currentapplications. Please let me know if you prefer hard copies (no changes to

the site plan were made through the completeness stage).

Comments concerning this review are due on or before Friday, JULY 24, 2015. Please be sure to copy the applicant on your comments (ginny@spaceintoplace.com).

Please let me know if you have any questions. We look forward to hearing from you and please don't hesitate to contact with any questions.

Phil Kleisler
Planner II
Town of Estes Park, CO
970.577.3725

ESTES VALLEY
FIRE PROTECTION DISTRICT
Serving the Residents and Visitors of the Estes Valley with Superior Fire and Safety Services

PLAN REVIEW COMMENTS

Date: July 21, 2015
Project Identification: Estes Park Transit Facility & Parking Structure
Location: Lot 1 Visitor center Subdivision
Referral: Step 3: Final Development Review

The Estes Valley Fire Protection District has reviewed the submitted material describing the proposed project referenced above, and approves those plans contingent on compliance with the following requirements (conditions of approval):

Prior to the issuance of a building permit the following requirements shall be met:

1. Construction plans (access / roads, water line system design) shall be reviewed and must meet approval of the Fire District.
2. The new required fire hydrants shall be installed before any combustible material are on site. The hydrants shall be maintained operational at all times thereafter, unless alternate provisions for water supply are approved by the fire District. The Town of Estes Park must approve the installation and oversee the testing of water mains and hydrants.
3. 3 foot clear space shall be maintained around the circumference of the proposed fire hydrants.
4. In accordance with IFC Chapters 5 and 14, approved fire department access shall be provided during all phases of construction, as well as to completed buildings. The criteria for fire department access roads shall be as follows:
    A. Permanent asphalt or concrete roads shall be installed unless a temporary road surface, such as recycled asphalt or concrete, is approved.
    B. Fire apparatus access roads shall be designed and maintained to support the imposed loads of fire apparatus.
    C. The unobstructed width of a fire apparatus access road shall be not less than 20 feet.
    D. Turning radii of a fire department access road shall be a minimum of 25 feet inside and 50 feet outside.
    E. All dead-end roads in excess of 150 feet in length shall provide adequate space for fire apparatus to turn around.
    F. Emergency access gates shall be located a minimum of 40 feet back from the adjacent street flow line. Swinging gates must open in the direction of ingress (both directions) to the site. Gates must have a minimum opening width of 20 feet Emergency only access gates shall have approved signage marked:

EMERGENCY ACCESS ONLY
NO PARKING FIRE LANE

901 N. Saint Vrain Avenue • Estes Park, CO 80517 • P-970-577-0900 • F-970-577-0923

4. Fire apparatus access roads shall be permanently signed and / or marked "NO PARKING FIRE LANE" in accordance with municipal sign/traffic standards.
   A. Access roads less than 26 feet wide shall be marked as fire lanes on both sides of the road.
   B. Access roads at least 26 feet wide but less than 32 feet wide shall have at least one side of the road marked as a fire lane.
   C. Access roads at least 32 feet wide need not have fire lane markings.

All construction and processes shall be in accordance with the provisions of the International Fire Code (2009 Edition) and the International Building Code (2009 Edition).

Nothing in this review is intended to authorize or approve any aspect of this project that does not strictly comply with all applicable codes and standards. Any change made to the plans will require additional review and comments by the Estes Valley Fire Protection District.
If you have any questions please feel free to contact me.

Sincerely,

Marc W. Robinson
Fire Marshal
970-577-3689
mrobinson@estesvalleyfire.org

TOWN OF ESTES PARK

Inter-Office Memorandum

To: Community Development

From: Steve Rusch

Date: 7/1/2015

Re: REFERRAL FOR COMMENT: COMPLETENESS - Estes Park Transit Facility Parking Structure - Lot 1, Visitor Center Subdivision less por. in Tax Dist. 3300 - 500 Big Thompson Avenue

The Utilities Department has the following Completeness Review comments for the above application:

Water Division:

The above application is complete for Water Division review but not approved as waterline construction drawings for the water line installation or issuance of any building permits.

A Water Main Extension will be required for fire protection. At this time, this new line will be required to have an approved backflow prevention assembly and pressure reducing valve installed at the tie in point of the extension and it is to be considered a non-potable water main for the sole purpose of supporting two new fire hydrants. This assembly is to be owned, tested annually and maintained by the Town's Public Works Department. Spill control method must be shown for proper disposal of discharge from the relief valve, indicating location and sizing of drainage capable of accommodating the discharge that could occur. Gate valves will be needed at each of the two dead end lines for future connections to eliminate the dead ends and the need for backflow protection. This infrastructure must be installed; testing performed/passed and accepted by the Division prior to issuance of any building permits. Any project phasing of the infrastructure must be submitted with the construction drawings for approval prior to construction. Phased infrastructure must be completed and accepted prior to issuance of any building permits within the phase.

Construction Drawings are required and must be submitted for review, approval and signatures by the Utilities Director or his designated representative. No installation of any project infrastructure is allowed until the Construction Drawings have been signed. All water main lines and easements must be deeded to the Town of Estes Park. Along with the submission of the construction drawings

provide the contact information of the firm or person acting as Utility Construction Manager for the project.

Construction drawings must include:

- Plan and profile to show potential conflicts between water and other utilities including culverts, show Utility Easement locations when utility is not in Road Right of Way.

All water line design and construction shall be done according to the Water Utility Policies and Standards. All water main lines and easements must be deeded to the Town of Estes Park.

All water mainlines are required to have a minimum of 10 ft. horizontal separation from both sanitary sewer and storm sewer. Additionally, water mainlines are required to have a minimum 4 ft. horizontal separation from all other utilities.

All construction and processes shall be in accordance with the provisions of the International Fire Code (2009 Edition), the International Building Code (2009 Edition) and Town of Estes Park Codes and Standards.

Nothing in this review is intended to authorize or approve any aspect of this project that does not strictly comply with all applicable codes and standards. Any change made to the plans will require additional review and comments by the Town of Estes Park Water Division.

Light and Power:

The above application is complete for review but not approved as construction drawings or issuance of any building permits.

- Please schedule a required meet at site with Joe Lockhart, Line Superintendent at (970)577-3613.
- All infrastructures must be paid in advance to the Town of Estes Park. No Building permits will be approved by Light & Power until such time.
- All new construction must be underground. Trenching & conduit to be provided and installed by developer to Town specifications.
- All other material will be purchased from & installed by the Town of Estes Park.

TOWN OF ESTES PARK

Inter-Office Memorandum

- All Town of Estes Park Light and Power lines, (Primary/Secondary) must have a 20 ft. utility easement. This easement can be shared by water, phone and cable.
- Water must be at least 4ft from electric.
- All services must be on the owner's property.
- The size of the service must be shown on the electrical drawings.
- All existing lines must be shown on the electrical drawings.
- Transformers/pen cells must be in an easement, or if possible on the property line.
- All primary lines must be 4ft deep with red warning tape at 2ft.
- All subdivision must be designed by an electrical engineer.
- All pipes must be schedule 40 gray PVC pipe, if there are more than 4 pipes in a trench then all conduit must be put into a pipe rack.
- Town must have ownership of all road crossings.
- On underground electric services, it will be the electrician's responsibility to dig them into the transformers or pedestals.
- The electrician will need to schedule with L&P to unlock and open transformers or pedestals.
- All temporary and permanent electric services will be connected by Light & Power within 5 business days after the state electrical inspection & fees are paid.
- Permanent meter sockets must be permanently marked with address or unit number.
- All spare conduits will be provided by Light and Power and to be installed by the developer at their cost. **Light and Power will not reimburse contractor or developer for conduit obtained elsewhere**.

Nothing in this review is intended to authorize or approve any aspect of this project that does not strictly comply with all applicable codes and standards. Any change made to the plans will require additional review and comments by the Town of Estes Park Light and Power Division.

Estes Park Transit Facility
Building Setback, Height and Entrance Variance

Estes Park Community Development Department, Planning Division
Room 230, Town Hall, 170 MacGregor Avenue
PO Box 1200, Estes Park, CO 80517
Phone: 970-577-3721 Fax: 970-586-0249 www.estes.org

ESTES VALLEY BOARD OF ADJUSTMENT

MEETING DATE:
September 1, 2015

REQUEST:
A Variance from Estes Valley Development Code Sections:

1. **4.4, Table 4-5**, which establishes a maximum building and structure height of 30 feet and a maximum setback of 16 feet in the CD *Commercial Downtown* district. The roof of the main stair tower extends to a height of 32'0" above grade, with the proposed light poles on the top level extending 47'6" from grade.

   As noted below, most of the property is located on U.S. Bureau of Reclamation land currently managed by the Estes Valley Recreation District. Therefore, the applicant must gain final approval through the Federal Government. The applicant has modified the site plan to comply with setback requirements. However, because it is possible that the Bureau will request additional alterations, staff recommends that the Board consider a setback variance of 4'0", should the Bureau make such a request in the future.

2. **4.4.D.2.a**, which requires that the main entrance of all buildings in the CD district be oriented to the frontage highway. The intent of this standard is to create a building wall in the downtown area, with all businesses having main entrances along the sidewalks.

Background
This project proposes to replace an existing surface parking lot with a four level 414-space structured parking facility. The parking structure will be located south and across the river from the Visitor Center, and will utilize the existing access from Highway 36.

The area included as the project includes a small portion of Town-owned land zoned CD to the west, with the remainder of the site being federally owned, yet locally managed by the Estes Valley Parks and Recreation District. Given the unique site, staff reviewed the proposal with the assumption that the entire site is zoned CD. The rationale for this decision is that this is a critical entryway to downtown and that any future rezoning would likely be to CD. A similar height and setback variance were granted in 2014 for the original site.

The applicant received development plan approval from the Estes Valley Planning Commission on August 18, 2015, conditional to these variances being approved.

