

PLANNING AND COMMUNITY DEVELOPMENT DEPARTMENT
CRAIG DOSSEY, EXECUTIVE DIRECTOR

October 3, 2018

RE: Administrative Determination- Meadow Lake Airport
13625 Judge Orr Road
Peyton, CO 80831

To the Meadow Lake Airport Association and Authorized Representative,

A request on behalf of Meadow Lake Airport has been received by El Paso County for a determination of the process, in correspondence dated August 5, 2018, attached under Exhibit Cor. 1, for County adoption of Meadow Lake Airport's depicted Federal Aviation Administration Part 77 surface overlays in the unincorporated areas of El Paso County, Colorado. For a better understanding of the history of this area, a timeline of historical events pertaining to Meadow Lake Airport has been attached as Exhibit A hereto.

Compliance with the El Paso County Land Development Code, including Appendix B, Guidelines and Regulations for Areas and Activities of State Interest, of the El Paso County Land Development Code (aka "1041 Regulations"), and applicable state statutes is necessary for any alteration, creation, or deletion of Airport Influence Areas; which would include establishment of the Part 77 surface overlays. Specifically the 1041 regulations Section 7.103 (5) Airport Influence Area provides that:

"(1) for Commercial Airports (CA): the Airport Noise Subzone, the Aircraft Navigation Subzone, the Accident Potential Zones I and II, and the Runway Protection Zone, all as shown on the County –approved "Commercial Airport District Map," dated September 23, 2003, on file in the office of the Department of Development Services, as amended, and which is fully incorporated herein by this reference; (2) for all General Aviation Airports-Reliever(GA-R): the Runway Protection Zone and the conical surface, as shown on the FAA and/or County approved Airport Master Plan or Airport Layout Plan; and (3) for all General Aviation Airports (GA): the Runway Protection Zone and/or the conical surface shown on the Airport Master Plan or other zones comparable to the Airport Navigation Subzone, the Accident Potential Zones I and II, and the Runway Protection Zones used by Commercial Airports. The Airport Influence Area is included as a part of the designated activity and development thereof is controlled under these regulations because of natural or man-made physical features, relationships to airport access, effects of secondary impacts, or other special circumstances found by the Board of County Commissioners."

The applicable statutory reference is:

CRS § 43-10-113. Safe operating areas around airports - establishment

(1) The general assembly hereby declares commercial service airports, public airports, reliever airports, as defined in 49 U.S.C. sec. 47102, and the land areas surrounding such airports, as defined in 14 CFR part 77, to be a matter of state interest as provided in article 65.1 of title 24, C.R.S.

(2) Governmental entities with zoning and building permit authority shall adopt and enforce, at a minimum, rules and regulations to protect the land areas defined in 14 CFR part 77.

Meadow Lake has stated that they are classified by the Federal Aviation Administration (FAA) as a Private, Reliever, Local airport within their submitted 1041 documents related to 2.303, items 1-23, page 17, attached under Exhibit B.

Pursuant to the El Paso County 1041 Regulations, Section 7.103(17), Site Selection means:

(1) the process for determining the location of a new Commercial, General Aviation-Reliever or General Aviation airport or; (2) the expansion or relocation of an existing airport. Expansion of an existing airport also includes extension of runways and development or operational changes, and any development or operational change which allows, or is likely to lead to any of the following as located within unincorporated El Paso County:

(a) Creation, alteration or expansion of the Airport Influence Area applicable to the airport in question.

The importance of this discussion, and the necessary procedural steps, are a result of County staff finding no records that indicate that El Paso County has ever previously adopted zoning overlays reflective of the Meadow Lake Airport Part 77 Surfaces or any associated zoning overlays.

1041 Permit

Based on the County 1041 Regulations, Meadow Lake Airport is required to submit for approval a 1041 Permit application to create, alter, or expand the Airport Influence Area. Prior actions do not negate the need for this application. The prior actions that have been taken to expand the Airport Influence Area as previously approved in master planning documents or mapped by the County, or by the expired PUD Development Plan, no longer match activities which are occurring on the ground.

