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October 30, 2015

MEMORANDUM

TO: Town of New Castle Town Council

FROM: David McConaughy, Town Attorney

RE: Riverside RV Park Final PUD Development Plan

INTRODUCTION

On August 4, 2015, the Town received a development application (“Preliminary Application”) from Riverside RV Park, Inc. (“Riverside”) detailing its proposed development of Lot 1 of the Riverside Park Subdivision (“Property”). The Planning & Zoning Commission approved the Preliminary Application, with conditions, at its September 9, 2015 meeting. Shortly thereafter, Riverside submitted its final PUD Development Plan application (“Final Application”), and the Commission recommended that Town Council approval of the Final Application, with conditions, at its October 14, 2015 meeting.

In the applications, Riverside proposes operating a high-end RV Park on the Property that contains 18 spaces—15 spaces to be rented to guests and 3 spaces reserved for management and camp hosts. Riverside’s owner, Robert Chatmas, would ultimately like to construct a “boutique motel” on the site, but the economics of that plan are not favorable at present. As such, Riverside has pitched the RV Park as an interim use.

The Final Application will be presented to Council for review and approval at its November 3, 2015 meeting. Ordinance No. 2015-5 sets forth the proposed terms and conditions of approval. The purpose of this memorandum is to (a) summarize the Commission’s concerns and reservations regarding the Final Application and the project in general; (b) provide additional information regarding some of the approval conditions recommended by the Commission; and (c) explain the procedural aspects of approving the Final Application.

BACKGROUND

As mentioned above, the Property is located in the Riverside Park Subdivision. That subdivision consists of three lots and was annexed and zoned in 1999 pursuant to Ordinance Nos. 99-3 and 5. The Property is zoned as Highway Business-PUD Zone. As part of the annexation

process, the original developer and owner of the subdivision, Rippy RV Associates (“Rippy RV”), entered into an Annexation Agreement with the Town. The Annexation Agreement imposes certain requirements and restrictions on the development of any lot within the subdivision, including the Property that is the subject of the Application. At the time of annexation the then-developer of the Property had submitted a sketch PUD development plan, so, as provided in the Annexation Agreement, only a preliminary and final PUD development plan are required.

COMMISSION CONCERNS & CONDITIONS

Riverside has represented the Park as a lodging option for the more affluent RV community and as a way to promote tourism in New Castle. For that reason, no bathrooms, showers, pools, etc. will be available on the Property. Nonetheless, Town staff, the Commission, and community members are concerned that the Park may become a “man camp” or type of temporary housing. To avoid that result, the Commission recommends three primary conditions: (1) limiting the amount of time guests can stay at the Park; (2) limiting the amount of time a space can remain unoccupied; and (3) limiting the type of recreational vehicles that are permitted in the park. A discussion of each of those conditions is below.

1. **Length-of-Stay Condition.** The proposed lengthy-of-stay condition has two components: establishing a maximum reservation period of less than 30 days and limiting the number of times a guest can make consecutive, maximum term reservations. Limiting the maximum term to less than thirty days ensures that the Town receives its lodging tax. Section 3.32.030 of the Town municipal code establishes a 2.5% lodging tax on the price paid for “short-term lodging.” “Short-term lodging” is defined as “the leasing or renting of rooms or other accommodations for a period of time less than thirty (30) consecutive days.” Accordingly, even if a guest wants to stay for 30 days, the guest will have to make two separate reservations, and the lodging tax will be imposed on each reservation.

Park guests will also be limited to 3 consecutive maximum term reservations. That way, no guest will be able to stay at the Park for more than three months at a time. Additionally, all maximum term reservations following the first must be approved by Park management. It is Riverside’s position that most of the issues associated with “man camps” and other similar types of uses are the result of poor management, so requiring management to approve longer-term stays will help avoid those issues.

The Commission had some reservation about the length-of-stay conditions because other lodging businesses are not similarly restricted. While the lodging tax is imposed on any stay less than 30 days at any type of establishment, other establishments are not required to limit their guests’ stays to less than 30 days. However, as the Commission recognized, an RV Park is distinct from a hotel or bed and breakfast because guests at an RV Park are not enclosed in a structure over which the Town has aesthetic and architectural control. Indeed, one purpose of the Highway Business zone district is to optimize aesthetic appearances.

2. **Occupation Condition.** To avoid the Park’s becoming a storage area for RVs, the Commission recommends imposing a condition that Park guests are prohibited from leaving their

space unoccupied for more than 14 days. This condition attempts to strike a balance between allowing Park guests such as hunters and outdoor recreationists to leave for days at a time to pursue other activities and keeping the Park from becoming a storage area.

3. **RV Type-Restriction Condition.** As mentioned above, Riverside’s target audience for the Park is owners of self-contained, high-end, luxury motorhomes. Such motorhomes are equipped with bathrooms, showers, and kitchens and tend to be more compact and aesthetically pleasing than truck campers or “pop-up” or “tent” campers. However, Riverside did not propose limiting the type of RVs and campers allowed in the Park. The lack of standards for Park guests’ vehicles was a concern to the Commission and the public, so Riverside proposed limiting the type of RVs to Class A, B, and C recreational vehicles and self-contained “towables.” Riverside gave a brief explanation of what each class encompasses, but the Commission did not have any outside information about the classes. “Self-contained” was taken to mean that the towable trailer must contain its own working kitchen and bathroom. The Commission nonetheless included the class-restriction as a proposed condition on the approval of the Final Application. For Council’s benefit, a description of the RV classes is attached as **Exhibit A**.

Council should consider whether the “man camp” concern is one that needs to be addressed and, if so, whether the proposed conditions adequately address the concern.

