

LAZY Y ROCKING J RV PARK SITE DEVELOPMENT PLAN AND SUBDIVISION PLAT

LETTER OF INTENT

OWNER/APPLICANT:

LONGHORN ACRES LAND & CATTLE, LLC
PO BOX 516
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CONSULTANT:

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SITE DETAILS:

TSN: 3207000007

ACREAGE: 34.5834 ACRES

CURRENT ZONING: RVP AND RR-5

CURRENT USE: STORAGE AND TELECOMMUNICATIONS

REQUEST

Longhorn Acres Land & Cattle, LLC requests approval of Minor Subdivision Plat to subdivide 34.5834 acres into 2 new lots a 1 new tract. The Minor Subdivision is accompanied by a Site Development Plan that encompasses 28.72-acres to allow for an RV Campground.

LOCATION

This 34.58-acre property is located west of Peyton Highway and south of East US Highway 24. A single access point off Peyton Hwy is located at the southeast corner of the property. A gravel drive serves the existing Quonset Hut and cell tower structure.

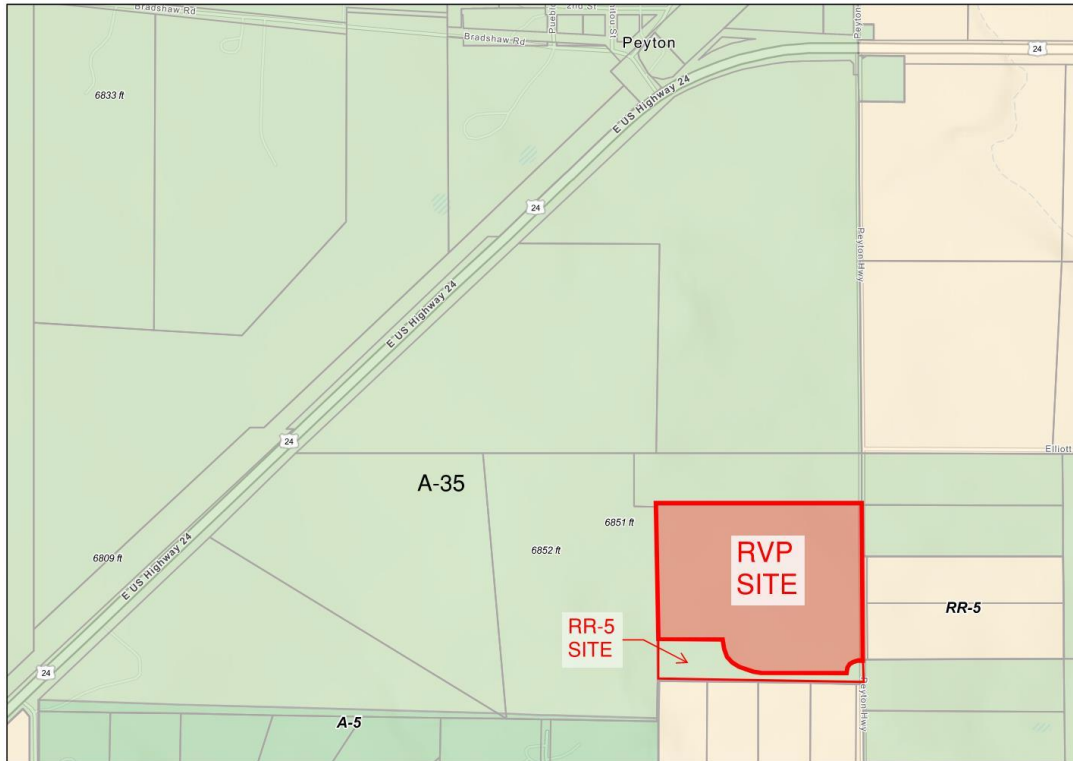


ZONING

The project site gained zoning approval from Board of County Commissioners on July 25, 2024. 5.28-acres are now zoned RR-5 and the remaining 29.42-acres are now zoned RVP. At the time of zoning approval, conditions were applied to the RVP zone district. These conditions are as follows:

