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**LETTER OF INTENT
MONUMENT SMALL ENGINE REPAIR & STORAGE**

Monument Small Engine Repair & Storage is a proposed Commercial Service rezoning to permit adding outside vehicle storage on a 3.86 acre parcel occupied by Monument Small Engine Repair, a long standing business in the Tri-Lakes area of the County. This parcel and several adjoining parcels including those west of the Railroad but within the Town of Monument were used for a landscape business including greenhouses, maintenance shop and storage, and display yard which began in the 1970's and has since closed. A Variance of Use was approved by the Board of Commissioners in October 2013 to permit the small engine repair use to continue within an RR-5 zoned area. The small engine business is a permitted use in the CS zone as is outside storage. No additional uses are proposed or anticipated. Although in the County, the property adjoins the Town of Monument on the east and south. More specifically, the property lies north of Monument Lake Road and just west of the Denver & Rio Grande Railroad in Section 15, T11S, R67W, 6th P.M.

As mentioned, the property to the east is within the Town and zoned Planned Industrial. That 3.98 acre parcel, known as "Mt. Herman RV Storage" is used for outside storage use. The parcel adjoining to the south is within the Town and zoned Planned Residential District to accommodate the single family house within it that used to be the landscape business owner's home. It now belongs to the owner of Mt. Herman RV Storage who resides there. North of that and adjoining our parcel to the west, County RR-5 zoning covers a 2.86 acre parcel that had greenhouses and a small house on it. This parcel, too, is owned by the owner of Mt. Herman RV Storage. The house remains and the owner's son-in-law resides there. Adjoining our site to the north is a 10.76 acre RR-5 parcel that is vacant and houses the floodplain of Crystal Creek. The floodplain functions as a transition zone from the platted residential lots northwesterly and Highway 105 on the north, to the railroad, town and this site. The owner of the floodplain parcel owns and resides on an adjoining 5.04 acre parcel and leases the floodplain parcel to others for grazing.

The proposed storage use is in keeping with that same use adjoining and makes constructive use of about an acre of the unused portion of the property. It will generate additional income making the cyclical small engine business more secure and, hopefully, eventually adding an employee. All necessary utilities including a commercial use well and septic system currently serve the site and the existing business provides on site management and security during normal business hours from Monday through Saturday.

Access to the property is from the east end of Monument Lake Road near where it intersects the railroad. Easements totaling at least 34 feet in width run north approximately 150 feet through the residential parcel to the property. Mitchell Avenue joins Monument Lake Road in a "T" intersection perhaps 100 feet west of this access. Both roads are two lane asphalt paved from this intersection; south on Mitchell and west on Monument Lake. Both function as a local access road.

The short 100 foot portion of Monument Lake Road going east from Mitchell has served only to provide access to these parcels and has recently been widened, realigned and surfaced from the intersection through Mt Herman's residential parcel to their Storage business. This is the same access Monument Small Engine uses and these upgrades are sufficient for this proposed use as well.

The area devoted to storage slopes gently down to the west, is approximately 1.25 acres (32.4% of the site) in size and lies on the northern and eastern portion of the property, directly adjoining and at about the same elevation as Mt. Herman RV Storage. The drive lanes and storage stalls are paved with recycled asphalt and spaces are delineated with polypropylene rope. Approximately 70 twelve foot wide spaces are possible, ranging from 11 feet to 44 feet in length. A 6 foot high basket weave cedar fence has been placed around the storage area on this site which matches that on the Mt. Herman Storage site. Although there are no published ITE trip generation rates for this use, when completed, this storage business is expected to add about 7.5 trips per weekday to the current 10 trips based on the traffic analysis done for Mt. Herman Storage. That number of trips is well within the capacity of the current improved access.

The current RR-5 zoning is simply the zone category now assigned to the original County initiated zoning of A-5 done in 1955. This parcel has never been rezoned, consequently, as the initially agricultural land uses dwindled away it left the still viable but non-conforming small engine repair which was approved with the Variance of Use in 2013. A Variance of Use was denied by the County last year for this storage use, perhaps because rezoning was thought a better solution. Annexing into the Town of Monument was explored again last winter but requires water and sewer connections which are currently not available at a cost that the owner can bear. And, as previously mentioned, sufficient water and wastewater capacity exists onsite currently for all planned uses.

The property lies within Sub Area 3 of the 2000 Tri Lakes Comprehensive Plan which is the applicable Small Area Plan that is part of the County Master Plan. Discussion in the Sub Area 3 chapter focuses on existing residential uses rather than any commercial land use and therefore has little to say other than that parts of the sub area may be able to annex into either Monument or Palmer Lake at a later time. At the time the Tri Lakes Plan was formulated, this parcel and all adjoining parcels (13 acres +) were an active commercial use as the Mountain Farmer. Indeed, they were active even before the previous 1983 Tri Lakes Plan. Little was felt needed to address.

Storage use on this site is compatible with the industrial, storage and business uses adjoining in the Town and nearby commercial uses in Palmer Lake or the Tri Lakes Fire District Station no. 1 on Highway 105 and of course the railroad. Any visual concerns are mitigated by the fencing and required or proposed landscaping. The storage use is minimal (30% of the adjoiner) and will not adversely affect neighboring property values. Sufficient infrastructure and emergency services already exist for the proposed use.