

LAZY Y ROCKING J RV PARK MAP AMENDMENT (REZONING)

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: 30.0959 ACRES

CURRENT ZONING: A-35

CURRENT USE: VACANT

REQUEST

Longhorn Acres Land & Cattle, LLC requests approval of a Map Amendment (Rezoning) from A-35 to Recreational Vehicle Park (30.0959 Acres).

LOCATION

This A-35 zoned 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. A grove of evergreen trees sits in the northeast quadrant of the site.

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 operated as a repair business.

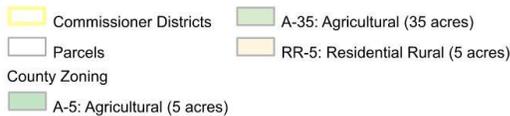


PROJECT DESCRIPTION

The Lazy Y Rocking J Property RVP map amendment request is for a zone change of 30.0959 acres from A-35 to RVP. In conjunction with this request a concurrent map amendment is requested to rezone the remainder of the 36.24-acre property owned by Longhorn Acres Land & Cattle, LLC. to RR-5. It is also intended to plat the property into 1 lot for the residential use and 1 lot for the RV Park. The intent is that the home constructed on the 5.3-acre property will be occupied by the property owner who will also be the on-site managers of the adjacent RV Park.



December 21, 2023



PROJECT JUSTIFICATION

The request is consistent with the criteria in Section 5.3.5.B for a Map Amendment (Rezoning) as follows:

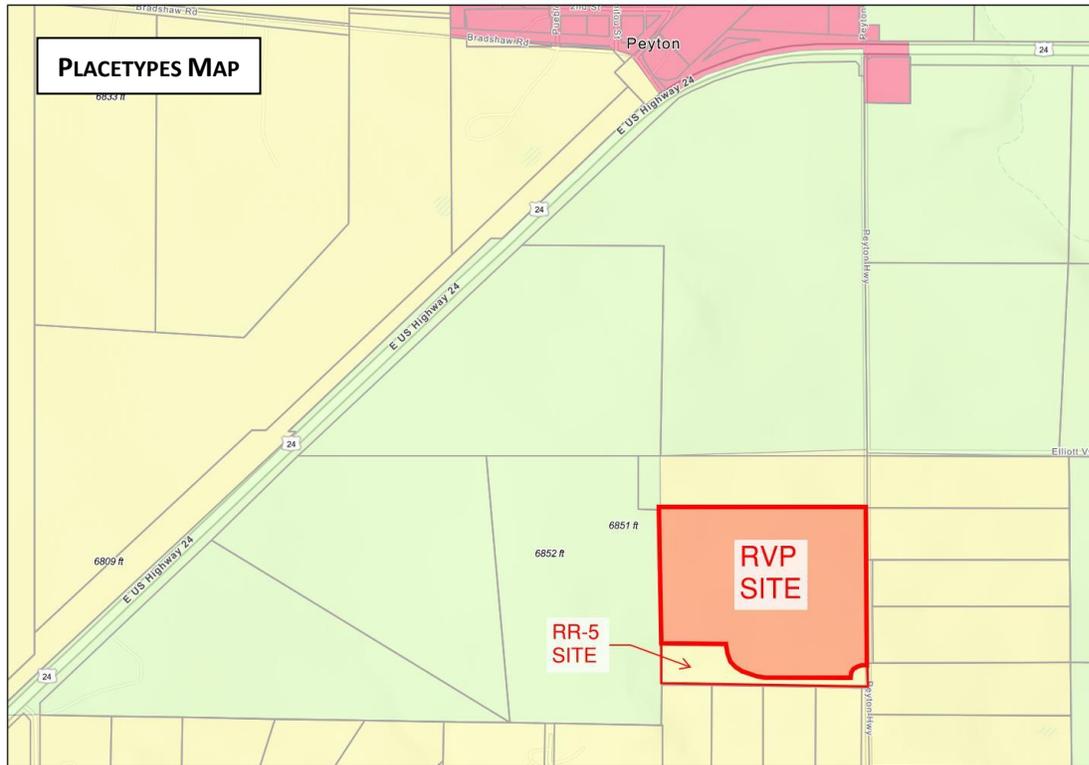
- 1. THE APPLICATION IS IN GENERAL CONFORMANCE WITH THE EL PASO COUNTY MASTER PLAN INCLUDING APPLICABLE SMALL AREA PLANS OR THERE HAS BEEN A SUBSTANTIAL CHANGE IN THE CHARACTER OF THE NEIGHBORHOOD SINCE THE LAND WAS LAST ZONED;**

The relevant County master plan documents for the Map Amendment (Rezone) are Your El Paso County Master Plan, the El Paso County Water Master Plan, the El Paso County Major Transportation Corridor Plan, and the El Paso County Parks Master Plan.