1. No more than 100 campsites shall be allowed
2. No temporary or permanent housing is permitted at this site except for 1 caretaker's quarters
3. The maximum length of a single stay shall not exceed 90 consecutive days
4. The park shall be closed from December 1 through February 28 each year
5. The RV Park will always operate with a caretaker available either on the adjacent single-family lot or on-site
6. The Site Development Plan will substantially comply with the Site Plan submitted with the RVP rezone

Across Peyton Highway to the east there are four ~10-acre residential lots: two are zoned RR-5 (Norvell subdivision) and two are zoned A-35 (unplatted). Four RR-5 zoned vacant residential lots (Longhorn Acres subdivision) line the southern boundary. Abutting the property to the west is a 41-acre A-35 zoned agricultural parcel used for grazing. To the north is an unplatted 11-acre parcel used as a single-family residence, also being used for outdoor storage and operated as a repair business.



PROJECT DESCRIPTION

MINOR SUBDIVISION

The Lazy Y Rocking J Minor Subdivision Plat encompasses 34.58 acres and proposes 2 new lots and 1 new Tract. The first lot is in the RVP zone district, will be 28.72 acres in size, and will be developed into an RV Campground. The second lot is in the RR-5 zone district, will be 5.19 acres in size and will be developed with a single-family home. Tract A is 29,016 square feet and remains A-35 zoning as it is intended to maintain contiguous land use with the adjacent parcel to the North

DEVELOPMENT PLAN

The Lazy Y Rocking J Site Development plan encompasses 28.72 acres and proposes an RV campground to be used by visitors and guests traveling to the area. The park will accommodate a maximum of 100 campsites, 1 caretaker's quarters, a small recreational facility/camp store in the existing Quonset hut, bathroom facilities throughout the site, a playground, picnic areas, and substantial open space.

UTILITIES

Commitment letters from local providers have been provided for the new lots. Gas will be provided by Ed Glaser Propane. Electric will be provided by Mountain View Electric Association. Water will be provided by on-site wells and sewage is to utilize on-site septic systems on each individual lot.

ACCESS AND TRAFFIC

The single-family lot will utilize the existing access onto Peyton Hwy.

A Transportation Memo was prepared by CLH Associates LLC in October 2023 and amended in May 2024 and assumes 100 RV campsites and 10 tent/wagon campsites. The transportation memo addresses the primary point of entry to the RV Park on the west side of Peyton Highway, south of Elliot View. The anticipated trip generation is 21 trips in the morning peak hour with 7 vehicles entering and 14 vehicles exiting the site. The study then anticipates 27 total trips in the afternoon peak hour with 17 vehicles entering the site and 10 vehicles exiting. The number of campsites is limited by the zoning at a maximum of 100 total sites. The decrease in the number of sites would either modestly lower the trip generation estimate or remain the same. The Traffic Memo prepared for this project is included in the Subdivision application.

LU Code 416	Units	AM Peak Hour			PM Peak Hour		
		Enter	Exit	Total	Enter	Exit	Total
RV/Campsites	110	7	14	21	17	10	27

Analysis of future traffic conditions indicates that the addition of site-generated traffic is expected to create minimal impact to traffic operations for the existing and surrounding roadway system.

DRAINAGE AND DETENTION

Two full spectrum stormwater detention ponds are proposed on the site. Pond 1 will be in the northeast corner of the site just north of the access drive and Pond 2 will be located on the southern end of the site just north of the driveway of the single-family lot. Site drainage will be collected by swales throughout that will drain toward the detention ponds. Stormwater will be released at or below historic rates.