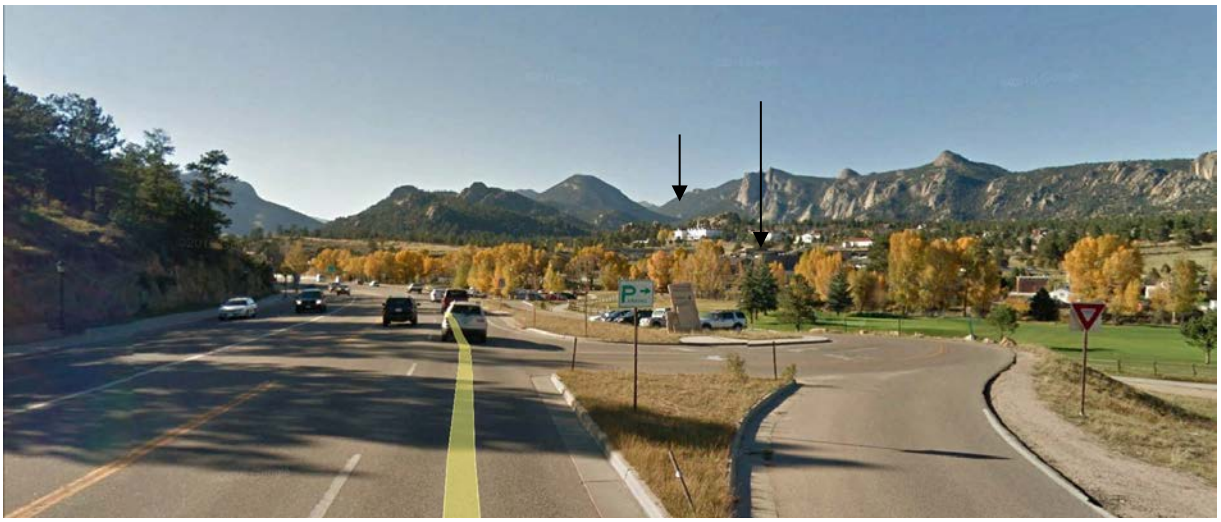
LOCATION: Lot 1, Visitor Center Subdivision; Lot 3, Stanley Meadows Addition.

APPLICANT/OWNER:
Lot 1: Town of Estes Park
Lot 3: Rocky Mountain National Park

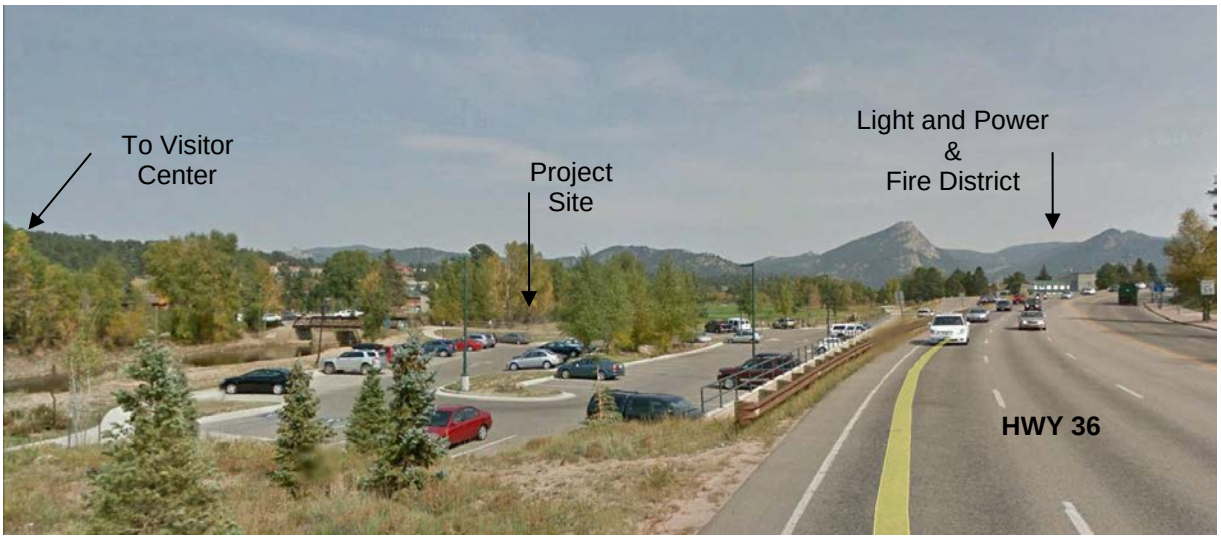
STAFF CONTACT: Philip Kleisler, Planner II

REVIEW CRITERIA: In accordance with Section 3.6 C. "Standards for Review" of the EVDC, all applications for variances shall demonstrate compliance with the applicable standards and criteria contained therein.

The Board of Adjustment is the decision-making body for this application.



Figures 1a (above) and 1b (below): Proximity of Site to Nearest Buildings



REFERRAL AND PUBLIC COMMENTS: This request has been routed to reviewing agency staff and adjacent property owners for consideration and comment. A legal notice was published in the Trail Gazette.

Affected Agencies. No concerns were expressed during review.

Public. As of August 24, 2015 no written comments has been received; comments received after this date will be posted at www.estes.org/CurrentApplications for the Board's review and summarized in the staff presentation.

STAFF FINDINGS:

1. Special circumstances or conditions exist (e.g., exceptional topographic conditions, narrowness, shallowness or the shape of the property) that are not common to other areas or buildings similarly situated and practical difficulty may result from strict compliance with this Code's standards, provided that the requested variance will not have the effect of nullifying or impairing the intent and purposes of either the specific standards, this Code or the Comprehensive Plan.

   Staff Finding: Staff finds that special circumstances and conditions exist. The purpose of having a maximum setback in the CD district is to ensure a continuous "commercial street wall". In this particular area, there is no established street wall, as is found in the central downtown area. Furthermore, the site is nestled between the highway and river, limiting site design options.

2. In determining "practical difficulty," the BOA shall consider the following factors:
   a. Whether there can be any beneficial use of the property without the variance;

      Staff Finding: The existing surface parking lot can remain.

   b. Whether the variance is substantial;

      Staff Finding: Staff finds the variance is not substantial.

   c. Whether the essential character of the neighborhood would be substantially altered or whether adjoining properties would suffer a substantial detriment as a result of the variance;

      Staff Finding: The essential character of the neighborhood would not be substantially altered with the approval of this variance. Similar to the original variance request, the applicant proposes to ensure that lighting meets the functional and security needs of the structure, while minimizing impacts to adjacent properties. Unlike the original submittal, the existing

grade on this site will naturally screen most of the first two levels from the public street, thus creating much less of a visual impact.

d. Whether the variance would adversely affect the delivery of public services such as water and sewer.

Staff Finding: Affected agencies expressed no concerns relating to public services for this variance.

e. Whether the Applicant purchased the property with knowledge of the requirement;

Staff Finding: The applicant will lease this property from the Federal government.

f. Whether the Applicant's predicament can be mitigated through some method other than a variance.

Figure 2: Land Use of Subject Property

Figure 5: Zoning of Subject Property

Staff Finding: Given the highway and river location the proposed structure location is the best fit for the site.

3. No variance shall be granted if the submitted conditions or circumstances affecting the Applicant's property are of so general or recurrent a nature as to make reasonably practicable the formulation of a general regulation for such conditions or situations.

   Staff Finding: The conditions as submitted in this variance petition are not general or recurrent in nature.

4. No variance shall be granted reducing the size of lots contained in an existing or proposed subdivision if it will result in an increase in the number of lots beyond the number otherwise permitted for the total subdivision, pursuant to the applicable zone district regulations.

   Staff Finding: The variance, if granted, will not reduce the size of the lot.

5. If authorized, a variance shall represent the least deviation from the regulations that will afford relief.

   Staff Finding: Staff finds the variance represents the least deviation from the regulations that will afford relief. The applicant has shown good faith by adjusting the size and layout of the structure in part to achieve code compliance.

6. Under no circumstances shall the BOA grant a variance to allow a use not permitted, or a use expressly or by implication prohibited under the terms of this Code for the zone district containing the property for which the variance is sought.

   Staff Finding: As with the original proposal, a single use is proposed: Park and Ride Facility, which is a Use-By-Right in the CD Commercial Downtown district.

7. In granting such variances, the BOA may require such conditions as will, in its independent judgment, secure substantially the objectives of the standard so varied or modified.

   Staff Comment. Should the variance be obtained, staff recommends that a registered land surveyor verify building placement and height.

STAFF RECOMMENDATION:

Staff recommends **APPROVAL** of the requested variance conditional to:

1. A setback and height certificate shall be required.

SUGGESTED MOTIONS

I move to ***APPROVE*** the requested variance with the findings recommended by staff.

I move to ***DENY*** the requested variance with the following findings *(state reason/findings).*

TOWN OF ESTES PARK

Administration
Town Administrator
Public Information

Administrative Services
Town Clerk
Human Resources

Community Development
Building Safety
Code Enforcement
Planning/Zoning

Community Services
Fairgrounds & Events
Museum
Senior Center
Visitor Services

Finance
P.O. Box 1747
Utility Billing

Police
P.O.Box 1287

Public Works
Engineering
Facilities
Fleet
Parks
Streets

Utilities
IT
Light and Power
Water

September 3, 2015

Ginny McFarland, Primary Contact
Hand Delivered

Re: Outcome Notification
Location and Extent/Development Plan 2015-04
Estes Park Transit Parking Structure
Lot 1, Visitor Center less por. Tax Dist. 3300

Dear Ms. McFarland:

The Estes Valley Planning Commission reviewed the above-referenced application on Tuesday, August 18, 2015, at their regular monthly meeting. At that time, the Commission voted 6-0 (one absent) to **CONDITIONALLY APPROVE** the Development Plan "allowing for further study of mixed vehicle use pertaining to size and signage." The conditions of approval are:

1. Variance approval for the building setback, height and location of entryway.
2. Compliance with the following affected agency comments:
    a. Estes Park Sanitation District email dated July 16, 2015;
    b. Estes Valley Fire Protection District memo dated July 21, 2015, 2015;
    c. Town of Estes Park Utilities Department memo dated July 1, 2015;
    d. Town of Estes Park Community Development memo dated July 21, 2015; and
    e. Town of Estes Park Public Works Department memo dated July 24, 2015.

Next Steps

Step 1. Pre-Application Meeting: Completed.

Step 2. Application submittal and completeness review: January 21, 2015 (Completed)

The application has been routed to agencies to determine if the application is complete for review.

Step 3. Staff Review and Report: Completed

Complete applications are routed to affected agencies for review and comment. Planning staff will consolidate comments, review for compliance with the EVDC, and prepare a staff report.

Step 4. Planning Commission: Completed

This meeting is an open public hearing, advertised in the paper, with neighbor notification. Staff suggests you contact neighbors to describe your project. The planning commission makes a recommendation to the Board for Special Reviews.

Step 6. Mylar submittal: CURRENT STEP

Pursuant to EVDC Section 3.2.D, please submit revised and signed copies of the Development Plan, printed on mylar film, within 30 days of the final decision. In this case the final decision should in the Board of Adjustment decision date of September 1, 2015.

Submit AutoCAD and PDF copies to kthompson@estes.org.

Step 7. Construction Plans

After final approval, you will need to prepare construction plans, which include construction details that are not shown on the development plan (see "Construction Plans" handout).

Step 8. Development Agreement

Before any work can commence, you will need to provide a development agreement (see handout).

Step 9. Pre-Construction Meeting

Before work can commence, but after approval of Construction Plans and the Development Agreement, you will need to schedule a preconstruction meeting. These meetings are attended by utility providers, planning and engineering staff, and your construction management team, which should include an engineer. It is also useful for the excavator and landscaper to be present at this meeting (see handout).

Step 10. Building Permits

The next step is to apply for your building permit. This step can take 2-3 weeks, so plan accordingly. Please note, utilities must be installed before building permits can be issued.