The previously approved GA-O application (2012) did not approve an Airport Master Plan or Layout Plan, adoption and/or enforcement of noise contours, airport accident zones, or Part 77 Surfaces. In fact, a condition of the GA-O approval stated that such approval did not constitute approval of the Airport Master Plan. It is the responsibility of the applicant to submit a 1041 Permit application to modify the Airport Influence Area to reflect the addition of the turf runway, as depicted in GA-O-12-1.

The Airport Influence Area resulting from the relocation of the turf runway that you have depicted on your recently submitted 1041 Permit application does not reflect what was approved with the 1990 Master Plan, the 2006 Sketch Plan, or the 2008 Falcon/Peyton Small Area Master Plan update. Pursuant to the regulations, the 1041 Permit application shall provide the necessary maps to appropriately depict the Airport Influence Area. The applicant shall provide evidence of classification of the airport from the FAA and the Secretary of Transportation. In addition, the Master Plan that accompanies the 1041 Permit application shall be approved by the FAA.

The 1041 Permit application shall comply with Section 7.202, Review Criteria, of the 1041 Regulations, unless a waiver is otherwise submitted and approved. If the Permit Authority finds that the application does not comply with each of the criteria, then the 1041 Regulations state that the Permit application “shall be denied or may be approved with conditions.” Specifically, staff recommends the applicant take particular notice of Subsection 15 of Section 7.202, which states:

“The applicant can provide evidence that sufficient property rights or restrictions exist, or alternatively, that adequate measures have been or will be taken and property rights have been or will be acquired to demonstrate that the airport site or expansion, and uses and activities associated with or generated by it, can be legally operated as proposed.”

Land Development Code Amendment and Map Amendment (Overlay Rezoning)

If the 1041 Permit application is approved and the new Airport Influence Area is established via the information included in the application, the applicant must then request both an amendment to the Land Development Code and the application of the amended Code via a map amendment (overlay rezoning) to the land included within the Airport Influence Area. Both applications shall be initiated by the applicant and will ultimately require review and recommendation by the El Paso County Planning Commission as well as review and approval by the El Paso County Board of County Commissioners.

The request for a Code amendment is required because the purposes of the current GA-O overlay would no longer align with the intended purpose, that being to reflect the Part 77 airport surfaces. The current GA-O zoning classification does not prevent structures from being built within the overlay. It only restricts any rezoning to one (1) dwelling unit per 2.5 acres and lists uses allowed in non-residential areas.

If the required Code amendment is approved, the applicant would then be required to submit a request for a map amendment (overlay rezone) for all the subject properties to be included in the Meadow Lake Airport Influence Area. The owner(s) of each property will be required to sign each application, or to sign an Authority to Represent Form, thereby allowing the Airport to submit the map amendment to the County in association with each parcel of land. Please be aware that it may also be necessary to modify the base zoning of the current R-4 (Planned District) properties within the airport, which could require a separate map amendment (rezoning) application.

The current facilities at the airport appear to be different from those identified and allowed in the Falcon/Peyton Small Area Master Plan. For that reason, it may be necessary to amend or update that Plan, unless those changes can be incorporated into the anticipated upcoming effort to amend the El Paso County statutory master plan.

Payment of all applicable fee(s) will be required for each application. Please note that any denied application does not warrant a refund of fees paid. Payment of fees is based upon the cost of service to the County to process each application and is not a guarantee of approval.

Please note that per Section 2.2.1.H of the El Paso County Land Development Code, all administrative determinations, such as this one, may be appealed to the Board of County Commissioners within 30 days of the date of the decision.

If you have any questions or concerns regarding this determination, please contact myself or Gabe Sevigny, Planner II, at (719)520-7943 or gabesevigny@elpasoco.com.

Sincerely,

A handwritten signature in black ink, appearing to read "Craig Dossey". The signature is fluid and cursive, with the first name "Craig" being more prominent than the last name "Dossey".

Craig Dossey
Executive Director
El Paso County Planning and Community Development Department
Cc: Gabe Sevigny, Planner II

Attachments:
Exhibit COR.1- August 5, 2018
Exhibit A
Exhibit B

Meadow Lake Airport Association, Inc.