PROJECT JUSTIFICATION

SITE DEVELOPMENT PLAN

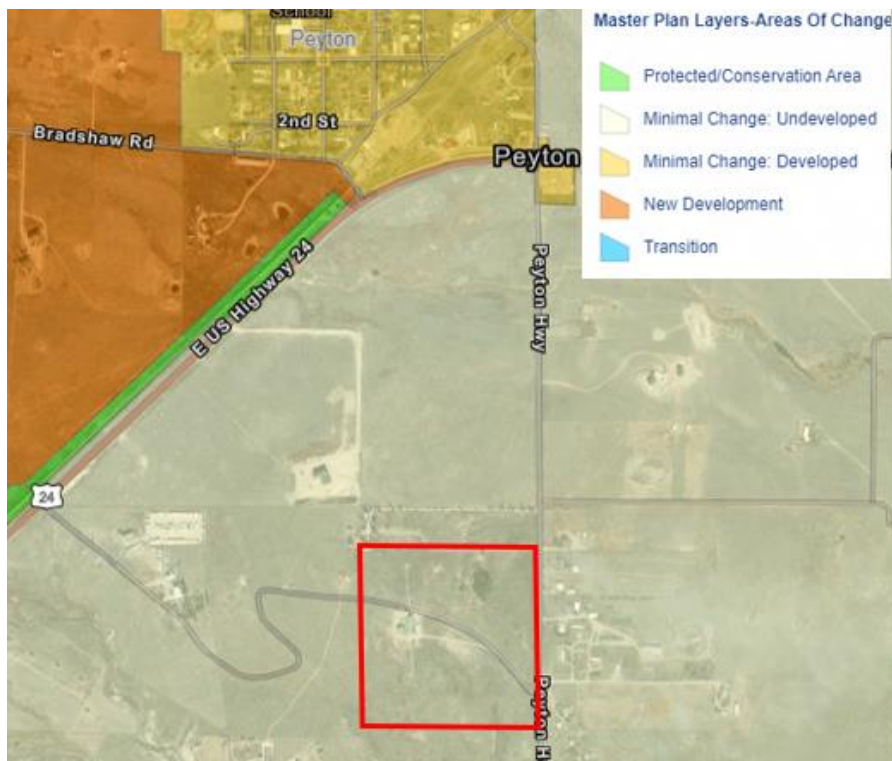
The LDC does not define any review criteria for Site Development Plans. All development standards are met and no relief requests are being sought. A thorough analysis of the use specific standards for the uses in the RVP zone is provided later in this document.

MINOR SUBDIVISION

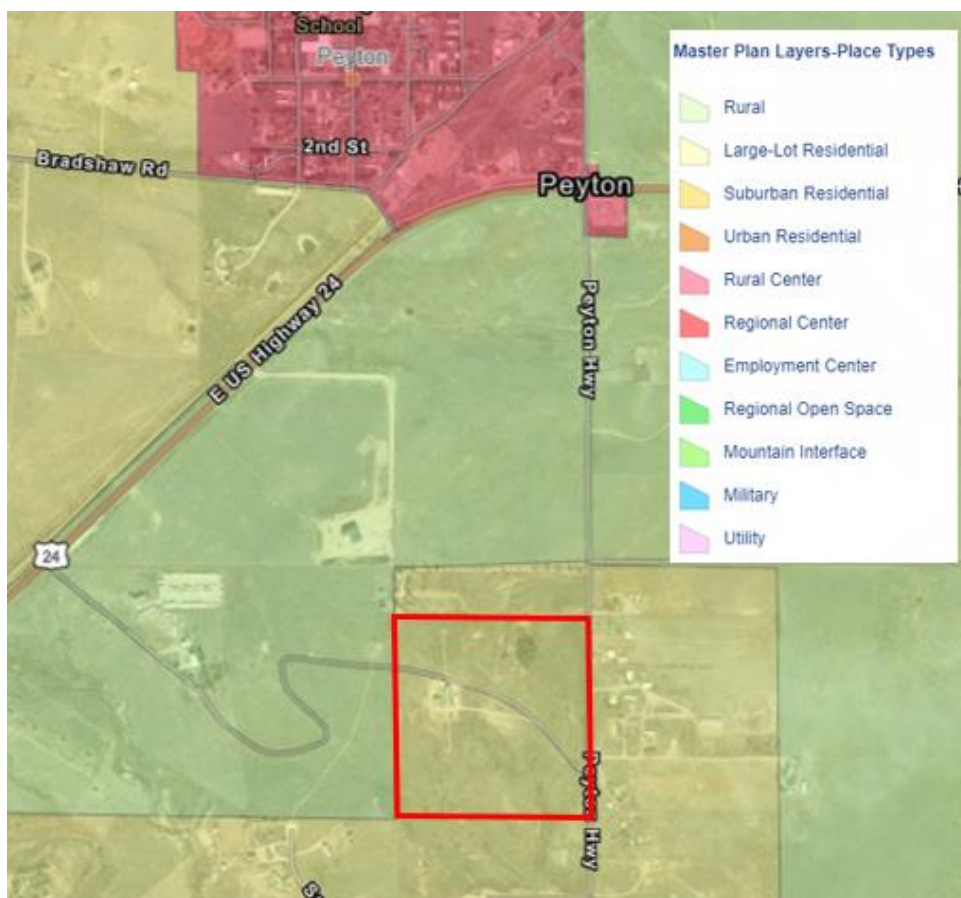
The request is consistent with the criteria for approval in in Section 7.2.1.D(3)(f):