The Commission also wanted to make sure that the final development of the Property complies with the Town’s Comprehensive Plan. As such, PZ Resolution No. 2015-3 contains the following condition:

The Town Planner shall not issue a PUD certificate to Applicant unless the Town Planner is satisfied that the final development of the Property complies with the Town’s Comprehensive Plan.

This condition does not appear in Ordinance No. 2015-5 because in order to approve the Final Application, Council must find that the use proposed in the Final Application is consistent with the Comprehensive Plan (last recital in the Ordinance). If Council approves the Final Application and makes that finding, it would be inappropriate to give the Town Planner the discretion to potentially undo that finding. If Council decides that the proposed use of the Property does not comply with the Comprehensive Plan, it should deny the Final Application.

PROPERTY ZONING

Section 2 of Ordinance No. 2015-5 addresses the zoning of the Property. As mentioned previously, the Property is part of the Riverside Park Subdivision that was approved as a planned unit development (“PUD”). The Property constitutes a separate zone district, subject to the restrictions set forth in Section 17.124.010 of the Town Code. The use of the Property is limited to those uses permitted outright or by conditional use in (a) the underlying zone district (here, Highway Business) or (b) as permitted under the provisions of the ordinance approving zone district regulations for the PUD (Section 17.124.010) and as specified in the site-specific PUD development plan approval.

The Property’s zone district regulations—17.124.010—were approved by Ordinance No. 99-5, Series of 1999. Section 17.124.010 is silent on the issue of RV Parks and provides that the provisions of the Highway Business zone district apply to the Property. The Highway Business regulations (Sec. 17.60.040 of the Code) are similarly silent on RV Parks but provide that the following similar uses are conditional uses within a Highway Business district: retail or service business; outdoor storage; parking lot; and hotel, motel, or lodge. The Final Application presents the site-specific PUD development plan for the Property.

If Council decides to approve the Final Application, both the Commission and the Town Attorney recommend that Council amend the Property’s zone district regulations to specifically address RV Parks. There are two options for amending Section 17.124.010 to allow “RV Park” as a use in the PUD zone district:

1. Amend Section 17.124.010 to provide that an RV Park as approved by Ordinance No. 2015-5 is a permitted use in the zone district. If the Park changes ownership and continues to operate in conformance with Ordinance No. 2015-5, no additional action is necessary. If, however, Riverside or a new owner or developer wants to change the operation or configuration of the RV Park, that owner or developer will have to submit and receive approval of a PUD Amendment, whether it is an administrative, minor, or major amendment. *See* Town Code Section 17.100.110.
2. Amend Section 17.124.010 to provide that an RV Park as approved by Ordinance No. 2015-5 is a conditional use in the zone district. Under this approach, if Riverside fails to develop the Property as approved by Ordinance No. 2015-5 or if the approved use of the Property ceases for more than 1 year, a new RV Park that conforms to the provisions of Ordinance No. 2015-5 will be allowed upon submission and approval of a conditional use permit. If the new Park differs from that approved by Ordinance No. 2015-5, both a PUD Amendment and conditional use permit will be required.

The first option only requires subsequent approval if a new owner or developer wants to configure or operate an RV Park in a manner that is different from Riverside. The second option requires subsequent approval even if a new owner or developer wants to operate an RV Park in the exact same manner and under the same conditions imposed on Riverside. The Commission recommended the second option because it gives the Town added control over future RV Park operators in the event that Riverside closes and use of the Property lapses. The Town Attorney recommends that Council adopt the first option because it adequately protects the Town in the event building or operational changes are proposed, but it does not add an additional bureaucratic hurdle to future economic use of the Property. Both options are presented in Ordinance No. 2015-5 for Council’s consideration.

ADDITIONAL CONDITIONS

Condition “E” in Ordinance No. 2015-5 provides that Riverside shall enter into and comply with the terms of a PUD Development Agreement. That agreement is not yet complete because (a) Town staff seeks input from Council regarding the content of the agreement and (b)

Riverside has not submitted construction drawings and cost estimates that are necessary to determine adequate security for public improvements. As explained in Exhibit C to the Ordinance, the Town Engineer will require that such information be provided and associated issues be addressed before construction on the Property can begin, but it is the Town Attorney's opinion that Council should continue any decision regarding the Application until the construction and cost information is provided.

Condition "J" in Ordinance No. 2015-5 addresses the Town's water rights dedication requirement. When the Property was annexed, no water rights dedication was made. Section 13.24.040 provides that water rights must be dedicated upon, among other things, "expansion of use on an existing platted property that increases the demand for municipal water service beyond the definition of an EQR or previous water right dedications made to the Town." The Town has the option of accepting cash in lieu of dedication of rights. When Lot 2 of the subdivision was developed, the Town chose to accept cash in lieu of dedication. The current cash-in-lieu fee is \$6,000 per EQR; the Town Engineer and Riverside have calculated an EQR rating of .1 EQR per RV site for a total of 1.8 EQRs for the Property. Riverside is proposing to irrigate the Property using raw water which would entitle Riverside to a 25% discount pursuant to Section 13.38.030(D) of the Town Code. After applying the discount, the total water rights dedication fee would amount to \$8,100.

With respect to Ordinance No. 2015-5, Council's options include (1) a motion to approve the application and ordinance as presented, but specifying the preferred option for zoning; (2) a motion to approve the ordinance with additional or modified conditions or other edits with direction to staff to incorporate those changes for second reading; (3) a motion to continue any decision to a future meeting; or (4) a motion to deny the application.

We look forward to discussing these and other issues further at the November 3rd meeting.

TOWN OF NEW CASTLE, COLORADO
ORDINANCE NO. 2015-5

AN ORDINANCE OF THE NEW CASTLE TOWN COUNCIL APPROVING
RIVERSIDE RV PARK, INC.'S FINAL PUD DEVELOPMENT PLAN
APPLICATION AND AMENDING SECTION 17.124.010 OF THE NEW
CASTLE MUNICIPAL CODE.