Step 11. As-Built Plans

The final step is to submit as-built plans (see handout).

TOWN OF ESTES PARK

Administration
Town Administrator
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Code Enforcement
Planning/Zoning

Community Services
Fairgrounds & Events
Museum
Senior Center
Visitor Services

Finance
P.O. Box 1747
Utility Billing

Police
P.O.Box 1287

Public Works
Fleet
Parks
Streets

Utilities
IT
Light and Power
Water

September 3, 2015

Ginny McFarland, Primary Contact
Hand Delivered

Re: Outcome Notification
Variance Requests
Estes Park Transit Parking Structure
Lot 1, Visitor Center less por. Tax Dist. 3300

Dear Ms. McFarland:

The Estes Valley Board of Adjustment reviewed the subject variance request during their meeting Tuesday, September 1, 2015. At that time, the Board of Adjustment voted to **CONDITIONALLY APPROVE** the application. The conditions of approval are:

1. A setback and height certificate shall be required.
2. Project vesting shall lapse with development plan vesting.
3. Exterior lighting shall be reduced, activated by motion sensor devices or turned off from 12:00 AM to dawn.

Board of Adjustment Minutes
Board of Adjustment meeting minutes will be posted at www.estes.org approximately one month following the meeting. Minutes will state whether the variance was approved or denied and will list any conditions of approval. Staff recommends the property owner keep a copy of the minutes for their records.

Null and Void
If the Estes Valley Board of Adjustment approves the variance, the property owner must apply for a building permit and commence construction or action with regard to the variance approval within one year of the approval. If this does not occur, the variance automatically becomes null and void. In this case, the Board of Adjustment voted to extend the vesting to align with the associated Development Plan. Please note that compliance with the approved plans is required. Any further deviations to the EVDC may require an additional variance. Approval of a variance does not permanently reduce the zoning requirements for the site.

Should you have any questions or comments regarding this matter, please feel free to contact me at 577-3725 at your convenience.

Respectfully,

Phil Kleister
Planner II

ATTACHMENT C

FTA's Categorical Exclusion-North Side

U.S. Department
of Transportation
**Federal Transit
Administration**

REGION VIII
Colorado, Montana,
North Dakota,
South Dakota,
Utah, and Wyoming

12300 West Dakota Avenue
Suite 310
Lakewood, Colorado 80228
720-963-3300 (voice)
720-963-3333 (fax)

February 24, 2012 TIS issued Oct 2013

Mr. Scott Zurn
Director of Public Works
Town of Estes Park
170 MacGregor Avenue
Estes Park, CO 80517

Re: Transit Hub at Estes Park Convention Visitor's Bureau – Categorical Exclusion

Dear Mr. Zurn:

Thank you for your February 21, 2012 submittal of environmental documentation regarding the proposed construction of a Transit Hub at Estes Park Convention Visitor's Bureau at 500 Big Thompson Avenue, Town of Estes Park, Colorado. After review of the documentation, the Federal Transit Administration finds that the construction of this project is a Categorical Exclusion under 23 CFR §771.117(d).

If you have any questions regarding this finding, please contact Mr. Larry Squires. Region 8 at (720) 963-3305.

Sincerely,

Terry J. Rosapep
Regional Administrator

Date: February 21, 2012

Grant Applicant: Town of Estes Park

Name of Project: Transportation Parking Facility at Estes Park Convention Visitor's Bureau

INFORMATION REQUIRED FOR DOCUMENTED CATEGORICAL EXCLUSION (23 CFR 771.117(d))

A. DETAILED PROJECT DESCRIPTION:

The Town of Estes Park, Colorado proposes to construct a Transit Hub at the Estes Park Convention Visitor's Bureau (CVB) (see **Figure 1**: 'Project Area').

The purpose of the project is to reduce traffic congestion and emissions, and to improve mobility and accessibility, and the quality of the visitor's experience throughout the Estes Valley and Rocky Mountain National Park (RMNP).

The proposed improvements to the existing CVB parking facility include the addition of up to five bus bays with shelter enhancements, and ground-level parking plus a two-story parking structure, to support transit services throughout the Town and RMNP (see **Figure 2**: 'Site Features Map'). Specific project components include:

- Bus Bays with shelters, benches and passenger staging areas
- Intelligent Transportation Systems and Real Time Signing
- Ground level parking with an up to two-story parking structure with between 300 to 400 parking spaces (determined during final design)
- Bus circulation ingress/egress off of US 34
- Multi-modal connections to the Estes Valley and surrounding amenities

Cut & pasted into FTA Agent

The proposed project site currently consists of the CVB building with an existing paved parking lot for about 86 vehicles. The existing parking lot has an area signed for transit buses to stage on the north side of the CVB. The proposed project site also consists of a parcel that is owned by the Town and contains the Town's Parks Department offices, shop facility, and greenhouse. The existing CVB parking facilities and bus staging areas are congested during the peak season. Additionally, the existing bus staging areas are positioned next to the main entrance of the CVB which contributes to a heavy pedestrian traffic zone and crowded conditions. This project will address these issues by adding additional parking and by creating a bus staging area.

B. LOCATION (INCLUDING ADDRESS):

The Town is located in rural Larimer County, Colorado. The proposed project site is located adjacent to the Town CVB along US-34, on two parcels owned by the Town of Estes Park. The physical address of the proposed project is 500 Big Thompson Avenue (**Figure 2**). The Big Thompson River parallels the project site to the south followed by the Town of Estes Golf Course. US 34 is present on the northern boundary of the site followed by the Stanley Village Shopping Center and other commercial/retail facilities. The Town of Estes Park Sanitation District buildings and infrastructure is immediately adjacent to the east of the site. To the west of the site is the intersection of US 34 and US 36.

C. METROPOLITAN PLANNING AND AIR QUALITY CONFORMITY:

The Town is located in rural Larimer County, Colorado, within the Upper Front Range Transportation Planning Region (UFR). US 34, adjacent to the proposed project, is included in the corridor vision as a high priority corridor in the 2035 UFR Regional Transportation Plan (RTP).

The North Front Range Metropolitan Planning Organization (NFRMPO) is responsible for air-quality conformity throughout the NFRMPO and select jurisdictions of the UFR. In 2011, the NFRMPO conducted conformity analysis for the select jurisdictions within the UFR, including the Town and proposed project area.

The Town, while a member jurisdiction of the (3) three-county planning UFR, is not included in an MPO, such as the NFRMPO. Therefore, the proposed project is not included in a Transportation Improvement Program (TIP). Yet, based on the conformity analysis conducted by the NFRMPO, the 2035 UFR RTP demonstrates conformity with the State Implementation Plan for the 8-hour ozone standard using the 8-hour ozone emissions budgets for the Northern Subarea that includes Estes Park.

D. ZONING:

The proposed project parcels are zoned – Commercial Downtown (CD). The proposed project site is currently used as a parking lot for the Estes Park CVB and as the Town's Parks Department offices, shop facility, and greenhouse. The parcels directly adjacent to the proposed project parcel are zoned CD and Commercial Outlying (CO). The zoning surrounding the project parcel is predominantly CD, CO, and Estate (**Figure 2**).

The proposed project site is in a high-commercial area, and high-activity center in which there is adequate street capacity for projected bus and vehicular traffic. The proposed project is not inconsistent with the existing zoning.

E. TRAFFIC IMPACTS:

The proposed project site is located along US 34 in a high-activity commercial area immediately east of downtown Estes Park and west of numerous hotels and lodges.

Project activity will occur entirely within the existing parcel which contains approximately 85 parking spaces. The project activity will accommodate 300 – 400 parking spaces, approximately 240 additional spaces beyond what currently exists. The existing ingress and egress and adjacent roadway provides adequate capacity for projected bus and vehicular traffic. silent on delay & LOS

The proposed project is not expected to add traffic to US 34 (the adjacent roadway network). The project is intended to intercept existing and future US 34 travelers and provide them transit access to the Estes Valley and RMNP. By intercepting these travelers, completion of the project will result in fewer private autos west of the proposed project on US 34/US 36 through downtown Estes Park and RMNP. Attachment 2 contains a letter from the Town of Estes Traffic Engineer.

The site currently has two access points on US 34 which will continue to provide access to the site upon completion of the project. US 34 is a four-lane arterial with right and left turn deceleration lanes into the site at both accesses. No change to the deceleration lanes is proposed as part of this project. Attachment 2 contains a letter of support from CDOT.

TIS not completed when this was written

Short-term traffic changes resulting from construction activity will be monitored to reduce the potential for impacts.

F. CO HOT SPOTS:

The Town does not anticipate significant increases in traffic due to the proposed project. The Town is not subject to the transportation conformity rule and is not in a non-attainment area for CO. Therefore, hot spot modeling for CO was not performed.

G. HISTORIC RESOURCES:

There are no historical or cultural resources located on the project parcels. The project parcel contains an existing parking lot and the Town's Parks Department offices, shop facility, and greenhouse both constructed within the last 20 years, and project activity will occur entirely within and adjacent to disturbed areas. If any archeological, cultural or historical resources are uncovered during construction, project activity will be halted.

H. NOISE:

According to FTA's Noise and Vibration Manual, the appropriate unobstructed screening distance from the center of the noise-generating activity at either a transit center or a park-n-ride with buses to the noise receptor is 225 feet; the appropriate distance with intervening buildings is 150 feet. There are no noise sensitive land uses within 225 feet of the proposed project that will experience noise impacts.

I. VIBRATION:

The proposed project does not involve the use of steel tracks. The criteria outlined in the FTA Noise and Vibration Manual show that the proposed project will not cause any significant increase in vibration.

J. ACQUISITIONS & RELOCATIONS REQUIRED:

There are no land acquisitions or displacements resulting from the project. Both of the parcels where construction activities will occur are owned by the Town of Estes Park. The CVB parcel contains existing asphalt parking and landscaping. The other parcel contains the Town's Parks Department offices, shop facility, and greenhouse which will be relocated/reconstructed as part of the project. The Town's Parks Department offices and shop facility are located in a metal sided structure approximately 2,500 square feet. The greenhouse is approximately 800 square feet. Depending on the final design of the parking lot, the offices, shop facility, and greenhouse may be reconstructed to fit beneath the structured parking or be moved to the eastern portion of the parcel. The area beneath the structured parking will remain functioning as the Town's Parks Department property. Access to the Parks Department area will remain the same and height considerations of the facilities will be given consideration during final design of the buildings.

NOT !

K. HAZARDOUS MATERIALS:

The methodology used to assess the project area for potential hazardous materials issues included a review of readily available local, state, tribal, and federal environmental agency databases and a visual site reconnaissance of the project area. Sites identified in the environmental database search and during the visual reconnaissance on October 4, 2011 were evaluated based on the type of site or release, expected groundwater flow, and the proximity of the site to the project area. Sites with potential or recognized environmental conditions that are located greater that 1/8 mile from the project area were judged relatively unlikely to have impacts on the project.