1. The subdivision is in conformance with the goals, objectives, and policies of the Master Plan;

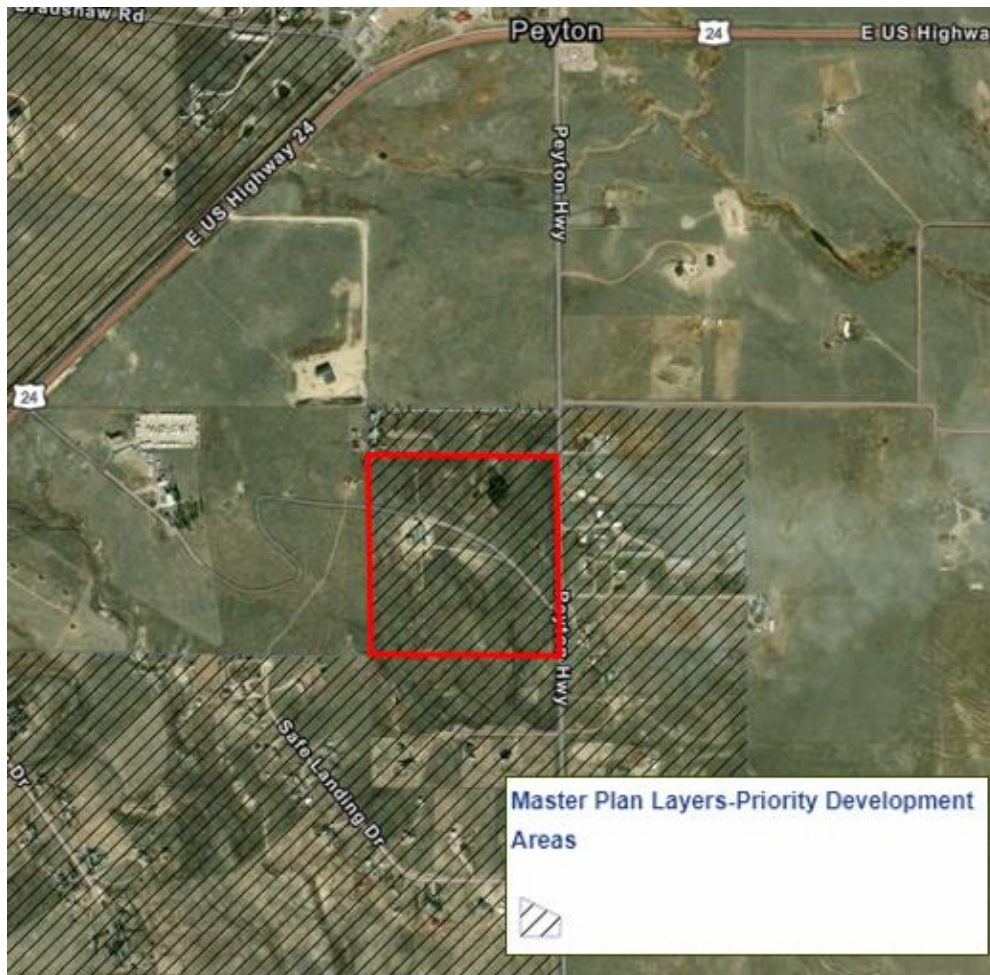
Your EPC Master Plan: In the Areas of Change chapter of the County Master Plan, the Lazy Y Rockin’ J project site is identified as “Minimal Change: Undeveloped.” The Plan states that Minimal Change: Undeveloped Areas will experience some development of select underutilized or vacant sites adjacent to other built out sites, but will be limited in scale so as not to alter the essential character.” The proposed 2-lot subdivision will maintain the large lot sizes found in the area. The 28.72-acre, RVP lot is consistent with the larger lots directly west of the project site and the 5.19-acre residential, RR-5 lot is consistent with the other residential lots north, south, and east of the project site. The surrounding area also has a mix of rural residential, commercial, and agricultural uses which is consistent with the proposed RV Park and single-family home. The proposed RV Park will maintain the natural features and existing structures on the site while introducing minimal additional permanent improvements. The only new structures proposed on the site includes small restroom and laundry facilities, a playground, and a few gazebos dispersed throughout the site.