YOUR EPC MASTER PLAN

The project site is denoted as a Large Lot Residential placetype in Your EPC Master Plan. The primary land uses in this placetype are Single-family Detached Residential (typically 2.5-acre lots or larger) with a supporting use of Commercial Services (limited). The Recreational Vehicle Park (RVP) proposed in this project does not get captured by any placetype of the Your EPC Master Plan, but the low-impact and commercial nature of the proposed land use most closely aligns with the Commercial Services land use.

This rezone is located in an area of A-35 zoning that is bordered on two sides by existing RR-5 zoning. Additionally, the property is located less than a mile from the Town of Peyton. These factors make the RVP zoning more compatible than in other A-35 areas. While the RVP land use consists of more dense development than RR-5, the rezone will provide travelling people a place to stay while remaining in close proximity to the services and goods provided by the Town of Peyton and to the Peyton Highway & Highway 24 intersection. The expected seasonality of an RVP will also contribute to less activity than a land use accompanied by traditionally year-round users.

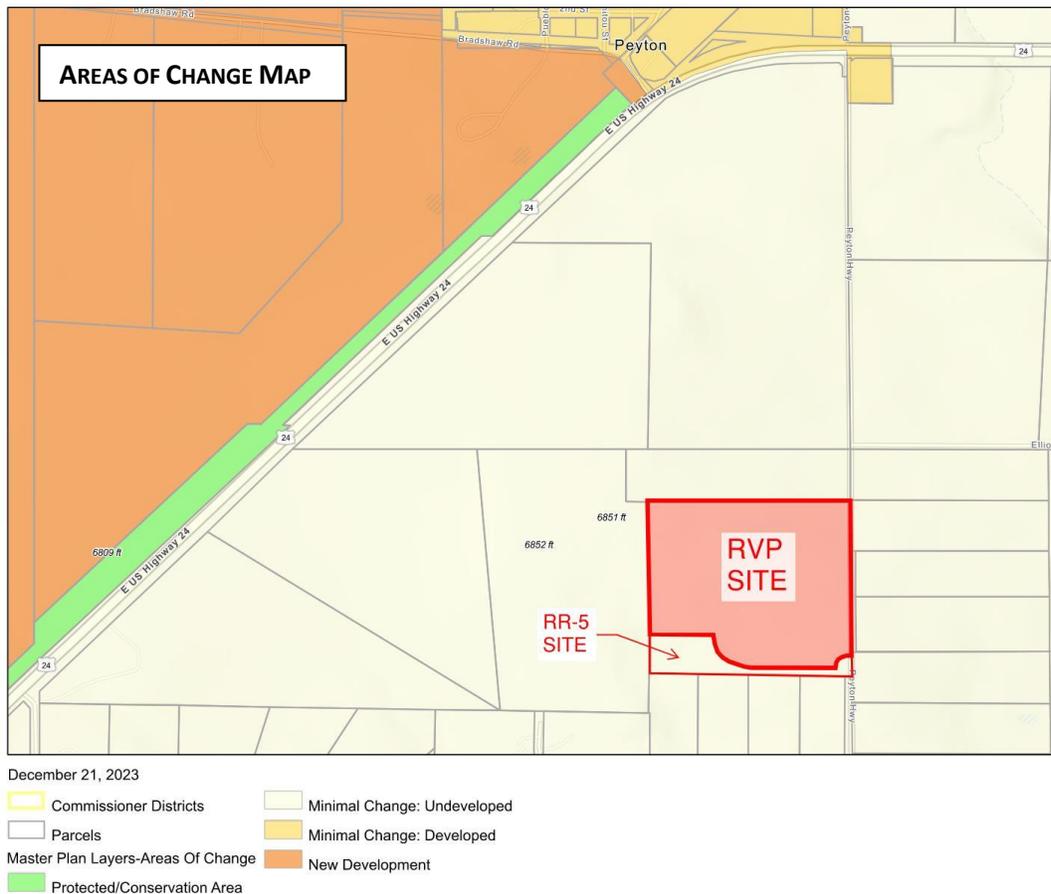


December 21, 2023

- Commissioner Districts
- Large-Lot Residential
- Parcels
- Rural Center
- Rural

In the Areas of Change chapter of the County Master Plan, the project site is identified as a “Minimal Change: Undeveloped Area”. 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 RVP development would be a unique use for the area that would add character and attract visitors to the area which would support the local economy. The property is currently vacant and the existing infrastructure on site is seen as underutilized – this is especially true when considering its proximity to the Town of Peyton.

This site does not have a designation under the Key Areas portion of the County Master Plan.



Core Principle 1, Land Use and Development, seeks to “Manage growth to ensure a variety of compatible land uses that preserve all character areas of the county.” Goal 1.3 seeks to, “Encourage a range of development types to support a variety of land uses.”