The visual site reconnaissance was conducted to assess the project area for potential hazardous materials concerns associated with current land use and observable site activities. All sites identified during the visual site reconnaissance were listed in the environmental agency database.

An Environmental Data Resources (EDR) Radius Map Report was obtained on December 21, 2011. Based on the EDR report, there are two sites within 1/8 mile of the project area, as summarized below:

- Safeway Fuel (621 Big Thompson Avenue) is an underground storage tank (UST) site with two active USTs (30,000-gallon). The USTs were installed in October 2010. Due to the age of the USTs, this site is not likely to present a materials management or worker health and safety issue related to the project.

- Schraders Country Store/Estes Park 66 (561 Big Thompson Avenue) is an open leaking underground storage tank (LUST) site. A release occurred at this site in April 1993. At this time, approximately 264 cubic yards of contaminated soil were excavated and disposed of off-site. Remediation activities have been on-going. According to the most recent groundwater monitoring and remediation report (MRR) (October 2011), concentrations of benzene-toluene-ethylbenzene-xylenes (BTEX) were relatively low or below laboratory detection limits. Based on the results of the October 2011 MRR, a No Further Action Request was submitted to the Colorado Department of Labor and Employment Division of Oil and Public Safety (OPS) in December 2011 (Paragon 2011). Two active monitoring wells associated with the open LUST are located on the project site along the northern side of the existing parking lot near the east entrance of the CVB. These wells will need to be abandoned and plugged prior to construction activities.

If groundwater is expected to be encountered during project activities, residual groundwater contamination could be present and would need to be managed accordingly. Prior to construction a review of the status (i.e. No Further Action Request approved) should occur for the site at 621 Big Thompson Avenue.

L. COMMUNITY DISRUPTION AND ENVIRONMENTAL JUSTICE:

Demographic data has been collected using the 2010 Census data for the State of Colorado, Larimer County, and Census Tract 28.01 within the Town of Estes Park.

The 2010 census data provided the following information:

- the population of Larimer County is comprised of 299,630 individuals
- the State of Colorado totaled 5,029,196 individuals
- the Town of Estes Park totaled 5,858 individuals
- Census Tract 28.01 contained 3,189 individuals

Based on a preliminary assessment of the 2010 census data, the benefits of the project are expected to be shared equitably among demographic and income groups. All households will benefit directly from increased accessibility and mobility, and reduced impacts resulting from congestion. In addition, expanded transit opportunities would provide improved access to jobs within the Town of Estes Park and RMNP.

No disproportionately high and adverse impacts to minority and/or low-income populations are expected from this project.

M. USE OF PUBLIC PARKLAND AND RECREATION AREAS:

Based on the assessment of public parkland and recreation areas, the Estes Park CVB Park is located adjacent to and south of the project site (**Figure 2**). Also, the Lake Estes bike trail can be accessed from the Estes Park CVB. The proposed project will provide better accessibility to park and recreational areas including those in the Estes Valley and adjacent areas in RMNP. The proposed project will also enhance multi-modal connectivity within the Valley.

Existing parklands and recreational areas adjacent to the project site will not be affected by the project as work will occur entirely within the disturbed parcel

N. IMPACTS ON WETLANDS:

A wetland delineation was conducted to identify wetlands in the project area in September 2011. The delineation included collecting data from National Wetland Inventory, Hydric Soil Data, and field data. A small wetland (632 square feet/0.015 acres) was identified adjacent to the southern edge of the existing parking facility.

In those cases where jurisdictional waters are present and proposed impacts to wetlands and waters of the US are greater than 0.10 acres a Clean Water Act Section 404 permit may be necessary to permit construction. The certified delineator and environmental reviewer determined that an Individual Section 404 permit at this site is not necessary because the wetland size is less than 0.10 acres. Nonetheless, the same consideration will be given these wetlands as impacts to jurisdictional wetlands in accordance with USDOT Order 5660.1A Preservation of Nations Wetlands Section VII(F)(G).

The wetland is associated with a drainage structure that collects water from the existing CVB parking lot and roof drainage from the adjacent Town's Parks Department building. The drainage feature discharges to the Big Thompson River.

Design and construction of the project activity will include avoidance minimization and mitigation strategies. The project activity will include retrofitting of the existing water quality outlet structure to treat drainage associated with the project activity. Mitigation improvements, including a wetlands buffer, will include wetlands restoration equal to or above the wetland impacts.

There is also potential for the wetland to be slightly impacted as a result of the enhancements to the drainage structure during construction. Local stormwater management will address any potential runoff. Permanent best management practices (BMPs) will be incorporated into the project design to reduce water quality impacts from stormwater runoff on the wetlands and Big Thompson River.

O. FLOODPLAIN IMPACTS:

Based on a review of Federal Emergency Management Agency (FEMA) data, the Big Thompson River 100-year floodplain is located to the south of the project site (see **Figure 2**). The proposed project is taking place entirely within the disturbed parcel and impacts to the floodplain will not occur.

Local stormwater management will address any potential runoff. Permanent best management practices (BMPs) will be incorporated into the project design to reduce water quality impacts from stormwater runoff on the Big Thompson River. Potential for floodplain impacts will be monitored during design and construction.

P. IMPACTS ON WATER QUALITY, NAVIGABLE WATERWAYS, & COASTAL ZONES:

The proposed project will not have a negative impact on local water quality, navigable waterways, or coastal zones. Local storm water management will address any potential runoff. Permanent best management practices (BMPs) will be incorporated into the project design to reduce water quality impacts from stormwater runoff on the Big Thompson River.

There are no coastal zones within the area of the proposed project. There will be an increase in impervious surface; however, the Town will utilize BMPs, as necessary, to avoid, minimize and mitigate impacts, including stormwater management systems to improve drainage and stormwater quality.

Q. IMPACTS ON ECOLOGICALLY-SENSITIVE AREAS AND ENDANGERED SPECIES:

An assessment was conducted to identify potential habitat for threatened, endangered, and candidate species within the project area. This assessment included collecting data from the US Fish and Wildlife (USFWS) Information, Planning, and Conservation System (IPaC) database to identify any potential species or habitat within the project area. There is no known wildlife habitat on the project site, including habitat for threatened, endangered, or candidate species.

There are no known threatened or endangered species, or ecologically-sensitive areas, located within the proposed project area. There are no impacts to ecologically sensitive areas or endangered species anticipated by the proposed project.

R. IMPACTS ON SAFETY AND SECURITY:

Project components will be designed and replaced with a priority on safety and security. The existing bus staging areas are positioned next to the main entrance of the CVB which contributes to a heavy pedestrian traffic zone and crowded conditions. The existing crosswalk to the main entrance of the CVB site crosses in front of the buses. While no incidences have occurred, the existing configuration presents a pedestrian and vehicle conflict area which only worsens as the number and frequency of buses and visitors increases. The proposed project will improve safety by providing a designated bus turnaround and realigning crosswalks. Applicable design standards are being applied to the project that will address safety at the proposed facility.

S. IMPACTS CAUSED BY CONSTRUCTION:

BMPs, as well as erosion control techniques, will be utilized to avoid, minimize and mitigate impacts resulting from proposed construction activity at the Transportation Parking Facility and Town CVB. The Town CVB will remain operational during construction. The Town of Estes will include a minimum [60-day] "constructability review" in the construction schedule to establish a process that will minimize disruption to operations and will minimize noise, utility disruption, debris and soil dispersal, air and water quality, safety and security, traffic and access. It is initially anticipated that construction activities will occur in the off-peak season. Messages will be posted to tourists indicating that alternate parking areas are available while the transportation parking facility is under construction.

The action described above meets the criteria for a NEPA categorical exclusion (CE) in accordance with 23 CFR Part 771.117(d)

Applicant's Environmental Reviewer
Typed name and title:

Jessica Myklebust, Senior Environmental Scientist

Signature
Date February 21, 2012

Attachment 1
Project Area Maps

Figure 1 Project Area

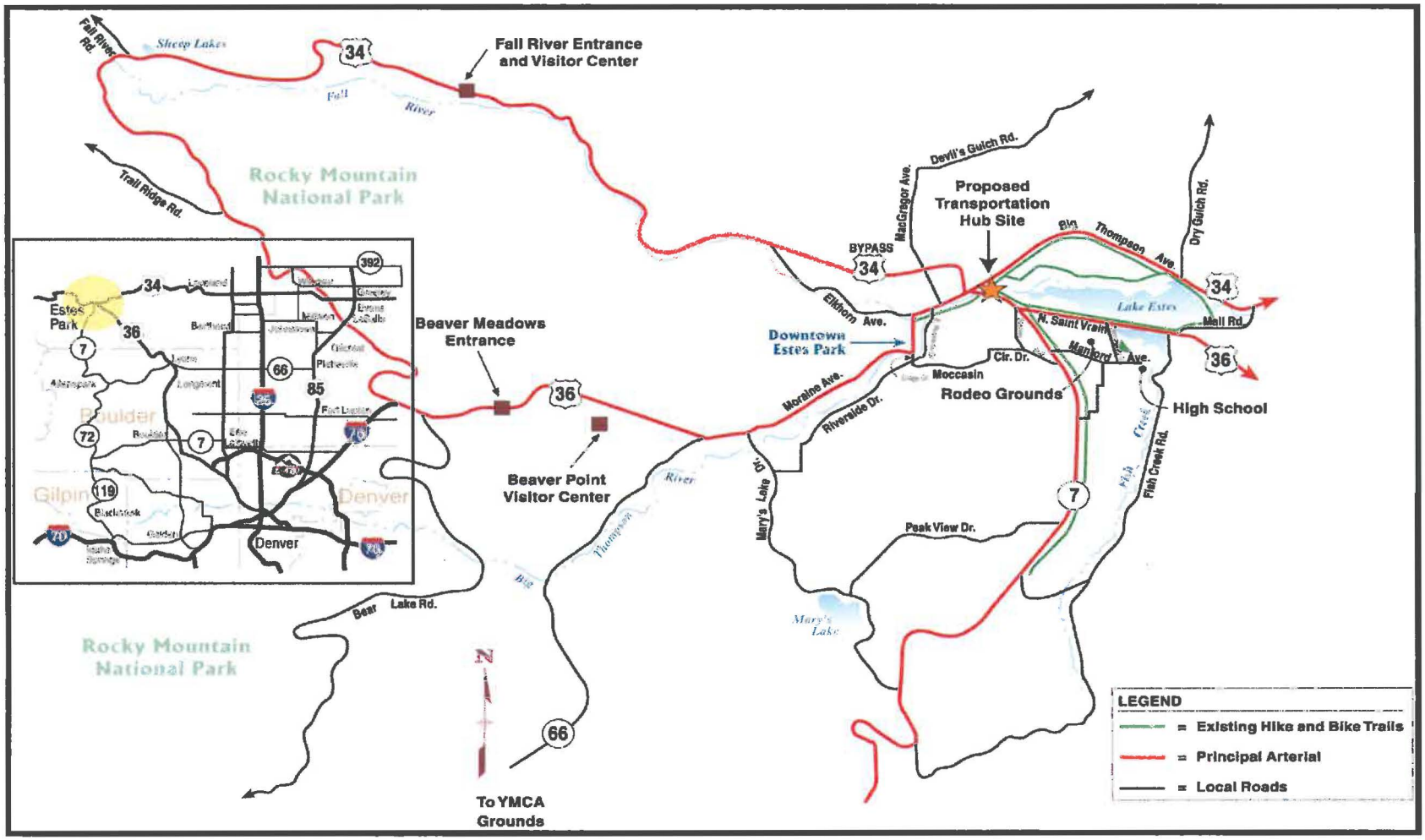
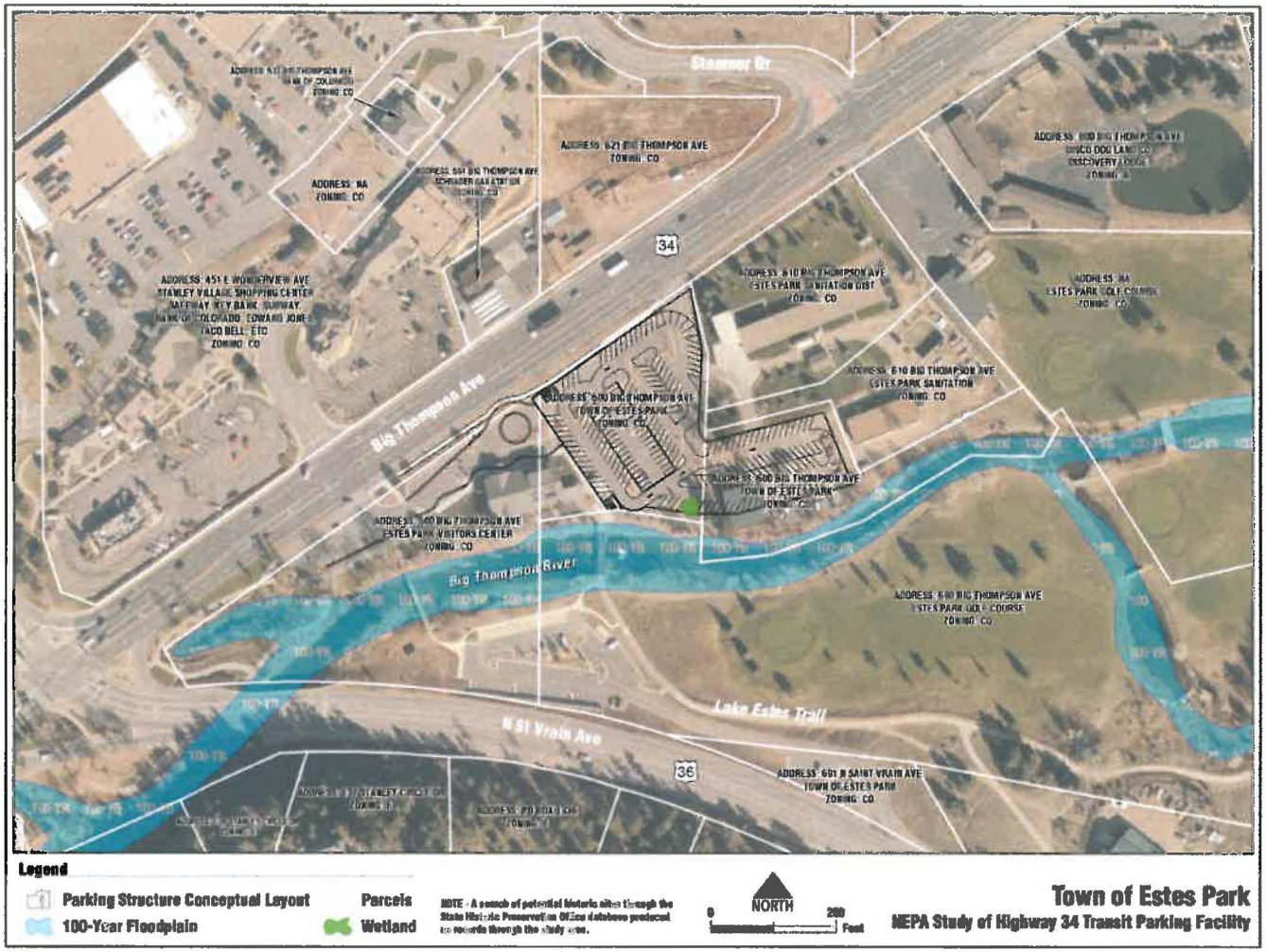


Figure 2 Site Features Map



Minor deviation from footprint may be OK.

Attachment 2
Letter from Estes Park Town Engineer
and CDOT

TOWN OF ESTES PARK

Administration
Town Administrator
To[illegible]
Pu[illegible]

Community Development
[illegible]ng
C[illegible]
P[illegible]

Community Services
[illegible]

Senior Center
[illegible]

Finance
P.O. Box 1747
Human Resources

Police
P.O. Box 1287

Public Works
Fleet
Parks
Streets

Utilities
IT
Light and Power
Water

February 21, 2012

Larry Squires
Community Planner, Federal Transit Administration
12300 West Dakota Avenue, Suite 310
Lakeview, Colorado 80228

Dear Mr. Squires,

The Town of Estes Park, Colorado is proposing to construct a Transit Hub at the Estes Park Convention Visitor's Bureau. Our efforts on this project are being conducted in close coordination with the Colorado Department of Transportation (CDOT), Federal Highway Administration (FHWA) and Rocky Mountain National Park (RMNP). This project is being pursued as a Categorical Exclusion as a result of the limited impacts to the surrounding environmental system and the consistency of the future site with existing characteristics at the Convention Visitor's Bureau.

The purpose of the project is to reduce traffic congestion and emissions, and to improve mobility and accessibility, and the quality of the visitor's experience throughout the Town of Estes Park and to Rocky Mountain National Park. The conceptual design includes the addition of up to five bus bays with shelter enhancements, and ground-level parking plus a two-story parking structure, to support transit services. Specific project components include:

- Bus Bays with shelters, benches, and passenger staging areas
- Intelligent Transportation Systems and Real Time Signing
- Ground level with up to a two-story parking structure with between 300 to 400 parking spaces (determined during final design)
- Bus circulation ingress/egress off of US 34
- Multi-modal connections to the Estes Valley and surrounding amenities

The proposed project parcel currently consists of a transit location in front of the Convention Visitor's Bureau, an existing parking lot for approximately 86 vehicles, and the Town's Parks Department. The existing facilities are congested and because of insufficient space create safety, accessibility, and environmental concerns which the Town will address with designated bus bays and shelter amenities, as well as increased parking at the Transit Hub at the Convention Visitor's Bureau.

153 VC North

The project site is in a high-traffic, commercial area of Estes Park in which there is adequate street capacity for projected bus and vehicular traffic. The Town of Estes Park is in close coordination with CDOT to ensure safe and adequate access to the adjacent highway system.

TOWN OF ESTES PARK

Moreover, the proposed project is not inconsistent with the existing zoning of adjacent parcels, which includes the Estes Park Visitor's Center, the Estes Park Golf Course, other Town Park's Department facilities, as well as adjacent commercial properties.

This facility is being pursued as a Categorical Exclusion by the Town of Estes Park since the proposed project represents the construction of a bus transfer facility located in a commercial area (or high activity center) in which there is adequate street capacity for project bus and vehicular traffic.

Sincerely,

Scott Zurn P.E.
Director of Public Works, Town of Estes Park
170 MacGregor Avenue
Estes Park, Colorado 80517