WHEREAS, on August 4, 2015, Riverside RV Park, Inc. (“Applicant”) submitted a preliminary PUD Development Plan application (“Preliminary Application”) for the property located at 7051 CR 335 in the Town of New Castle, and more fully described as Lot 1, Section 2, Township 6, Range 91, Riverside Subdivision, County of Garfield, State of Colorado (“Property”); and

WHEREAS, the Property is subject to that certain Annexation Agreement between Rippy RV Associates and the Town of New Castle (“Town”) recorded in the Office of the Garfield County Clerk and Recorder in Book 1139 at page 785 as Reception No. 548660; and

WHEREAS, on September 9, 2015, the Town Planning & Zoning Commission (“Commission”) held a public hearing to consider Applicant’s Preliminary Application and ultimately approved the same with conditions; and

WHEREAS, Applicant subsequently submitted its final PUD development plan application (“Final Plan”); and

WHEREAS, the Commission held a public hearing on October 14, 2015, to consider the Final Application and ultimately recommended approval of the Final Application subject to the conditions set forth in PZ Resolution No. 2015-3; and

WHEREAS, Applicant has represented to the Commission, Town Council, and Town staff that the purpose of the proposed use of the Property is to foster and promote tourism within and around the Town; and

WHEREAS, pursuant to Section 17.100.080 of the Town Code, the Town Council considered the Final Application at a duly-notice public meeting on November 3, 2015; and

WHEREAS, the Town Council has reviewed and considered the Final Application and the criteria set forth in Section 17.100.090 of the Town Code and hereby finds that:

1. The Application is generally compatible with adjacent land uses;
2. The Application is consistent with the comprehensive plan;
3. The Town has the capacity to serve the proposed use with water, sewer, fire and police protection;
4. Subject to the provisions of this Ordinance, the uses proposed within the PUD are uses permitted outright or by special review within the zoning district or districts contained within the PUD;

5. The number of dwelling units permitted by the underlying zoning districts is not exceeded by the PUD plan; and
6. The PUD utilizes the natural character of the land, includes compatible land uses, provides, as applicable, for fire and police protection, off-street parking, vehicular, pedestrian and bicycle circulation, outdoor recreation, is of overall compatible architectural design, achieves adequate screening, buffering and aesthetic landscaping, avoids development of areas of potential hazard, ensures compliance with the performance standards and meets all other provisions of the Town Municipal Code.

WHEREAS, based on the contents of the Final Application and the recommendations of Commission and Town Staff, the Town Council hereby approves the Final Application subject to the conditions set forth herein.

NOW, THEREFORE, BE IT ORDAINED BY THE TOWN COUNCIL OF THE TOWN OF NEW CASTLE, COLORADO:

1. Recitals Incorporated by Reference. The foregoing recitals are incorporated by reference herein as findings and determinations of the Town Council.
2. Zoning. Section 17.124.010 of the Town Code is hereby amended as follows with removed language ~~stricken~~ and added language in **bold** and underlined:

[Option One]

C. Existing Uses. ~~The existing service station, retail, office, laundry and related building and uses on the property shall be considered permitted uses.~~ **An RV Park that conforms to the conditions contained in and approved by Ordinance No. 2015-5 shall be considered a permitted use.**

[Option Two]

C. Existing Uses. ~~The existing service station, retail, office, laundry and related building and uses on the property shall be considered permitted uses.~~ **The RV Park approved by Ordinance No. 2015-5 shall be considered an existing use. If such use does not occur or is discontinued for a period of one year or longer, than any future RV Park that conforms to the conditions contained in and approved by Ordinance No. 2015-5 shall be considered a conditional use.**

3. Approval. The Town Council hereby approves the Application subject to the following conditions:
 - A. The Application shall consist of the list documents and materials prepared by the Town Clerk and attached hereto as **Exhibit A**;
 - B. All representations of the Applicant in written and verbal presentations submitted to the Town or made at public hearings before the Commission or Town

Council and reflected in the minutes of such hearings shall be considered part of the Application and binding on the Applicant;

C. The Applicant shall comply with all applicable building, residential, electrical and municipal code requirements including all sign code regulations;

D. The Applicant shall reimburse the Town for any and all expenses incurred by the Town regarding this approval, including, without limitation, all costs incurred by the Town's outside consultants such as legal and engineering costs;

E. Applicant shall enter into and comply with the terms of the PUD Development Agreement attached hereto as **Exhibit B**;

F. Prior to issuance of a building or grading permit, Applicant shall address the conditions and concerns of the Town engineer set forth in **Exhibit C** attached to this Ordinance to the satisfaction of Town staff; and

G. Prior to issuance of a certificate of occupancy, Applicant will construct a 3-rail fence on the east property line of the Property of a length approved by Town staff;

H. All lighting on the Property shall be downward-facing and dark-sky compliant;

I. After one year of the Park's being fully operational, Town staff shall review and analyze the Park's metered water and sewer use to determine whether .1 EQR per RV space reflects the Park's actual utility use and adjust tap fees accordingly;

J. In satisfaction of the Town's water rights dedication requirement, Applicant shall pay a cash-in-lieu of dedication fee to the Town in the amount of \$6,000.00 per EQR, said fee to be reduced by 25% so long as Applicant uses raw water to irrigate the Property;

K. Applicant shall not operate the RV Park unless at least one camp host is available to occupy the RV Park;

L. In the event the Town receives any complaints about the use of the site or observes or becomes aware of any violations of conditions of approval, the Applicant and/or owner may be summoned before the Town Council in a public meeting to show cause why the business license should not be revoked, suspended, or additional conditions imposed. Such show-cause hearing shall be open to the public and the Applicant or owner may present testimony or offer other evidence on its behalf.