The proposed RVP zoning would provide modest economic support to the nearby town of Peyton and would add to the range of development types in the area by giving visitors a location to enjoy the Campground amenities and other nearby attractions and features, provide another overnight option for passers through and enjoy the rural environment for longer stays.

Core Principle 4, Transportation & Mobility, seeks to “Connect all areas of the County with a safe and efficient multimodal transportation system” Goal 4.2 seeks to, “Promote walkability and bikability where multimodal transportation systems are feasible.”

The proposed RVP zoning would accomplish these goals by connecting more people to a nearby Rural Center of Peyton and a variety of existing and proposed trails in the vicinity. The existing portion of the Rock Island Trail terminates less than a mile away in the Town of Peyton. Just to the west on the Rock Island Trail a proposed secondary regional trail would connect bikers to Homestead Ranch Regional

Park. The proposed Black Squirrel Creek Trail is less than 3.5 miles to the south of the project site along Peyton Highway. People travelling with RVs often bring other forms of transportation for local trips including bicycles. These patrons could utilize the proposed Bicycle Route which moves along N. Peyton Highway to access the aforementioned trails efficiently.

WATER MASTER PLAN

This project exists within the 4c region of the EPC Water Master Plan. The property is not within the growth area identified for Region 4c. The RV sites will be served by a Transient Commercial Water System drawing from the Denver Aquifer and will rely on existing water rights. This provides the proposed RVP with a sufficient and reliable water source to meet the County's 300-year supply requirement, consistent with Goals 1.1 and 6.0 of the Water Master Plan. With much of the vegetation and grade on the site to remain largely undisturbed the aquifer should continue to receive infiltration across the site at similar to historic levels. The intent is to place water meters at each RV site and ask campers to conserve water, consistent with Master Plan Goal 6.1.2 to promote water conservation.

EL PASO COUNTY MAJOR TRANSPORTATION CORRIDOR PLAN (MTCP)

The 2040 MTCP identifies Peyton Highway, which runs along the eastern side of the site boundary as a Minor Arterial. The 2060 Preservation Map identifies the need to preserve additional right-of-way along Peyton Highway to accommodate future road improvements. These requirements of the MTCP will be taken into account in the Site Development Plan and Final Plat for the property, which will be submitted once the RVP rezone is approved.

EL PASO COUNTY PARKS MASTER PLAN

The Parks Master Plan identifies a future bike route along Peyton Highway. In less than a 1-mile radius, and directly connected via the proposed bike route on Peyton Highway, patrons of this RVP would have access to an existing Primary Regional Trail (Rock Island Trail) and a proposed Secondary Regional Trail. These connections would allow patrons to access the nearest regional park (Homestead Ranch) without the use of a motor vehicle. Connections like these help visitors engage and appreciate the beautiful natural areas El Paso County has to offer.

2. THE REZONING IS IN COMPLIANCE WITH ALL APPLICABLE STATUTORY PROVISIONS, INCLUDING BUT NOT LIMITED TO C.R.S. §30-28-111 §30-28-113, AND §30-28-116;

As the proposed rezoning fulfils the goals of the County Master Plan as described under criterion (1) above and is a compatible land use within the context, as described in criterion (3) below, it therefore complies with the statutory provisions that allow County's to establish, limit, regulate, or amend zoning within the unincorporated parts of El Paso County in the interests of public health, safety and welfare.

3. THE PROPOSED LAND USE OR ZONE DISTRICT IS COMPATIBLE WITH THE EXISTING AND PERMITTED LAND USES AND ZONE DISTRICTS IN ALL DIRECTIONS;

The Lazy Y Rocking J RVP property is currently vacant, as such, the land has not been substantially disturbed. The site is bordered to the north by a single-family residential lot zoned A-35. Across Peyton Highway to the east the property shares a boundary with four residential parcels – two are zoned as RR-

5 and two are zoned A-35. To the south, four RR-5 lots back up to the boundary. One grazing lot zoned as A-35 sits to the west.

In addition to the rezoning requested with this Letter of Intent a concurrent rezoning application will be submitted to rezone the southern portion of the site to RR-5. This RR-5 lot will act as an additional buffer for the lots to the south and will provide housing for the property manager. The proposed zoning is complementary of surrounding zones and rural centers. The zoning to the south is RR-5 and the east boundary is split between RR-5 and A-35. A-35 zoning completes the border of the project site occupying the north and western boundaries. The proposed RVP rezone would create an opportunity for RVP patrons to support the rural center that is the Town of Peyton. The RVP exists within an area that is largely A-35 and RR-5 with some A-5 existing to the southwest. The site offers plenty of space for landscape buffering between uses to mitigate the visual and auditory activity. The rezoning of the Lazy Y Rocking J parcel will add a more unique land use to the area and will do so without causing undue impacts on the surrounding parcels.