The property is also within the Large Lot Residential Placetype. The 5-acre residential lot is compliant with the recommended land uses for this Placetype. However, the Master Plan is silent on tourist and recreation accommodations in all the Placetype categories. The County Master Plan anticipates requests for land uses outside of what is recommended in the prescribed Placetype and includes guidelines for how these requests should be handled. Your El Paso County Master Plan states, “When land use requests propose a use that is different than what a respective Placetype typically anticipates, the siting, scale, intensity, setbacks, and aesthetic nature should be evaluated to determine if the use can be appropriately integrated into the surrounding area.” The proposed RV Park will include generous buffering along the property lines. The layout of the park also consolidates majority of the campsites toward the south and west lot lines to minimize the impact to existing neighbors. The RVP zoning also limits the intensity of the use by limiting the number of campgrounds and mandating periods when the park will be closed.



The project site is also within a Master Plan Priority Development Area. The proposed subdivision is about .5 miles from the intersection of Peyton Hwy and Hwy 24 and will capitalize on the anticipated growth between Falcon and Peyton near the Hwy 24 corridor.



The project also aligns with the following Core Principles and Goals set forth in the County Policy Plan. As stated previously, the County Master Plan does not account for tourist accommodations however, by encouraging tourism, the Master Plan implicitly supports the need for a network of services and accommodations to support it.

Core Principle 7: Recreation and Tourism seeks to “Maintain and expand the County’s recreation and tourism options.”

Goal 7.1: “Support high-quality, sustainable outdoor recreation as a key amenity for residents and visitors.”

Goal 7.2: “Explore project, programs and initiatives for enhancing tourism in unincorporated areas”.

Goal RT3: “Explore projects, programs, and initiatives for enhancing tourism in unincorporated areas.” Including the Specific Strategy that states, “Protect and strengthen recreational tourism resources, natural and developed, permanent and temporary, due to their crucial importance to El Paso County’s tourism industry and overall economy.”

Major Transportation Corridor Plan (MTCP)

Peyton Hwy is currently classified as a Minor Arterial and the 2045 Roadway Plan classifies it as an Urban Major Collector. A future connection of Peyton Hwy, which currently dead ends into Falcon Hwy, is shown to realign the segments of Peyton Hwy and S Peyton Hwy between Judge Orr Rd and Falcon Hwy. The proposed connection of Peyton Hwy is identified as a collector. The 2060 Preservation Map also identifies the need to preserve additional right-of-way along Peyton Hwy to accommodate future road improvements. Per these requirements, 20' of right-of-way, running the length of eastern edge of the parcel will be dedicated upon Final Plat recordation.

Water Master Plan

This project is within the 4c region of the EPC Water Master Plan. The property is not within the projected growth area of region 4c. The proposed RV Park will initially be served by a new single well that will pull from the Denver Aquifer and will rely on existing water rights. This provides the proposed subdivision with a sufficient and reliable water source to meet the County's 300-year supply requirement. With much of the vegetation and grade on the site to remain largely undisturbed the aquifer should continue to receive infiltration across the site similar to historic levels.

2. The subdivision is in substantial conformance with the approved preliminary plan;

EPC Land Development Code defines the purpose of a Minor Subdivision as, "to provide a simplified review process which combines preliminary plan and final plat for subdivision of limited impact and complexity." This final plat does not require a preliminary plan because it will create less than 4 lots and the creation of these lots will not have substantial impact on surrounding lots. A Site Development Plan has also been submitted in conjunction with the Minor Subdivision.