13625 Judge Orr Road, Meadow Lake Airport (KFLY), Peyton, CO 80831-6051

To: Craig Dossey, Director, El Paso County Planning & Community Development
From: President, MLAA Board of Directors
Subj: MLAA 1041 Application

The following is a summary of the chronology related to the Part 77 application for Meadow Lake Airport:

1974 HB 74-1041 enacted legislation establishing "Matters of State Interest"

CRS 43-10-113, Safe operating areas around airports - establishment

(1) *The general assembly hereby declares commercial service airports, public airports, reliever airports, as defined in 49 U.S.C. sec. 47102, and the land areas surrounding such airports, as defined in CFR part 77, to be a matter of state interest as provided in article 65.1 of title 24, C.R.S.*

(2) *Governmental entities with zoning and building permit authority shall adopt and enforce, at a minimum, rules and regulations to protect the land areas defined in 14 CFR part 77.*

1988 Colorado Division of Aeronautics is created.

1989 FAA designates Meadow Lake Airport a "General Aviation Reliever Airport".

1990 Meadow Lake completes an initial Master Plan in accordance with provisions/requirements of the FAA Airport Improvement Program. A component of the Master Plan includes is the Airport Layout Plan (ALP), which includes a depiction of Part 77 surfaces

1998 El Paso County publishes a "Strategic Plan" which includes:

A. Small Area Plans:

9. Falcon/Peyton Comprehensive Plan (1993)

B. Topical Elements:

5. Meadow Lake Airport Part 77 Study (1990)

Yet no further action was taken by the County to implement land use protection required by CRS 43-10-113

Late 1990's El Paso County prepares GIS depiction of the County land areas, which include depiction of all county airport Part 77 surfaces.

Yet no further action was taken by the County to implement land use protection required by CRS 43-10-113

2008 El Paso County approves a revision to the Falcon-Peyton Small Area Master Plan, including a depiction of the "Meadow Lake Airport Influence Area" (based on the Part 77 surfaces).

Yet no further action was taken by the County to implement land use protection required by CRS 43-10-113

- 2010 Meadow Lake Airport requests extension of the "Airport Overlay (AO-G)" to include all properties purchased by the airport. Conversations include discussion of the CRS & 1041 provisions, but while the extension of the GA-O was approved, *no further action was taken by the County to implement land use required by CRS 43-10-113.*
- 2011 Colorado Division of Aeronautics publishes the "Colorado Aviation System Plan". Meadow Lake is identified as an "Intermediate" privately-owned, public-use airport. With Performance Measures defined in the plan, Meadow Lake falls short in three Benchmarks:
1. Part 77 surfaces recognized within planning documents of surrounding communities
 2. Intermediate Airports Needing Published Instrument Approach Procedure
 3. Primary Runway PCI (Pavement Condition Index)
- Yet no further action was taken by the County to implement land use protection required by CRS 43-10-113*
- 2013 El Paso County drafts an amendment to the Land Development Code to recognize "Matters of State Interest". Meadow Lake actively participated with the County to develop recognition for FAA planning and Airport Design Group standards. Annex B approved by the BoCC.
Yet no further action was taken by the County to implement land use protection required by CRS 43-10-113
-
- 2015 With the assistance of a Colorado Discretionary Aviation Grant, Meadow Lake contracts with Aviation, Inc. for an Airport Master Plan Update and with the intent to have El Paso County review and approval as a first step toward land use planning
- Dec 2016 Application prepared to El Paso County Planning & Community Development (P&CD) for input to the draft Master Plan (and ultimate BoCC approval and Part 77 adoption)
- Apr 2017 Meeting with County P&CD authorities. Ramiere Fitzpatrick assigned as Planner to Meadow Lake application
- Apr 17–Apr 18 Three 1041 application rewrites and numerous revisions, prepared and submitted by MLAA to meet expanding P&CD requirements. Numerous scheduled meetings rescheduled because planner could not/did not show at the appointed time.
- May MLAA 1041 application reviewed by county and other agencies (deadline May 21)
... new P&CD Planner (Gabe Sevigny) assigned to project
- June Repeated requests by Meadow Lake for update on status of application. Meeting finally established for early July, but rescheduled several times at the direction of the Director and Assistant County Attorney who needed to attend "to ensure compliance with county procedure and the law".
- Jul 18 Review meeting finally held, with MLAA representatives Dave Elliott, Lee Wolford, and Gabe Sevigny and Mark Gebhart representing County Planning. In addition, we were accompanied by legal counsel Ed McCord (at our expense), since the meeting was supposed to include County procedure and the law. We were surprised and dismayed

that despite this meeting being rescheduled several times for the Director and Attorney to attend, neither was present, nor was any notification provided to MLAA.