Administration
Town Administrator

Community Development
Building
Code Enf
P

Community Services

Visitor

Finance
P O Box 1747
Human Resources

Police
P O Box 1287

Public Works
Fleet
Parks
Streets

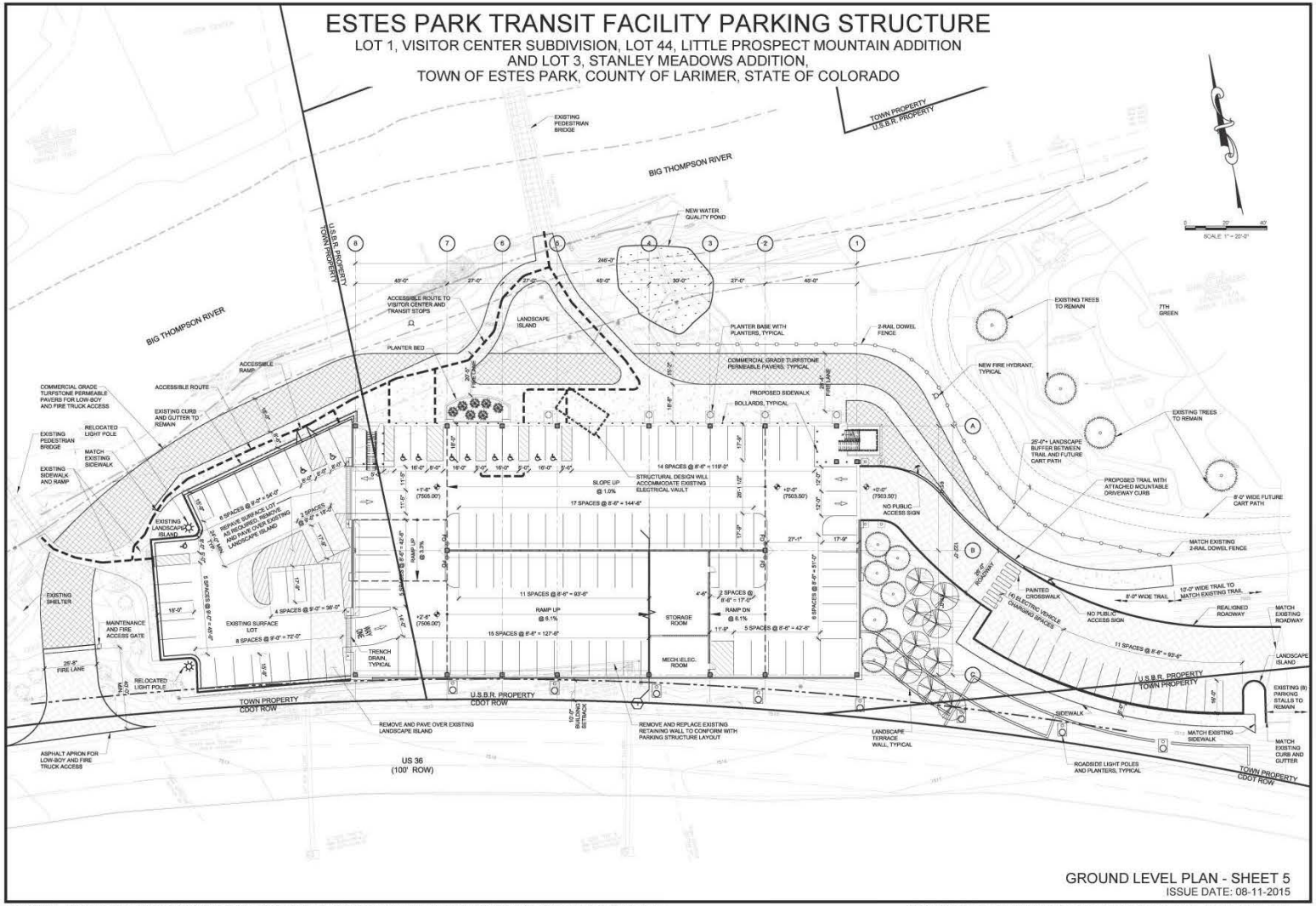
Utilities
IT
Light and Power
Water

ATTACHMENT D

Preliminary Parking Structure Design Drawings

ESTES PARK TRANSIT FACILITY PARKING STRUCTURE

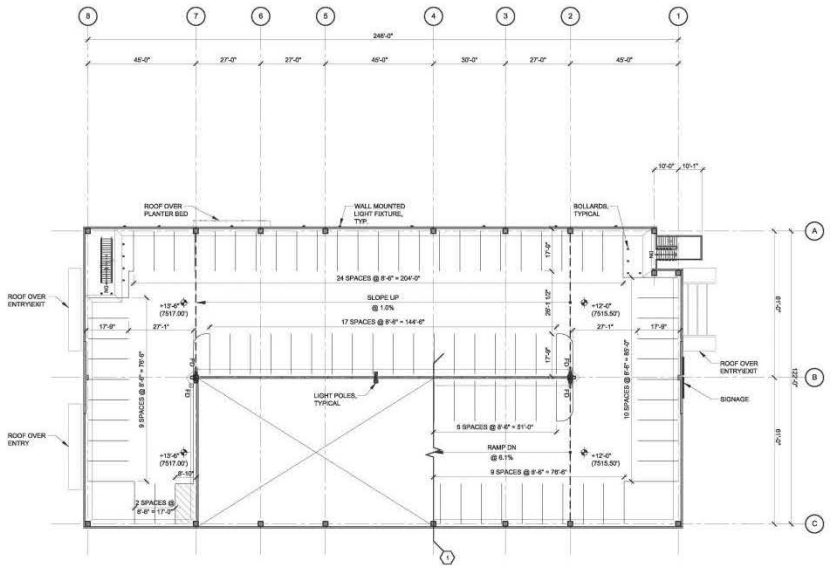
LOT 1, VISITOR CENTER SUBDIVISION, LOT 44, LITTLE PROSPECT MOUNTAIN ADDITION
AND LOT 3, STANLEY MEADOWS ADDITION,
TOWN OF ESTES PARK, COUNTY OF LARIMER, STATE OF COLORADO



GROUND LEVEL PLAN - SHEET 5
ISSUE DATE: 08-11-2015

ESTES PARK TRANSIT FACILITY PARKING STRUCTURE

LOT 1, VISITOR CENTER SUBDIVISION, LOT 44, LITTLE PROSPECT MOUNTAIN ADDITION
AND LOT 3, STANLEY MEADOWS ADDITION,
TOWN OF ESTES PARK, COUNTY OF LARIMER, STATE OF COLORADO

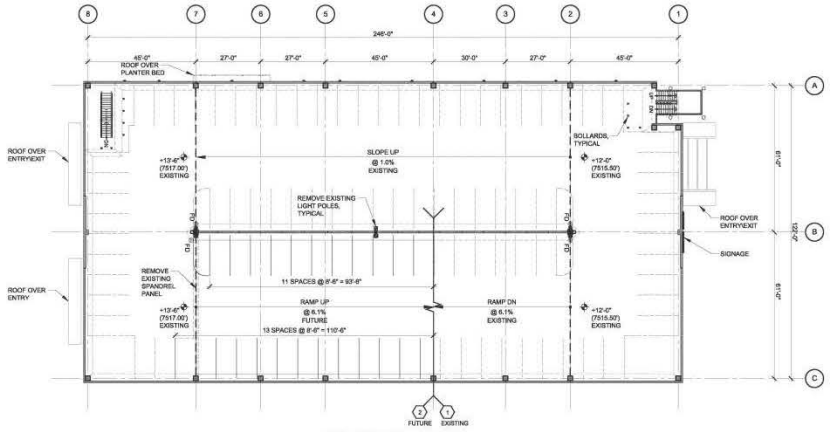


TOP LEVEL
(SECOND LEVEL)

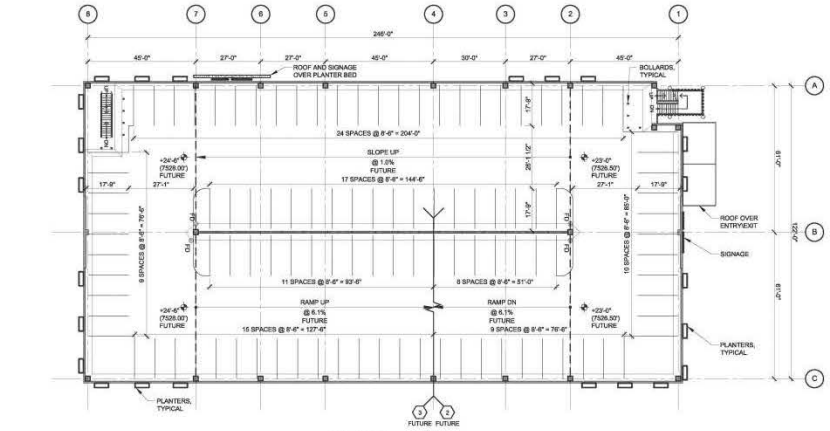
TOP LEVEL PLAN - SHEET 6
ISSUE DATE: 08-11-2015

ESTES PARK TRANSIT FACILITY PARKING STRUCTURE

LOT 1, VISITOR CENTER SUBDIVISION, LOT 44, LITTLE PROSPECT MOUNTAIN ADDITION
AND LOT 3, STANLEY MEADOWS ADDITION,
TOWN OF ESTES PARK, COUNTY OF LARIMER, STATE OF COLORADO



SECOND LEVEL - FUTURE

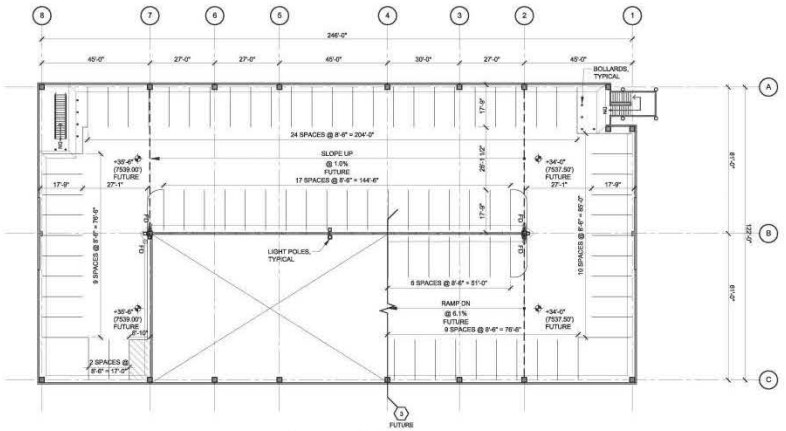


THIRD LEVEL - FUTURE

SECOND AND THIRD LEVEL PLANS - FUTURE - SHEET 7
ISSUE DATE: 08-11-2015

ESTES PARK TRANSIT FACILITY PARKING STRUCTURE

LOT 1, VISITOR CENTER SUBDIVISION, LOT 44, LITTLE PROSPECT MOUNTAIN ADDITION
AND LOT 3, STANLEY MEADOWS ADDITION,
TOWN OF ESTES PARK, COUNTY OF LARIMER, STATE OF COLORADO

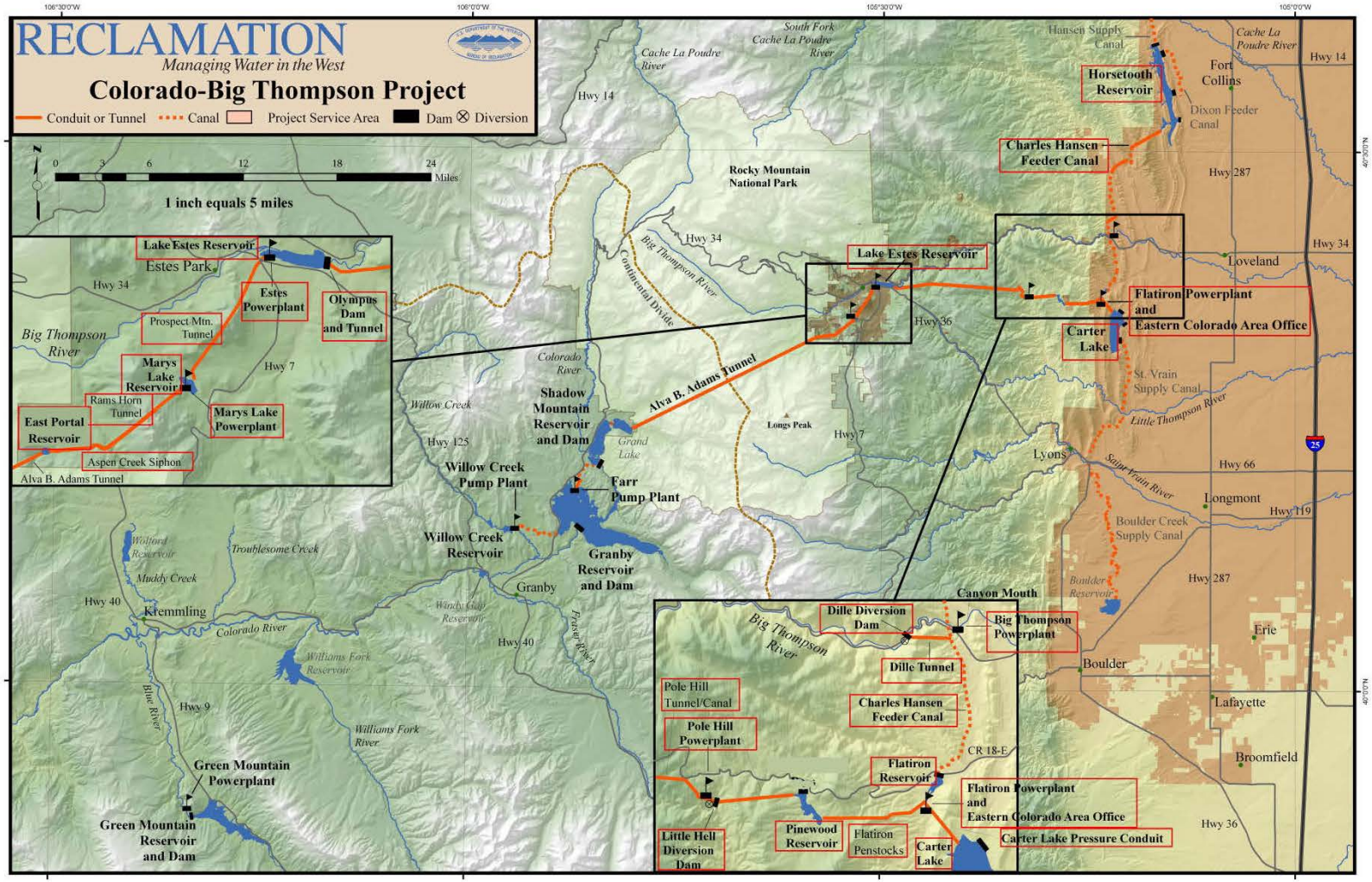


TOP LEVEL - FUTURE
(FOURTH LEVEL)