M. Guests' stays on the Property shall be limited to not more than 29 days per reservation ("Maximum Term") and consecutive reservations of the Maximum Term are limited to three (3);

N. After the first Maximum Term reservation, a guest's second and third consecutive Maximum Term reservations must be approved by Park management;

O. Only Class A, B, and C motor homes and self-contained towables shall be permitted in the Park and the Park's Rules and Regulations shall be updated accordingly; and

P. Park guests shall not be permitted to leave their reserved spaces unoccupied for more than fourteen (14) consecutive days.

INTRODUCED on November 3, 2015, at which time copies were available to the Council and to those persons in attendance at the meeting, read by title, passed on first reading subject to changes approved by the Council, and ordered published in full and posted in at least two public places within the Town as required by the Charter.

INTRODUCED a second time at a regular meeting of the Council of the Town of New Castle, Colorado, on _____, 2015, read by title and number, passed with amendment as set forth herein, approved, and ordered published as required by the Charter.

NEW CASTLE TOWN COUNCIL

By: _____
Bob Gordon, Mayor

ATTEST:

Melody Harrison, Town Clerk

The Difference Between Class A, Class B, and Class C Motorhomes

Topics: Motorhome and RVs (<http://www.newmarcorp.com/blog/tag/motorhome-and-rvs/>)

November 18, 2013 (<http://www.newmarcorp.com/blog/posts/11-18-2013/difference-between-class-class-b-and-class-c-motorhomes/>) By Shannon Stover (<http://www.newmarcorp.com/blog/author/sstover/>)



If you're new to the world of recreational vehicles, you are probably lost when you hear motorhome enthusiasts discussing the merits of Class A, Class B, and Class C motorhomes. Whether you are interested in finding the right motorhome for your entry point into the RV lifestyle or you're just interested in learning more about the different types of available motorhomes, here you'll learn about three different types of RVs and the advantages and disadvantages of each type.

And if you're looking to buy your first recreational vehicle – or upgrade to a higher-end motor coach – this guide may be a helpful starting point for you.



What is a Class B Motorhome?

Well, first off, you're probably wondering why we're starting with the Class B – it's because they are the smallest of the three classes of motorhome. A common misconception is that Class A motorhomes are the largest and most luxurious, Class B motorhomes are the middle-of-the-road option, and Class C motorhomes are the smallest. But the Class B motorhome is actually the most limited in both size and its offering of amenities.

A Class B motorhome is built using a cargo or camper van as the base. They are often called "conversion vans" or "camper vans." However, it has a raised roof and is much larger than a typical van; most are built with a high enough roof to allow its occupants to stand up inside.

Disadvantages of Buying a Class B Motorhome

While there is a range of available options, most have relatively limited amenities. They typically have a very small kitchen, living room, and bathroom. The sound system, television, and other entertainment options are extremely limited. Everything is very small inside: occupancy is usually limited to between 2-4 people, and they generally feel cramped inside. Their bathrooms generally have the shower and toilet in the same space, which is called a wet bath.

Advantages of Buying a Class B Motorhome

Many manufacturers of Class B motorhomes don't manufacture other types of motorized RVs, meaning they have the advantage of specialization. They get much better gas mileage than other types of motorhomes, and they can even be used as a full-time family vehicle because they are small enough to park in most normal parking spaces or even garages.



What is a Class C Motorhome?

Class C motorhomes usually use a van or truck chassis built specifically for motorhome use, with an attached cab. They provide many of the luxury amenities of the more extravagant Class A motorhomes, but are less expensive. They provide a midpoint between the very stripped-down Class B motorhome family and Class A luxury motor coaches.

The Class C motorhome is known by many people as a "cab-over" motorhome. Most have an overhang, an area that hangs over the cabin, with a bed. They also sometimes have an additional bedroom at the rear.

Disadvantages of Buying a Class C Motorhome

Because they are balanced between Class A and B motorhomes, they offer better gas mileage than the Class A but poorer fuel economy than the Class B. Another disadvantage is their sheer size – they will not fit in garages, and because they are so long, they won't fit in some driveways, either. While they offer superior interior amenities to Class B motorhomes (and more options for add-ons), if you've seen the inside of a Class A diesel or luxury motorhome like the Dutch Star or King Aire, you'll realize why they are in a separate class. They just don't offer the same luxury as the next class of motorhome.

Advantages of Buying a Class C Motorhome

Because they are built on a more powerful chassis than Class B motorhomes, they have the ability to offer more amenities. They feature small dining areas, stoves, refrigerators, storage tanks for water and propane, and higher-end electronic and entertainment equipment. They have more storage than a Class B, and more room for families.



What is a Class A Motorhome?

The Class A motorhome is the most luxurious classification of RV available. They are built on heavy-duty frames like a commercial truck or bus chassis. Some, like the King Aire, are built on a customized chassis built specifically for its design. They are equipped for vacations or short trips, but they are also commonly used by full-time RVers.

Disadvantages of Buying a Class A Motorhome

Class A motorhomes are large, powerful, and expensive. Many are very difficult to drive, especially on long, cross-country trips. They also get poor fuel economy when compared to a Class B motorhome or your own family motor vehicle. Choosing a Class A motorhome takes commitment, because it is a purchase that should fit your lifestyle.

Advantages of Buying a Class A Motorhome

Owning a Class A motorhome is like owning a very nice home, only you can take it on the road with you. They are large enough to accommodate a full family, and luxury motor coaches like the Mountain Aire, Essex, or King Aire have top-of-the-line electronics, entertainment options, master bedrooms, full bathrooms, and offer a variety of floorplans to match your lifestyle. They offer a feeling of openness and home.