Mr Sevigny clearly had not read nor understood the Meadow Lake application, had not been briefed by his predecessor or superiors, nor did he understand the purpose of our application as it related to the 1041 process that we had been directed to follow. He both questioned and stated that we did not fit the basic requirement or need for a County 1041 application, since we were not proposing any construction at this time, and that the Part 77 request did not require a Master Plan review. As the conversation progressed, we were further amazed that Mr Gebhart was not aware that our application had already been distributed to County staffs and agencies for review and comment. It was evident that after two years of work, the County Planning staff had no idea of what had been accomplished, or what was needed. The one-hour meeting lasted well over two hours, with the result that P&CD needed to review (and modify as needed) their procedure(s) and would get back to us "in a week or two".

It has been over two weeks and we have heard nothing. MLAA has spent thousands of dollars and hundreds of hours attempting to comply with the County's moving target on this issue, yet it appears that we are back at the beginning where we were two years ago when we requested this review.

It is time for action. MLAA is now receiving inquiries from the high-density housing areas that the County approved north of the airport (along Stapleton Road), and more housing is rapidly being constructed even closer. The Colorado Springs (COS) Airport Advisory Commission has noted similar concerns with the growth in immediate proximity to that airport and has proposed notification/disclosure measures, in addition to zoning and aviation easements.

We can't continue to kick this can down the road. Since 1990, the Meadow Lake Airport has received 21 FAA AIP Grants valued at over \$8M and since 2003, the Airport has received Colorado Discretionary Aviation Grants every year for over \$2M. According to the County Assessor's Office, private properties that make up the airport have private investment of over \$20M. Next year, over \$2.5M will be invested in a rehabilitation program for our primary runway and taxiway. Continued procrastination in developing measures to protect this valued community asset can no longer be overlooked and will only exacerbate the potential financial and legal liability to both the MLAA and the County. It is our intent that this request for land use protection go to the Board of County Commissioners in September. We would prefer that it go through the normal staffing channels, but additional unnecessary delays will no longer be accepted.

We request your response and plan of action by August 17.

Respectfully,

David E. Elliott
President, MLAA Board of Directors

Cc: Commissioner Waller, District 2 (Planning Commission)
Commissioner Littleton, District 5 (Co-Liaison Airport Advisory)

EXHIBIT A

Background as Researched and Understood by El Paso County Staff

1. The Board of County Commissioners approved a General Aviation-Overlay (GA-O) (P-69-42Z) on May 18, 1970, which authorized the allowed Meadow Lake Uses, as follows:
 - a. Aero club facilities
 - b. Aircraft maintenance facilities
 - c. Airfields and landing strips
 - d. Airport terminals, related supporting facilities
 - e. Aviation control towers
 - f. Hangars and tie-down facilities
 - g. Navigation related businesses

This application included an airport zone map (attached as FIG 3), to include runway surface, primary surface transitional surface, approach clearance, it also two imaginary surface maps, a planimetric (attached as FIG 1) and isometric map (attached as FIG 2).

2. A sketch plan (MP-81-3) was approved by the El Paso County Planning Commission on August 19, 1981 which included 680 acres controlled by Meadow Lake; the sketch plan is attached under Exhibit A.1. The sketch plan was needed for the overall development of the airport to aide in establishing the specific zoning for the area within the meadow lake boundaries. As more property was purchased by the airport the land had a zoning classification that did not allow for the uses listed above. A sketch plan was needed to help with the over-all area and aide in establishing future needs of the airport. For reference, the development plan includes the primary runway and the emergency landing strip, however no glider runway was depicted. Information in our files indicates that this action by the Planning Commission constituted an amendment to the County Master Plan.
3. On November 23, 1981 the El Paso County Board of County Commissioners approved a map amendment (rezone) (R481005Z) for the OA-G overlay zoning district, now GA-O (General Aviation Overlay) under the Code. This GA-O overlay was applied only to the applicant's property. The zoning regulations at that time included airport imaginary surfaces, however no zoning district overlays were applied to surrounding property. The development plan (Exhibit A.2) includes the primary runway and the emergency landing strip, no glider runway is depicted.
4. An amendment to the County Master Plan was approved April 17, 1990 by the El Paso County Planning Commission under file number MP-90-2. This approval also appears to have approved the first influence area map. Within the approval, the Part 77 surfaces extend at their widest point 2 miles from the center point of the runway as depicted in the 1990 map Exhibit A.3 that is attached. However, the 1990 staff comments to the Planning Commission, attached under Exhibit