3. The subdivision is consistent with the subdivision design standards and regulations and meets all planning, engineering, and surveying requirements of the County for maps, data, surveys, analyses, studies, reports, plans, designs, documents, and other supporting materials;

The proposed subdivision is in conformance with the subdivision design standards, which are discussed in more detail below. The subdivision design standards set out in Chapter 8 of the Land Development Code are met, including but not limited to:

- adequate provision for traffic, drainage, open space, recreation, and parks;
- adequate provision for water, sewer, and other utilities;
- Ensuring that structures will harmonize with the physical characteristics of the site;
- Ensuring that land is divided into lots that are of adequate size and configuration for the purpose for which they are intended to be used; and
- Protecting the natural resources, considering the natural vegetation.

- 4. Either a sufficient water supply has been acquired in terms of quantity, quality, and dependability for the type of subdivision proposed, as determined in accordance with the standards set forth in the water supply standards [C.R.S. § 30-28-133(6)(a)] and the requirements of Chapter 8 of this Code, or, with respect to applications for administrative final plat approval, such finding was previously made by the BoCC at the time of preliminary plan approval;**

A sufficient water supply has been acquired for the site meeting the County's 300-year rule. Water service for the RV Park will initially be provided by a new Denver Aquifer well and the RR-5 lot will be served by a separate individual domestic well on the new lots. The wells will rely on existing water rights. Water quality testing of the new wells will be completed per CDPHE and EPCHD requirements and are of sufficient quality to serve the proposed developments.

- 5. A public sewage disposal system has been established and, if other methods of sewage disposal are proposed, the system complies with State and local laws and regulations, [C.R.S. § 30-28-133(6)(b)] and the requirements of Chapter 8 of this Code;**

Wastewater service will be provided by onsite wastewater treatment systems (OWTS) that will be completed to CDPHE requirements. The Wastewater Disposal Report prepared by Entech concludes that the property is generally suitable for such an OWTS and that contamination of surface and subsurface water sources is remote provided the systems are installed and maintained per the approved engineering plans under El Paso County and State guidelines.

- 6. All areas of the proposed subdivision which may involve soil or topographical conditions presenting hazards or requiring special precautions have been identified and that the proposed subdivision is compatible with such conditions [C.R.S. § 30-28-133(6)(c)];**

No hazardous soil or topographical conditions are present on the site per the geohazard report that was submitted to Colorado Geological Survey for review.

- 7. Adequate drainage improvements are proposed that comply with State Statute [C.R.S. § 30-28-133(3)(c)(VIII)] and the requirements of this Code and the ECM;**

The Final Drainage Report prepared by JR Engineering addresses the drainage requirements for the project. In general, developed flows are collected in proposed swales, which convey stormwater to the full spectrum detention ponds, both located on Lot 1. Pond 1 is in the northeast corner of lot and Pond 2 is on the southern end of the lot. The proposed ponds will release stormwater below historic rates. These measures comply with the requirements of the LDC and ECM.

- 8. Legal and physical access is provided to all parcels by public rights-of-way or recorded easement, acceptable to the County in compliance with this Code and the ECM;**

Each new lot in the subdivision has direct physical access to Peyton Hwy.

- 9. Necessary services, including police and fire protection, recreation, utilities, and transportation systems, are or will be made available to serve the proposed subdivision;**

Commitment letters from local providers for fire protection, gas, and electric service have been provided with the application submittal.

10. The final plans provide evidence to show that the proposed methods for fire protection comply with Chapter 6 of this Code;

The Peyton Fire Protection District has adequate capacity to provide fire protection to the proposed subdivision. A Fire Protection Report and a Will Serve letter from the Fire Chief is included with this submittal.