If you're looking for the best recreational vehicles in the world, you are looking for a Class A motorhome. And because they are offered in many different styles, someone enjoying their first foray into the recreational vehicle lifestyle can start with a gas motor coach and later move up to a diesel or luxury motor coach.

But all three classes of motorhome offer their own advantages and disadvantages. Hopefully this guide has helped serve as your starting point – or your knowledge base – and has helped you determine which motorhome is right for you. Whatever your needs or tastes, welcome to the recreational vehicle lifestyle.

RV CLASSIFIEDS BY TYPE

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 [Advanced Search](#)



[Class A](#)
(17,690)



[Class B](#)
(2,434)



[Class C](#)
(8,750)



[Fifth Wheel](#)
(29,959)



[Park Model](#)
(1,143)



[Pop Up Camper](#)
(3,201)



[Toy Hauler](#)
(8,342)



[Toy Hauler Fifth Wheel](#)
(1,411)



[Toy Hauler Travel Trailer](#)
(1,030)



[Travel Trailer](#)
(62,367)



[Truck Camper](#)
(1,895)



[Browse All Types](#)

[Find by Make](#)



[Find by Type](#)



[Find by State](#)



[Find RV Dealers](#)



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TRADING CITY LIGHTS FOR THE RV LIFESTYLE ...

Home

[RV FAQ's & Tips](#)
[RV Checklists](#)
[Weight Calculators](#)

Learn & Research

[Getting Started](#)
[RV Types Intro](#)
[Understanding Weights](#)
[RV Books & Resources](#)
[Glossary of RV Terms](#)

Buy an RV

Rent an RV

Sell Your RV

RV Financials

[Budget](#)
[Fair Market Value](#)
[RV Insurance FAQ's](#)

Community

[RV Clubs](#)
[Discussion Groups](#)

Keeping in Touch

[Internet Access](#)
[Phone](#)
[Postal Mail](#)
[Sharing Photos](#)
[Fax](#)

Home State

[RV Driver's License](#)
[Changing Residency](#)
[No Income Tax States](#)

Manufacturers

[RV Innovations](#)

Tow Vehicles

[Truck Ratings](#)
[Tow Vehicle Sizing](#)
[Truck Classification](#)

Article Index

About Us

Fifth Wheel

An introduction to recreational vehicle types

This is a brief introduction to the **Fifth Wheel** type of recreational vehicle, intended to provide essential information for choosing the best RV type. (Looking for [Fifth Wheel Manufacturers?](#))

Tip: Not sure if this is the right RV type for you? Please take a look at [Getting Started](#).

Definition

The fifth wheel is a towable that connects to the tow truck directly above the rear axle by way of a special fifth wheel hitch. This causes several feet of the connected trailer to hang over the tow truck, placing about 15 to 25% of the trailer's weight on the rear axle of the truck.

Commercial semi trucks and trailers use this hitch configuration.

Other terms used for *fifth wheel*:

- 5th wheel
- Fiver

Sub-Types

The fifth wheel has one sub-type:

Toy Hauler

The term *toy hauler* is applied to both fifth wheels and travel trailers, and it describes an RV designed to carry toys—small cars, dune buggies, four wheelers, motorcycles, etc.

Distinguishing features of a toy hauler is the large door in the back which opens down to create a ramp, dedicated garage area or fold-away furniture in the main living compartment, and often a third axle to support the heavy toys.

Fifth Wheel Pros

- Easier and safer to tow than travel trailers, but requires more caution and skill than [motor homes](#).
- Easier to back up than travel trailers.
- Spacious, open floor plans suitable for [fulltimers](#).
- Provides more interior space per length foot than motor homes because it does not contain driving and engine compartments.
- Most storage space of all trailer type RV's.
- Tow vehicle doubles as local transportation.

Fifth Wheel Cons

RV Type Introductions:

[Class A Motor Home](#)

[Class B Motor Home](#)

[Class C Motor Home](#)

[Fifth Wheel](#)

[Folding Trailer](#)

[Travel Trailer](#)

[Truck Camper](#)



Photo courtesy of Travelaire

- Requires a truck with fifth wheel hitch in bed.
- Large trailers require large, medium duty trucks.
- Driving and living compartments are separate. Living area inaccessible while moving.
- Generally cannot tow vehicle behind trailer.
- Larger models can be difficult to maneuver in tight spaces.
- On tall models top clearance can be a problem under low branches and structures. Problem compounded if carrying items on roof such as canoes.
- Most models require large storage area when not in use.

RV Checklists

The following RV checklists on our web site are applicable to fifth wheels:

- [RV Inspection Checklist](#)
- [RV Departure Checklist: Trailers](#)
- [RV Arrival & Setup Checklist: Trailers](#)
- [Budget for the RV Lifestyle](#)
- [RV Amenities](#)

Other Resources

A list of recommended fifth wheel resources on our web site:

- [Fifth Wheel RV Manufacturers](#)
- [Tow Vehicle Sizing](#)
- [Understanding RV Weights](#)
- [Fifth Wheel Weight Calculator](#)
- [Fifth Wheel Gooseneck Adapter](#)

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Changin' Gears

TRADING CITY LIGHTS FOR THE RV LIFESTYLE ...