A.4, indicate a second step in implementing the Part 77 Surfaces was required by an amendment of the General Aviation Overlay (GA-O) zoning overlay district. A request to amend the GA-O did not occur, therefore the height restrictions of the Part 77 surfaces were never imposed via zoning regulations on property outside of the airport boundary and within the 2 mile influence area. The staff report indicates that in most instances the existing zoning regulations are more restrictive than the height limits of the Part 77 surfaces.

5. As Meadow Lake Airport purchased additional property, in 2006 Meadow Lake Airport applied for sketch plan approval and in 2007 applied for Planned Unit Development (PUD) approval that included a total of 1008.55 acres. The new property acquired was zoned A-35 (Agricultural) and RR-3 (Residential Rural) zoning districts. The sketch plan and PUD were to be used to establish the zoning to allow for aviation, industrial/warehouse, and commercial uses with the boundaries of the airport.

The Board of County Commissioners approved the sketch plan (SKP-06-003) March 29, 2007. Per Resolution No. 07-106, attached, Condition number 11,

11. Approval of the Sketch Plan does not approve an airport master plan or an expanded overlay for Meadow Lake Airport and is not under consideration with this application. The proposed Plan is a conceptual land use plan with multiple land uses. In order to approve an airport master plan and airport overlays, a completely separate application process is required including Planning Commission and Board of County Commissioner consideration and public hearings with extensive public notice requirements.

A copy of the approved sketch plan is attached under Exhibit A.5. The sketch plan includes the primary runway and the emergency landing strip, and there is an additional runway depicted on the south side and to the east of the current runway. No additional information was provided to establish an influence area with a new additional runway.

For reference, this approval also included a Condition 3 which has not been satisfied.

3. The approval of this Sketch Plan shall be effective for a period of five (5) years; if, at the expiration of the five-year period, no final plat in conformance with the plans has been submitted, approved, and recorded, the approval of the sketch plan shall expire.

No final plat was submitted for review or approval by El Paso County, and was not recorded. This, according to Condition 3 above, technically caused the sketch plan to expire on March 29, 2012.

6. The Board of County Commissioners approved a PUD zoning and concept plan (ZCP)(PUD-07-009) August 14, 2008 which contemplated a more detailed mix of private, commercial, and industrial uses on this Meadow Lake Airport Association owned property. A copy of the Conceptual PUD is attached under Exhibit A.6. With Resolution No, 08-353, under condition 6, the Development of the ZCP and PUD Development Plan shall be subject to all conditions of approval of the associated Sketch Plan. This condition makes both Conditions 3 and 11 above also applicable to a rezoning application. However, no actions have yet been taken place to retract those approvals.

7. The El Paso County Planning Commission approved the Falcon/Peyton Small Area Master Plan August 5, 2008. An updated Meadow Lake Airport Influence Area map was approved with this master plan update, attached under Exhibit A.7. El Paso County's current Geographic Information System (GIS) layers layout, attached under Exhibit A.8, matches what was adopted in 2008 through the Master Plan update. No request by Meadow Lake Airport for an amendment to the boundaries of the GA-O was made at that time, nor were any additional requests made to update the layout of the airport or the influence area, except what was adopted with the Falcon/Peyton Small Area Plan.