TOP LEVEL PLAN - FUTURE - SHEET 8
ISSUE DATE: 08-11-2015

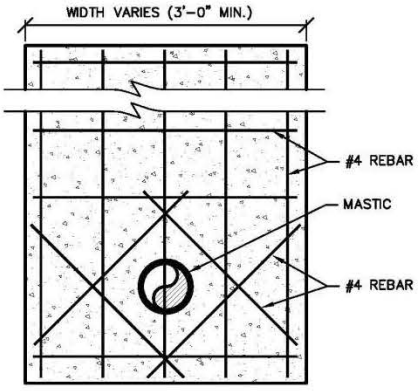
ATTACHMENT E

Colorado-Big Thompson Project Map


RECLAMATION
Managing Water in the West
Colorado-Big Thompson Project
Conduit or Tunnel
Canal
Project Service Area
Dam
Diversion
1 inch equals 5 miles
Miles
Lake Estes Reservoir
Estes Park
Estes Powerplant
Olympus Dam and Tunnel
Prospect Mtn. Tunnel
Marys Lake Reservoir
Rams Horn Tunnel
East Portal Reservoir
Marys Lake Powerplant
Aspen Creek Siphon
Alva B. Adams Tunnel
Big Thompson River
Hwy 34
Hwy 7
Hwy 14
Hwy 36
Hwy 125
Hwy 40
Hwy 9
Hwy 66
Hwy 119
Hwy 287
Rocky Mountain National Park
Continental Divide
Colorado River
Willow Creek
Shadow Mountain Reservoir and Dam
Grand Lake
Longs Peak
Willow Creek Pump Plant
Farr Pump Plant
Willow Creek Reservoir
Granby Reservoir and Dam
Granby
Wolford Reservoir
Muddy Creek
Troublesome Creek
Kremmling
Windy Gap Reservoir
Williams Fork Reservoir
Williams Fork River
Blue River
Green Mountain Powerplant
Green Mountain Reservoir and Dam
South Fork Cache La Poudre River
Cache La Poudre River
Hansen Supply Canal
Horsetooth Reservoir
Fort Collins
Dixon Feeder Canal
Charles Hansen Feeder Canal
Loveland
Flatiron Powerplant and Eastern Colorado Area Office
Carter Lake
St. Vrain Supply Canal
Little Thompson River
St. Vrain River
Lyons
Longmont
Boulder Creek Supply Canal
Boulder Reservoir
Canyon Mouth
Dille Diversion Dam
Big Thompson Powerplant
Dille Tunnel
Pole Hill Tunnel/Canal
Pole Hill Powerplant
Charles Hansen Feeder Canal
CR 18-E
Flatiron Reservoir
Flatiron Powerplant and Eastern Colorado Area Office
Carter Lake Pressure Conduit
Little Hell Diversion Dam
Pinewood Reservoir
Flatiron Penstocks
Carter Lake
Erie
Boulder
Lafayette
Broomfield
106°30'0"W
106°0'0"W
105°30'0"W
105°0'0"W
40°30'0"N
40°0'0"N

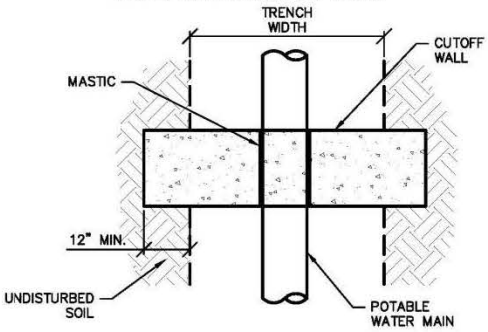
ATTACHMENT F

Proposed Stream Crossing Design

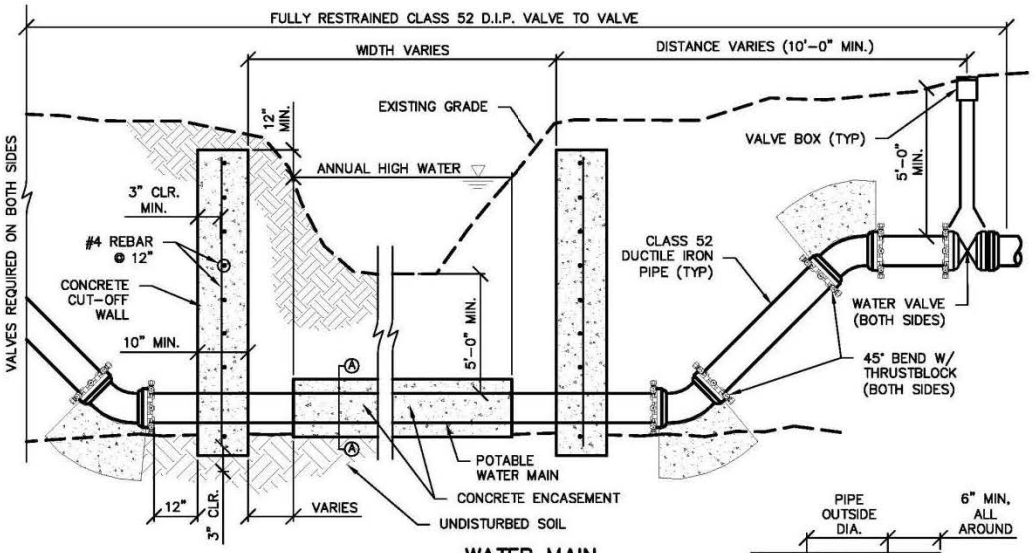


FRONT VIEW AT WALL

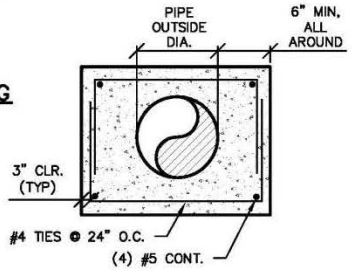
NOTE: REINFORCEMENT NOT SHOWN.



TOP VIEW AT WALL



WATER MAIN
TYPICAL STREAM CROSSING



SECTION A-A

NOTES:

1) VALVES MUST BE LOCATED OUTSIDE THE 100 YEAR FLOODWAY AND ABOVE THE 100 YEAR FLOODPLAIN WATER SURFACE ELEVATION.
2) SETBACKS FROM ANNUAL HIGH WATER LIMITS TO BE DETERMINED DURING DETAILED ENGINEERING BASED ON FIELD CONDITIONS HYDROLOGY, SOILS & STREAM BANK CONDITIONS.
3) WATERLINE TO BE BACKFILLED WITH ORIGINAL MATERIAL EXCAVATED FROM THE STREAM.
4) THE LOCATION RELATIVE TO THE STREAM, HEIGHT AND LENGTH OF THE CUTOFF WALL WILL BE DETERMINED BY THE ESTES PARK ENGINEER OR INSPECTOR.

RG AND ASSOCIATES, LLC
4885 Ward Road, Suite 100 • Wheat Ridge, CO • 80033
303-293-8107 • 303-293-8106 (fax) • www.rgengineers.com

ESTES PARK
COLORADO

OPEN CUT CROSSING BENEATH STREAM

Scale: *NONE*	Date: *MARCH 2014*
Approved:	Rev. *APRIL 2014*

SHEET 49

ATTACHMENT G

Suggested Best Management Practices

1. Obtain CWA 404 permit coverage from the U.S. Army Corps of Engineers when dredge or fill material will be discharged to waters of the United States.

2. Use the following measures, when applicable, to protect streams and riparian areas when preparing the site for construction or maintenance activities
    a. Clearly delineate the work zone. Establish and maintain construction area limits to the minimum area necessary for completing the project and confine disturbance to within this area
    b. Locate access and staging areas outside of work area boundaries, aquatic management zones, wetlands, and sensitive soil areas.
    c. Refuel and service equipment only in designated staging areas and/or in construction greater than 100 feet away from a wetland or waters of the U.S.
    d. Maintain the natural drainage pattern of the area wherever practicable.

3. Develop and implement an erosion control and sediment plan that covers all disturbed areas, including borrow, stockpile, fueling, and staging areas used during construction activities.

    a. Erosion control products must be made from 100 percent biodegradable non-plastic materials that either does not contain netting, or netting is non-plastic and loose-weave. Erosion control blankets and wattles must be manufactured of wood fiber.
    b. Erosion and sediment control plan must include measures for removal of erosion control/sediment products upon successful revegetation.

4. Provide for solid waste disposal and worksite sanitation.

5. Use the following measures to avoid or minimize impacts to sensitive aquatic management zones during construction:

    a. Install sediment and stormwater controls before initiating surface-disturbing activities to the extent practicable
    b. Maintain erosion and stormwater controls as necessary to ensure proper and effective functioning
    c. Prepare for unexpected failures of erosion control measures; implement corrective actions without delay when failures are discovered to prevent pollutant discharge to nearby waterbodies
    d. Routinely inspect construction sites to verify that erosion and stormwater controls are implemented and functioning as designed

e. Apply soil protective cover on disturbed areas where natural revegetation is inadequate to prevent accelerated erosion during construction or before the next growing season.
f. Promptly install and appropriately maintain spill prevention and containment measures
g. Minimize bank and riparian area excavation during construction to the extent practicable
h. Limit operation of equipment when ground conditions could result in excessive rutting, soil puddling, or runoff of sediments directly into waterbodies
i. Keep excavated materials out of streams and riparian areas
j. Properly compact fills to avoid or minimize erosion
k. Divert surface runoff around bare areas with appropriate energy dissipation and sediment filters.
l. Control, collect, detain, treat, and disperse stormwater runoff from the site.
m. Stabilize steep excavated slopes
n. Balance cuts and fills to minimize disposal needs
o. Remove all project debris from streams and riparian areas in a manner that will cause the least disturbance
p. Identify suitable areas offsite or away from streams and riparian areas for disposal site before beginning operations
q. Contour site to disperse runoff, minimize erosion, stabilize slopes, and provide a favorable environment for plant growth
r. Establish designated areas for equipment staging, stockpiling materials, and parking to minimize the area of ground disturbance

ATTACHMENT H

Colorado State &Tribal Historic Preservation Office Correspondence

STATE OF COLORADO

DEPARTMENT OF TRANSPORTATION
Region Four

1420 2nd Street
Greeley, CO 80631
(970) 350-2103 Fax (970) 350-2177

DEPARTMENT OF TRANSPORTATION

February 3, 2012

Mr. Larry Squires
Community Planner
Federal Transit Administration
12300 West Dakota Avenue, Suite 310
Lakewood, CO 80228

Dear Mr. Squires,

The Colorado Department of Transportation is working with the Town of Estes Park to implement a transit hub at the Estes Park Convention and Visitors Bureau along US 34. This multi-modal project is being developed in close coordination with Rocky Mountain National Park (RMNP) and the Federal Highway Administration.