Home

[RV FAQ's & Tips](#)
[RV Checklists](#)
[Weight Calculators](#)

Learn & Research

[Getting Started](#)
[RV Types Intro](#)
[Understanding Weights](#)
[RV Books & Resources](#)
[Glossary of RV Terms](#)

Buy an RV

Rent an RV

Sell Your RV

RV Financials

[Budget](#)
[Fair Market Value](#)
[RV Insurance FAQ's](#)

Community

[RV Clubs](#)
[Discussion Groups](#)

Keeping in Touch

[Internet Access](#)
[Phone](#)
[Postal Mail](#)
[Sharing Photos](#)
[Fax](#)

Home State

[RV Driver's License](#)
[Changing Residency](#)
[No Income Tax States](#)

Manufacturers

[RV Innovations](#)

Tow Vehicles

[Truck Ratings](#)
[Tow Vehicle Sizing](#)
[Truck Classification](#)

Article Index

About Us

Folding Trailer

An introduction to recreational vehicle types

This is a brief introduction to the **Folding Trailer** type of recreational vehicle, intended to provide essential information for choosing the best RV type. (Looking for [Folding Trailer Manufacturers?](#))

Tip: Not sure if this is the right RV type for you? Please take a look at [Getting Started](#).

Definition

The folding trailer is a small, light-weight towable that folds or collapses into a low profile. Its small size and weight makes it suitable for towing behind light vehicles such as cars, SUV's, and mini pickup trucks. Some of the smallest models can be towed behind large motorcycles.

Other terms used for *folding trailer*:

- Camper trailer
- Folding camper
- Pop-up trailer
- Tent trailer

Folding Trailer Pros

- One of the least expensive RV's.
- Very light weight. Can be towed behind light vehicles such as small trucks, SUV's, vans, and large sedans.
- Tow vehicle doubles as local transportation.
- No concern for top clearance because trailer folds lower than the tow vehicle.
- Requires no special storage when not in use. Fits in standard driveway or back yard.
- Can reach less accessible camping sites that are too tight for large RV's.

Folding Trailer Cons

- Limited space, practical only for very short trips.
- Living area is closed up during transportation and is inaccessible even during rest stops.
- Non-existent or limited insulation makes this type uncomfortable in cold weather.

RV Checklists

The following RV checklists on our web site are applicable to folding trailers:

- [RV Inspection Checklist](#)

RV Type Introductions:

[Class A Motor Home](#)

[Class B Motor Home](#)

[Class C Motor Home](#)

[Fifth Wheel](#)

[Folding Trailer](#)

[Travel Trailer](#)

[Truck Camper](#)



Photo courtesy of Jayco

- [RV Departure Checklist: Trailers](#)
- [RV Arrival & Setup Checklist: Trailers](#)
- [RV Camping Checklist](#)
- [Budget for the RV Lifestyle](#)
- [RV Amenities](#)

Other Resources

A list of recommended folding trailer resources on our web site:

- [Folding Trailer RV Manufacturers](#)
- [Tow Vehicle Sizing](#)
- [Understanding RV Weights](#)
- [Travel Trailer Weight Calculator](#)

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Changin' Gears

TRADING CITY LIGHTS FOR THE RV LIFESTYLE ...

Home

[RV FAQ's & Tips](#)
[RV Checklists](#)
[Weight Calculators](#)

Learn & Research

[Getting Started](#)
[RV Types Intro](#)
[Understanding Weights](#)
[RV Books & Resources](#)
[Glossary of RV Terms](#)

Buy an RV

Rent an RV

Sell Your RV

RV Financials

[Budget](#)
[Fair Market Value](#)
[RV Insurance FAQ's](#)

Community

[RV Clubs](#)
[Discussion Groups](#)

Keeping in Touch

[Internet Access](#)
[Phone](#)
[Postal Mail](#)
[Sharing Photos](#)
[Fax](#)

Home State

[RV Driver's License](#)
[Changing Residency](#)
[No Income Tax States](#)

Manufacturers

[RV Innovations](#)

Tow Vehicles

[Truck Ratings](#)
[Tow Vehicle Sizing](#)
[Truck Classification](#)

Article Index

About Us

Travel Trailer

An introduction to recreational vehicle types

This is a brief introduction to the **Travel Trailer** type of recreational vehicle, intended to provide essential information for choosing the best RV type. (Looking for [Travel Trailer Manufacturers?](#))

Tip: Not sure if this is the right RV type for you? Please take a look at [Getting Started](#).

Definition

The travel trailer is a towable that connects to a ball hitch mounted on the tow vehicle, and is designed as living quarters for recreational travel.

Other terms used for *travel trailer*:

- Conventional trailer
- Bumper pull trailer
- Travel trailer coach
- Tagalong trailer



Photo courtesy of Travelaire

Sub-Types

The travel trailer has the following sub-types:

Toy Hauler

The term *toy hauler* is applied to both travel trailers and fifth wheels, and it describes an RV designed to carry toys—small cars, dune buggies, four wheelers, motorcycles, etc.

Distinguishing features of a toy hauler is the large door in the back which opens down to create a ramp, dedicated garage area or fold-away furniture in the main living compartment, and often a third axle to support the heavy toys.

Expandable

An expandable is a travel trailer designed to expand and collapse in one of two ways: vertically or horizontally.

Vertically: On vertically expanding units, the slightly larger top portion of the trailer slides down over the bottom half, considerably reducing the height during transportation. At the campground the trailer is expanded to full height, resembling a traditional trailer.

Horizontally: On horizontally expanding units (also called *fold-out trailers*), tent-like compartments fold out from the body to create beds.

Teardrop Trailer

A teardrop trailer gets its name from the tear shaped profile—pointed in the back and rounded in the front. The shape notwithstanding, some manufacturers group all very small trailers into the teardrop category. In general, teardrop trailers are small and light, towable by large cars and SUV's. Some are small enough to be towed by motorcycles.

Most teardrop trailers are so small that they provide only the very basics:

RV Type Introductions:

[Class A Motor Home](#)

[Class B Motor Home](#)

[Class C Motor Home](#)

[Fifth Wheel](#)

[Folding Trailer](#)

[Travel Trailer](#)

[Truck Camper](#)

bed, a small amount of inside storage, and minimal external cooking facilities. Some models are large enough to accommodate inside cooking and dining.