4. THE SITE IS SUITABLE FOR THE INTENDED USE, INCLUDING THE ABILITY TO MEET THE STANDARDS AS DESCRIBED IN CHAPTER 4 OF THE LAND DEVELOPMENT CODE, FOR THE INTENDED ZONE DISTRICT.

Zoning Standards: Future development of this portion of the property will meet the use and dimensional standards for the RVP zone as set out in Chapter 5 of the Land Development Code (LDC). The 30-acre site can accommodate the standards for RVPs as specified in the LDC:

4.2.5. RVP, Recreational Vehicle Park District

(B) Allowed, Special, Accessory, and Temporary Uses. The allowed, special, accessory, and temporary uses in the RVP district are shown in the use table in Chapter 5.

(C) **Use and Dimensional Standards.** All uses and development in the RVP district are subject to following standards.

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

- The proposed RVP is 30 acres.

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

- The proposed density is 3.3 RV/AC.

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

- The Proposed RVP has greater than 60' of frontage along Peyton Highway.

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

- The proposed buildings will not exceed 30' in height (building elevations will accompany the Site Development Plan).

(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 road 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 the only proposed cul-de-sac is not intended for RV use. Road grades have not been finalized at this preliminary stage; final grading will be completed in conjunction with geotechnical findings. A final sidewalk layout and lighting plan are not complete at this preliminary stage, but general locations of paved walks are provided in the RVP Site Plan, which accompanies this submittal.

(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. Tent sites are located in the immediate vicinity of a sanitary facility.

(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 shall be followed and a Maintenance Plan will be provided with the subsequent SDP submittal.

(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.

- Landscaping will be provided as required by LDC Chapter 6.2.2 and will be identified on the future Site Development Plan. The landscape plan may include a request for alternative landscape design to address water conservation objectives, as allowed under Chapter 6.2.2.(A)(4). Appropriate buffer treatment will be provided commensurate with the scale and location of the proposed RV park activities, existing vegetation, and the relationship to and intensity of adjacent land uses.

(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 accommodates a greater than 8% area of the total site area for recreational use by park users.

(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.

- If requested a storage area will be provided on the SDP.

(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'
 - o All RV sites are 15' or greater from all property lines.
- From other RVs: 20'
 - o All RVs are 20' or greater from the nearest adjacent proposed RV location.
- From Arterial or Expressway: 50'
 - o All RVs are 50' or greater from Peyton Highway.
- From any building structure: 20'
 - o All RVs are 20' or greater from the nearest accessory structure.

Minimum Accessory Structure Setbacks

- From exterior lot line of park: 25'
 - o 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 currently 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 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 currently no temporary uses proposed on the RVP Site Plan.

(16) **Maintenance Plan.** A maintenance statement addressing ownership and maintenance shall 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.

- The applicant requests that a Maintenance Plan is deferred to the SDP.

(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.

- An approved Final Plat will be obtained before 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 RVP Site Plan identifies an entry sign to the north of the main entrance. An associated Sign Plan will be submitted with the SDP.

Traffic: The TIS completed by CLH in October of 2023 assumes 100 RV campsites and 10 tent/wagon campsites. The TIS addresses the primary point of entry to the overall development area at the following location:

- One new site access on the west side of Peyton Highway, south of Elliot View.

It is anticipated this development would generate a combined 48 new vehicle-trips on the average weekday during peak hours with 7 vehicles entering and 14 vehicles exiting the site in the morning. 17 vehicles are anticipated to enter the site in the afternoon with 10 vehicles exiting.

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

Utilities: Gas will be provided by Ed Glaser Propane Inc. Electric will be provided by MVEA. Water will be provided by on-site wells and sewage is to utilize on-site septic systems.

Floodplain: The proposed RVP rezoning area is designated as Zone X, area of minimal flood hazard (FEMA Floodplain Map No. 08041C0375G, dated 12/07/2018).

Wetlands: This proposed rezone site contains no wetland areas.

Natural Features/Vegetation: This proposed rezone area includes a stand of evergreen trees that sit in the northeast quadrant of the site. These trees are intended to be preserved and incorporated into the site design. The vast majority of the site is vegetated with native grasses on gentle slopes.

Wildlife: This site is not indicated to have any potential for the Preble's Meadow Jumping Mouse habitat.

Wildfire: The primary wildland fuel type is grassland with a small cluster of trees. The Colorado State Forest Service has determined a large portion of the site to be the lowest intensity on the Fire Intensity Scale. Smaller portions of the site are delineated as low and moderate intensity. The cluster of evergreen trees located in the northeast quadrant of the site garner a high intensity rating. The wildfire hazard is listed as having a moderate Burn Probability.

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