A primary purpose of the transit hub is to expand the supply of peripheral parking, while encouraging visitors to access available public transit instead of driving through the area. Although there are parking lots available in Estes Park, the demand exceeds supply during high tourist season. This project is being pursued as a Categorical Exclusion as a result of limited impacts to the surrounding environmental system and the consistency of the future site with existing characteristics at the Convention and Visitors Bureau.

The Town of Estes Park and CDOT are in close coordination as the conceptual design of this enhanced transit hub is developed. Recently, CDOT and the Town of Estes Park met to discuss access opportunities for the planned transit hub. Representatives from CDOT Traffic, Planning, Access and Environmental branches attended the meeting, as well as the Estes Park Public Works Director. At this meeting, the group discussed potential access configurations to accommodate the additional traffic and ensure efficient bus circulation. Two access options (using existing access points) were identified as viable and are currently being reviewed in more detail. Based on this discussion, CDOT is confident that a suitable access option will be identified and will continue to work with the Town of Estes Park and RMNP through final design and construction of the project.

CDOT recognizes the positive impacts of this proposed transit hub for the Town of Estes Park, US 34 and RMNP, and is a supportive partner in the implementation of this project.

Sincerely,

Johnny Olson, P.E.
Region 4 Transportation Director

JWO:KS:mbc
cc: Holly Buck, FHU
Scott Zurn, Estes Park
Elijah Henley, FHWA
M. Hora/K. Schneiders, R4 Planning

HISTORY Colorado

DATE OCT 26 2015	
ROUTE TO:	DEPT
CBurri	310
TStroh	1310
ROUTE COPY TO: HC #68377	
TCurtis	1300

1310

Official File Copy
File Code ENV 3.00
Project 245-CBT
Control No. 15027184
Folder I.D. 1320111

AW 10/26/2015 L Hauger acting

20 October 2015

Anthony C. Curtis
Chief, Resources Division
Bureau of Reclamation
Eastern Colorado Area Office
11056 West County Road 18E
Loveland, CO 80537-9711

2015-052

RE: Proposed Estes Park Transit Facility Parking Structure, U.S. Highway 36, Estes Park, Larimer County

Dear Mr. Curtis:

Thank you for your recent correspondence received 25 September 2015, concerning the proposed construction of a parking structure on land that is owned by the Bureau of Reclamation. Our office has reviewed the submitted materials. Although the parking structure is a relatively large facility, it appears to be located far enough away from nearby historic resources as to have no adverse effect on them. We do note, however, that the placement of this structure does not meet the guidelines set forth by the town of Estes Park for the Stanley Hotel Historic District (Estes Park City Code 17.44). The District guidelines state that "Development shall maintain the existing views of the man Stanley Hotel building and of the Manor House building from Highway 36 from its intersection with Highway 7 to its intersection with Highway 34." (17.44.060). The proposed parking facility is located along this stretch of US 36, and is tall enough to obscure views of the Stanley Hotel. Given the importance of viewsheds to the history of the National Register-listed Stanley Hotel (looking from the hotel and looking towards the hotel), it is possible that this project would have an adverse effect on the Stanley Hotel.

If you have any questions, please contact Joseph Saldibar, Architectural Services Manager, at (303) 866-3741.

Sincerely,

Steve Turner, AIA
State Historic Preservation Officer

OFFICE OF ARCHAEOLOGY AND HISTORIC PRESERVATION
303-866-3392 * Fax 303-866-2711 * E-mail: oahp@state.co.us * Internet: www.historycolorado.org

HISTORY Colorado

DA: OCT 26 2015

ROUTE TO:	DEPT
CCurri	310
TStroh	1310
ROUTE COPY TO: HC #68377	
TCurtis	BCO
	1310

L Harper acting

Official File Copy
File Code ENV 3.00
Project 245 CBT
Control No. 150227184
Folder I.D. 1320111
AW 10/26/2015

20 October 2015

Anthony C. Curtis
Chief, Resources Division
Bureau of Reclamation
Eastern Colorado Area Office
11056 West County Road 18E
Loveland, CO 80537-9711

2015-052

RE: Proposed Estes Park Transit Facility Parking Structure, U.S. Highway 36, Estes Park, Larimer County

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Sincerely,

Steve Turner, AIA
State Historic Preservation Officer

OFFICE OF ARCHAEOLOGY AND HISTORIC PRESERVATION
303-866-3392 * Fax 303-866-2711 * E-mail: oahp@state.co.us * Internet: www.historycolorado.org

United States Department of the Interior
BUREAU OF INDIAN AFFAIRS
Wind River Agency
P.O. Box 158
Fort Washakie, WY 82514

TAKE PRIDE IN AMERICA

IN REPLY REFER TO:

SEP 3 0 2015

To: Jacklynn L. Gould, Area Manager
Bureau of Reclamation, Eastern Colorado Area Office

From: Norma Gourneau, Superintendent
Bureau of Indian Affairs, Wind River Agency

2015-052

Subject: Identification of Indian Trust Assets Associated with the Proposed Construction of the Town of Estes Park Transit Facility Parking Structure, Larimer County, Colorado – Colorado-Big Thompson Project, Colorado

Thank you for contacting the Bureau of Indian Affairs, Wind River Agency and requesting assistance in identifying Indian Trust Assets (ITA's) within your project area. Unfortunately, this office does not have the information to assist you in your identification process. Please contact both the Eastern Shoshone and Northern Arapaho Tribal Historic Preservation Officers for further assistance.

You may also contact our Regional Archaeologist, Mrs. Jo'Etta Plumage. Their contact information is:

Eastern Shoshone Tribal Historic Preservation Office
Mr. Wilfred Ferris
P.O. Box 538
Ft. Washakie, WY 82514
(307) 349-6406

Northern Arapaho Tribal Historic Preservation Office
Yufna Soldierwolf
P.O. Box 67
9 Great Plains Road
Saint Stevens, WY 82524
(307) 856-1628

Jo'Etta Plumage
Regional Archaeologist
Bureau of Indian Affairs, Rocky Mountain Region
Jo'Etta.Plummage@bia.gov
(406) 247-7911

Official File Copy
File Code ENV3.00
Project 245-CBT
Control No. 15025658
Folder I.D. 1320111

OFFICIAL FILE COPY
RECLAMATION
ECAO
DATE: OCT 05 2015

ROUTE TO:	DEPT
T Curtis	1300
ROUTE COPY TO: C Curtis	1310
T Stroh	1310

Sincerely,

Norma Gourneau

Norma Gourneau
Superintendent

TRIBAL
HISTORIC
PRESERVATION
OFFICE

CHEYENNE & ARAPAHO TRIBES

P.O. BOX 167
CONCHO, OKLAHOMA 73022
1-800-247-4612 Toll Free
405-422-7416 Telephone

OFFICIAL FILE COPY
RECLAMATION
ECAO
DATE: OCT 05 2015

ROUTE TO:	DEPT
T Curtis	300
ROUTE COPY TO:	
C Gurule	1310
T Stroh	1310

9/30/15

Official File Copy
File Code ENV 3.00
Project 245-CBT
Control No. 1502565
Folder I.D. 1320111
2015-052

United States Department of the Interior
Bureau of Reclamation
Eastern Colorado Area Office
11056 West County RD 18E
Loveland, Colorado 80537-9711

Re: Consultation Regarding the Proposed Construction of the Town of Estes Park Transit Facility Parking Structure, Larimer County, Colorado – Colorado-Big Thompson Project, Colorado

Dear Jacklynn L. Gould,

On behalf of the Cheyenne and Arapaho Tribes, thank you for the notice of the referenced project. I have reviewed your Consultation request under Section 106 of the National Historic Preservation Act regarding the project proposal and commented as follows:

At this time it is determined to be **No Effect;** however, if at any time during the project implementation inadvertent discoveries are made that reflect evidence of human remains, ceremonial or cultural objects, historical sites such as stone rings, burial mounds, village or battlefield artifacts, please discontinue work and notify the THPO Office immediately. If needed, we will contact the Tribes NAGPRA representatives.

Best Regards,

Bear, Max THPO
Tribal Historical Preservation Office
mbear@c-a-tribes.org

ATTACHMENT I

Rocky Mountain National Park Letter of Support

United States Department of the Interior

NATIONAL PARK SERVICE
Rocky Mountain National Park
Estes Park, Colorado 80517

IN REPLY REFER TO:
A3815 (ROMO)

SEP 23 2015

Frank Lancaster
Town Administrator
Town of Estes Park
170 MacGregor Ave.
Estes Park, CO 80517

Dear Mr. Lancaster,

Rocky Mountain National Park supports the Town of Estes Park's plan to move the proposed Transit Facility Parking Structure from the north Visitor Center lot to the south lot which includes land administered by the Bureau of Reclamation. The Town of Estes Park's Transit Facility Parking Structure will play a key role in the integrated shuttle system that the Town and Rocky Mountain National Park have been operating since 2006. The increased parking capacity and improvements to the transit hub will improve the experience of visitors to both the Town and the Park. A remote parking facility like this will have a positive impact on traffic congestion for visitors accessing the Park as well as reducing overall emissions.

This project is of importance to Rocky Mountain National Park. Park visitation continues to increase each year with 3.4 million in 2014. About 80% of those visitors access the park through the Town of Estes Park. The Transit Facility Parking Structure will be a key component in intercepting a portion of that traffic and distributing it to the transit system. There are many days during the peak visitation season that parking in the Park is at or exceeds capacity. This facility will help mitigate that congestion and provide visitors with an alternative means to access the park as well as attractions in the Town.

Rocky Mountain National Park is committed to a transportation partnership with the Town of Estes Park and would like to see this project completed. If you need further details or assistance please contact, John Hannon, Management Specialist – Business Programs at John_Hannon@nps.gov or 970-586-1365,

Sincerely,

Vaughn L. Baker
Superintendent