- For an example of a small teardrop, see [Wee-Kender](#)
- For an example of a large teardrop, see [T@B](#)

Park Model

The park model is a travel trailer that requires park facilities to function. It lacks holding tanks and dual-voltage appliances, requiring to be plugged into water, sewage, and electrical facilities.

Because of these limitations, park models are ideal for long-term or permanent placement as a vacation home. Often these trailers are placed in a park, skirting is added, a deck is built by the entrance, and occasionally additional rooms are added.

A park model is more of a small *mobile home* than a recreational vehicle, in appearance and function.

Travel Trailer Pros

- Spacious, open floor plans suitable for a variety of uses, including snowbirding.
- Provides more interior space per length foot than motor homes because it does not contain driving and engine compartments.
- Tow vehicle doubles as local transportation.
- Lower profile allows easier entry than a fifth wheel trailer.
- Lower profile allows roof storage of items such as canoes, with less concern for top clearance.
- Can be towed with a variety of vehicles fitted with a standard ball hitch and rated for the trailer weight.

Travel Trailer Cons

- Least stable on the road of all RV types. Requires the most skill to tow and back up.
- Large trailers require large trucks.
- Less storage than fifth wheel trailers because it lacks a raised section.
- Driving and living compartments are separate. Living area inaccessible while moving.
- Generally cannot tow vehicle behind trailer.
- Larger models can be difficult to maneuver in tight spaces.
- Larger models require large storage area when not in use.

RV Checklists

The following RV checklists on our web site are applicable to travel trailers:

- [RV Inspection Checklist](#)
- [RV Departure Checklist: Trailers](#)
- [RV Arrival & Setup Checklist: Trailers](#)
- [Budget for the RV Lifestyle](#)
- [RV Amenities](#)

Other Resources

A list of recommended travel trailer resources on our web site:

- [Travel Trailer RV Manufacturers](#)
- [Tow Vehicle Sizing](#)

- [RV Vehicle Setup](#)
- [Understanding RV Weights](#)
- [Travel Trailer Weight Calculator](#)

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Changin' Gears

TRADING CITY LIGHTS FOR THE RV LIFESTYLE ...

Home

[RV FAQ's & Tips](#)
[RV Checklists](#)
[Weight Calculators](#)

Learn & Research

[Getting Started](#)
[RV Types Intro](#)
[Understanding Weights](#)
[RV Books & Resources](#)
[Glossary of RV Terms](#)

Buy an RV

Rent an RV

Sell Your RV

RV Financials

[Budget](#)
[Fair Market Value](#)
[RV Insurance FAQ's](#)

Community

[RV Clubs](#)
[Discussion Groups](#)

Keeping in Touch

[Internet Access](#)
[Phone](#)
[Postal Mail](#)
[Sharing Photos](#)
[Fax](#)

Home State

[RV Driver's License](#)
[Changing Residency](#)
[No Income Tax States](#)

Manufacturers

[RV Innovations](#)

Tow Vehicles

[Truck Ratings](#)
[Tow Vehicle Sizing](#)
[Truck Classification](#)

Article Index

About Us

Truck Camper

An introduction to recreational vehicle types

This is a brief introduction to the **Truck Camper** type of recreational vehicle, intended to provide essential information for choosing the best RV type. (Looking for [Truck Camper Manufacturers?](#))

Tip: Not sure if this is the right RV type for you? Please take a look at [Getting Started](#).

Definition

The truck camper is not a vehicle in itself, but an add-on living quarters designed to slide into the bed of a full size pickup truck. The camper is fastened to the truck frame during transport and slides out onto its own legs at the camp site.



Photo courtesy of Lance Camper Mfg. Corp.

Truck Camper Pros

- One of the least expensive RV's.
- Mounts in the bed of most full size trucks with minimal modifications.
- Easy to drive on highway and around town. This RV is attached to the bed of a truck, so it is just as easy to drive.
- Truck doubles as local transportation.
- Can tow a small trailer or support a carrying platform on hitch receiver.
- Truck can be used as a family or work vehicle when not traveling.
- Requires no special storage when not in use. Fits in standard driveway or back yard.
- Can reach less accessible camping sites that are too tight for large RV's. When attached to an off-road truck, it can reach camping sites that no other RV's can.

Truck Camper Cons

- Road handling can be an issue when mounted on a truck with light suspension.
- Limited space, practical only for short trips.
- Driving and living compartments are separate. Living area inaccessible while moving.

RV Checklists

The following RV checklists on our web site are applicable to truck campers:

- [RV Camping Checklist](#)
- [Budget for the RV Lifestyle](#)
- [RV Amenities](#)

RV Type Introductions:

[Class A Motor Home](#)
[Class B Motor Home](#)
[Class C Motor Home](#)
[Fifth Wheel](#)
[Folding Trailer](#)
[Travel Trailer](#)
[Truck Camper](#)

Other Resources

Other Resources

A list of recommended truck camper resources on our web site:

- [Truck Camper RV Manufacturers](#)
- [Understanding RV Weights](#)
- [Adjust GVW Calculator](#)
- [Liquid Weight Calculator](#)