11. Off-site impacts were evaluated and related off-site improvements are roughly proportional and will mitigate the impacts of the subdivision in accordance with applicable requirements of Chapter 8

Off-site impacts will be minimal. The off-site impacts from this subdivision do not warrant any physical improvements to surrounding roadways or infrastructure. Road Impact Fees will be paid at time of plat recordation. While noise generated from the RV Park will be minimal, the impacts will also be mitigated through site design. All of the RV camp sites will exceed the required setback from the property line and where appropriate, fencing or landscaping has been added to the site. Drainage from the development will also be captured through on-site systems and contained in two detention ponds on site. These ponds will be released at or below historic rates.

12. Adequate public facilities or infrastructure, or cash-in-lieu, for impacts reasonably related to the proposed subdivision have been constructed or are financially guaranteed through the SIA so the impacts of the subdivision will be adequately mitigated;

The Transportation Memo demonstrates that the development will not materially impact existing levels of service on surrounding roads. The development will be served by well and septic systems and will have no negative impact on existing County services and facilities.

13. The subdivision meets other applicable sections of Chapter 6 and 8; and

The proposed subdivision meets the applicable sections of the Code.

14. The extraction of any known commercial mining deposit shall not be impeded by this subdivision [C.R.S. §§ 34-1-302(1), et seq.]

There are no viable or practical commercial mining deposits on this site.

RVP USE AND DIMENSIONAL STANDARDS

1. Minimum Area of Park. *Recreational vehicle parks shall have a minimum area of 5 acres.*

The proposed RV Park is 28.72 acres.

2. Density. *No more than 25 recreational vehicles are allowed per acre of land.*

The proposed density is 3.48 RV/AC.

3. Road Frontage. *Recreational vehicle parks shall have at least 60 feet of frontage on a public road.*

The proposed RV Park lot has 1007' of frontage along Peyton Highway.

4. Height. *Buildings and structures in the RVP district shall not exceed 30 feet in height.*

The existing Quonset hut is 20' in height. New bathroom facilities and other structures will not exceed 30' in height and elevations of all existing and proposed structures are included in the Site Development Plan application.

5. Access. *Recreational vehicle spaces shall access the interior roadway system within the park. No road access to any space from a public right-of-way is allowed.*

No RV access is proposed off a public right-of-way. All RVs will have access from an interior roadway system.

6. Internal Roads and Sidewalks. *The internal road system in a recreational vehicle park shall be privately owned, constructed and maintained, and shall be designed for safe and convenient access to all spaces and to facilities for common use by park occupants, and comply with the fire department or authority requirements. The roads shall be at least 25 feet in width for 2-way and 18 feet in width for 1-way travel. The radius on all curves shall be at least 40 feet. If cul-de-sacs are used, adequate vehicular turning space shall be provided, with a minimum turning radius of 40 feet. Road grades shall not exceed 6%. Sidewalks shall be provided to serve, accessory, and recreational buildings. Road and sidewalks shall be adequately lighted, in conformance with Chapter 6 and shall be hard-surfaced.*

All proposed roads will be 25' wide for two-way traffic and 18' wide for one-way traffic. All proposed turn radii are 40' or greater and there are no proposed cul-de-sacs. All proposed road grades will not exceed 6%. The park will be very pedestrian friendly and there are gravel pathways leading from the internal driveways and parking stalls to the existing Quonset hut and recreation facilities. Minimal lighting is proposed on site and photometric plan is submitted with the SDP application. The park will also be 'Dark Sky' compliant.

7. Water and Sewer. *Water and wastewater facilities, including any sanitation dump stations, serving the recreational vehicle park shall comply with CDPHE and EPCPH regulations. If tent camping is allowed, provisions shall be made for appropriate sanitary facilities, to the satisfaction of the EPCPH.*

Water and wastewater facilities will comply with CDPHE and EPCPH regulations.

8. Fire Protection. *The recreational vehicle park shall comply with fire code regulations of the appropriate fire department or authority. Fires may only be made in stoves and other equipment intended for such purposes. The recreational vehicle park shall be kept free of litter, rubbish, and other inflammable materials.*

Fire code regulations will be followed and the site will be kept clear of trash and debris. Individual fire pits will be provided with each site. Rules of the park will require compliance with fire code regulations and restrictions and that fires be kept within the constructed fire pits or other equipment intended for such purposes such as propane stoves.