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October 9, 2015

Mr. Tim Cain, Planner
Town of New Castle
P.O. Box 90
New Castle, CO 81647

**RE: Riverside RV Park
Final PUD Development Plan**

Dear Tim,

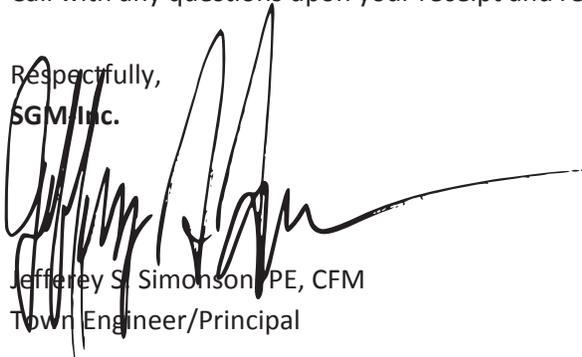
Per our prior phone conversation on this matter, I wanted to follow up with our discussions and recommendations for review of this project. As you are aware, we were able to have a meeting with Mr. Chatmas between our last report for Preliminary Plan Review and this Final Plan Review. The focus of my discussions with Mr. Chatmas was to settle in on a recommendation for the EQR rating for this project coupled with providing an understanding of each of the issues and concerns of our September 1, 2015 letter to you regarding the Preliminary Plan review. As a result, we have re-attached our September 1, 2015 correspondence noting that each issue/concern needs to be addressed with construction drawings prior to any construction commencing and that our recommendation for an EQR rating for this proposed use is as follows:

There will be no RV dump station or an RV potable water fill station and no irrigation will be provided from the potable water system. Given such, the EQR rating for each RV site would be 0.1 EQR. This would be used as a value for assessing the EQR rating for the project. In year two of the project, the EQR rating would be re-assessed based upon actual use and adjusted accordingly.

We have not been in receipt of any other documents submitted since the original submittal of review per our September 1, 2015 letter. If any pertinent information has been submitted we would request subsequent review as applicable.

Call with any questions upon your receipt and review of this letter.

Respectfully,
SGM/Inc.



Jeffrey S. Simonson, PE, CFM
Town Engineer/Principal

September 1, 2015

Mr. Tim Cain, Planner
Town of New Castle
P.O. Box 90
New Castle, CO 81647

**RE: Riverside RV Park
Preliminary PUD Plan Review**

Dear Tim,

The purpose of this letter is to provide you a report of our questions, concerns or need for additional data based upon our review of the submittal data provided for the Preliminary PUD Plan Application for the Riverside RV Park. The submittal data provided to us to conduct this review is summarized as follows:

1. Introduction letter authored by Mr. Chatmas
2. Completed Town of New Castle Development Application for the proposed action
3. Proof of legal ownership
4. Existing topography map with property lines and easements identified as prepared by Tuttle Survey Services
5. Site Plan with Emergency Vehicle Circulation as prepared by Gamba and Associates
6. Utility infrastructure plan prepared by Gamba and Associates
7. Traffic study prepared by Gamba and Associates
8. Geological hazards report prepared by H-P Geotech
9. Waste Engineering (Phase 1 follow up) no further action report
10. Stormwater analysis report prepared by Gamba and Associates
11. Irrigation supply report by Ashley Moffatt
12. Report on miscellaneous data for the project prepared by Mr. Chatmas.

Based upon our review of the aforementioned submittal data and previous meetings with the applicant and his engineer, we have developed the following comments, concerns and/or questions regarding this project:

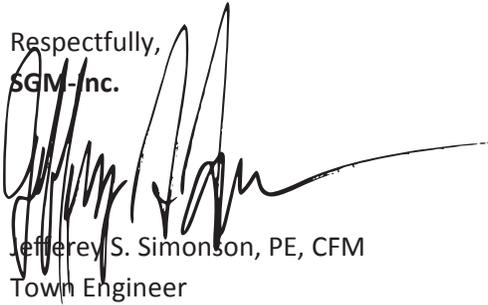
1. As this is a preliminary plan set of drawings, it is anticipated that as the project moves to final approval, construction drawings and cost estimates will be provided for review and approval which define, in specificity, the construction of all improvements and in particular the public improvements. Those improvements identified as public Improvements related to this project are:

- a. The bike path/sidewalk construction from River Park Condominiums throughout the frontage of this property. The path will need to match the existing path construction related to the River Park Condominium project.
 - b. Handicap ramps and that portion of the driveway(s) that will exist in CR 335 right of way.
 - c. Fire Hydrant construction for the new hydrant near the proposed emergency access easement.
 - d. Any ties to the Town's utilities (water and sewer ties).
2. For final approval, we anticipate that a storm water management plan will be presented for subsequent review and approval which will detail all BMP's that will be installed to mitigate erosion, mitigate dust and encourage revegetation of disturbed areas. Likewise, as the site exceeds 1 acre in size, the BMP's necessary for the contractor to follow during construction shall be identified along with submittal of the CDPHE approved SWMP permit.
3. Prior to final approval, EQR calculations for both water and sewer will need to be prepared, presented to and approved by the Town in order to accurately determine the water rights dedication fees, tap fees and tap fee surcharges for the River Park sewage lift station. It should be noted that the design of the River Park sewage pump station included the development of this property as part of the service area for the lift station thus capacity of the lift station is not a concern.
4. A letter of concurrence to the proposed emergency access for this project will need to be provided. Any identified improvements will need to be implemented with the final design.
5. HP Geotech has identified that the rockfall mitigation berm provided with their design is for a higher exceedance value for the "temporary" land use protecting an RV Park. HP also notes that a lower exceedance value should be used if/when permanent housing (ie., future hotel) will be proposed. Any approval should link this recommendation to the conditions of approval or the design and construction of the rockfall protection berm should be constructed originally with the lower exceedance value used.
6. Again, as this is a preliminary plan and construction details for the improvements have not been provided, we anticipate that the applicant will provide complete construction details for the paved accessways, driveways, utility construction and irrigation system construction proposed. As well, we anticipate that the applicant will provide lighting and landscape plans accordingly.

With this review, and given the applicants ability to provide the information identified above at Final PUD Plan submittal, we do not see specific concerns with this application and the proposed use applied for.

Upon your receipt and review, if you have any questions, please don't hesitate to call.

Respectfully,
SGM-inc.



Jefferey S. Simonson, PE, CFM
Town Engineer