9. Landscaping. *Landscaping shall be in conformance with the requirements of Chapter 6. The boundary of the recreational vehicle park shall be buffered with, landscaping, hedges, evergreens, shrubbery or a 6-foot screening wall or fence installed to serve as a buffer from adjacent property. The landscaping, fences, or walls and adjacent setback areas shall be privately owned, constructed and maintained.*

A Landscape Plan demonstrating compliance with LDC section 6.2.2 is submitted with the Site Development Plan application. Trees will be planted along all property lines to serve as a buffer to neighbors. All landscaping will be privately owned and maintained.

- 10. Recreation Area Requirements.** *At least 8% of the total area of a recreational vehicle park shall be set aside as open space for recreational purposes for park users. This area may not include area reserved for service facilities, setbacks, or other non-useable areas.*

The proposed site layout will include 506,000 sf of open space and outdoor play space. This equates to 11.6 -acres or 39% of the site, well over the 8% that is required or 393,000 sf or 30% after removing leach fields, detention ponds and Tract A.

- 11. Storage Areas.** *Separate areas for temporary storage of boats, pull behind trailers, etc, if requested by PCD shall be reflected on the site development plan.*

Temporary storage facilities have not been requested or provided.

- 12. Recreational Vehicle Setback Standards.** *All recreational vehicles shall meet the setbacks in Table 4-6. Recreation vehicle park spaces shall be designed and located to ensure the setbacks will be met.*

Table 4-6 Dimensional Standards

Minimum RV Setbacks

- *From all property lines: 15'*

All RV sites are 15' or greater from all property lines. The sites in the northwest corner are a little over 60' from the north property line, and just over 25' from the west property line. The nearest RV site to the east property line is approximately 65' and the nearest site to the south property line is approximately 25'.

- *From other RVs: 20'*

All RVs are 20' or greater from the nearest adjacent proposed RV location. Most RVs will be approximately 40' apart.

- *From Arterial or Expressway: 50'*

All RVs are 50' or greater from Peyton Highway. The nearest RV to Peyton Hwy is approximately 65' away.

- *From any building structure: 20'*

All RVs are 20' or greater from all structure including the restrooms, gazebos, and the Quonset Hut.

Minimum Accessory Structure Setbacks

- *From exterior lot line of park: 25'*

All proposed accessory structures are 25' or greater from the exterior lot line of the park.

- 13. Private Towers.** *Private towers, except crank up towers attached to vehicles, shall not be located upon recreational vehicle spaces. Private towers may be located within common areas, subject to the requirements of Chapter 5.*

No private towers are proposed.

- 14. Animals.** *The occupants of each recreational vehicle may keep a maximum of 4 dogs or cats, subject to the requirements of Chapter 5.*

The animal requirements of Chapter 5 will be enforced as a part of the Park Rules and will be followed.

- 15. Site Development Plan.** *Site development plan approval is required for all recreational vehicle parks prior to occupancy of the park. Any locations proposed for temporary events, storage or tent camping shall be reflected on the site development plan.*

An approved Site Development Plan will be obtained prior to Park occupancy. There are no temporary uses proposed. Personal tent camping will be allowed on RV sites that are actively occupied with RVs and the ten Conestoga Wagon sites in the northwest corner will provide fixed, 'glamping' accommodations for guests and are not proposed for personal tent camping.

- 16. Maintenance Plan.** *A maintenance statement addressing ownership and maintenance shall NOT be submitted with the rezoning request, in accordance with Chapter 6. The maintenance plan shall be submitted concurrently with the plat and recorded in conjunction with the plat. If the recreational vehicle park is exempted from subdivision, then the maintenance plan shall be submitted and recorded prior to approval of the site development plan.*

A Maintenance Plan has been submitted with the Site Development Plan application.

- 17. Platting.** *Occupancy of a recreational vehicle is not allowed until the property is platted in accordance with the requirements of this Code, unless otherwise exempted by State Statute.*

The Final Plat will be approved and recorded prior to occupancy of the RV Park.

- 18. Signage.** *Any signage associated with the recreational vehicle park, and any temporary events shall conform to the requirements of Chapter 6.*

The Site Development Plan identifies an entry sign to the north of the main entrance. An associated Sign Plan has been submitted.