8. GA-O application (GA-O-12-1) was approved by the Board of County Commissioners on November 29, 2012, applicable to 385 acres of airport owned property. This approval was predicated upon a 5,000 foot by 200 foot turf runway, also known as the glider runway. A depiction of the overlay is attached under Exhibit A.9. The overlay map attached depicts the turf runway relocated from the east side of the primary runway, to the west side of the primary runway. This overlay was not applied to any property outside of the subject property. Per Resolution 12-390, attached, Condition 1:

1. Approval of the General Aviation Overlay (GA-O) (GA-O-12-1) does not approve an Airport Master Plan or Layout Plan, adoption and/or enforcement of noise contours, airport accident zones, or Part 77 surfaces which are not under consideration with the application. This GA-O authorizes the implementation of the uses, with conditions, identified in Section 4.3.2.E.1 of the Land Development Code, as amended

Condition 3 of that resolution, also required that any change to the condition of the turf runway or paving of that runway would require a site development plan approval. However, no new Site Development Plan application has been requested to initiate the use of the turf runway.

3. Any changes to the condition of the turf runway or pavement of the same shall require Development Services approval of a site development plan to establish the approved location relative to adjacent residential properties. That review may include, but not limited to, grading and erosion control, storm water runoff, and drainage. Additional uses shall

Meadow Lake Airport - Applicati

Functions	Aircraft/Avionics Manufacturing/Maintenance Aircraft Storage Aerospace Engineering/Research
Commercial, Industrial, and Economic Activities	Agricultural Support Aerial Surveying and Observation Low-Orbit Space Launch and Landing Oil and Mineral Exploration/Survey Utility/Pipeline Control and Inspection Business Executive Flight Service Manufacturing and Distribution Express Delivery Service Air Cargo
Destination and Special Events	Tourism and Access to Special Events Intermodal Connections (rail/ship) Special Aeronautical (skydiving/airshows)

"Together these 2,952 general aviation airports form an extensive network and make important economic contributions to society. Many of these aeronautical functions cannot be economically supported at primary commercial service airports and other alternatives (e.g., fight forest fires without aerial support) are less effective and sometimes more dangerous." [ed note: helicopters supporting the Black Forest fire fighting efforts operated out of Meadow Lake. With the exception of "Low-Orbit Space Launch and Landing" and "Intermodal Connections", Meadow Lake supports all of these functions to one degree or another]

In addition; "This study focuses on the Federal network of general aviation airports, heliports, and seaplanes bases and divides them into four new categories based on existing activity levels and related criteria: national, regional, local, and basic":

National (84)	Supports the national and state system by providing communities with access to national and international markets in multiple states and throughout the United States.
Regional (467)	Supports regional economics by connecting communities to statewide and interstate markets.
Local (1,236)	Supplements local communities by providing access primarily to interstate and some interstate markets.
Basic (668)	Supports general aviation activities such as emergency service, charter or critical passenger service, cargo operations, flight training, and personal flying.

Meadow Lake is classified by the FAA as: Private (PR) - Reliever - Local
[see NPIAS list of Colorado General Aviation Airports, Enclosure (5a)]

only be authorized by the Development Services Department Director's approval of a site development plan.

To date, there has not been a site development requested by Meadow Lake Airport, nor has any approval been granted by El Paso County for the establishment of the turf runway.

The 2012 GA-O application did not include an updated airport influence area, and no request was made to update the Falcon/Peyton Small Area Plan. The current airport influence area has changed due to the relocation of the turf runway. The current Falcon/Peyton Small Area Plan is not consistent with Meadow Lake Airport's current layout plan. The influence map depicted in the 2008 Falcon/Peyton Small Area Master Plan (Page 2-62) reflects the turf runway being in a different location. Adoption of the GA-O does not automatically adopt a new airport influence area and per condition 1 above was not considered with the application.

Sub Attachments:

Fig 1, Fig 2, and Fig 3- May 18, 1970

Exhibit A.1- August 19, 1981

Exhibit A.2- November 23, 1981

Exhibit A.3- April 17, 1990

Exhibit A.4- April 17, 1990

Resolution No. 07-106- March 29, 2007

Exhibit A.5- March 29, 2007

Exhibit A.6- August 14, 2008

Resolution No. 08-353- August 14, 2008

Exhibit A.7- August 5, 2008

Exhibit A.8- Created August 30, 2018

Exhibit A.9- November 29, 2012

Resolution No. 12-390- November 29, 2012

FIG. 11

APPROXIMATE SURFACES
(5% ADJUSTING)

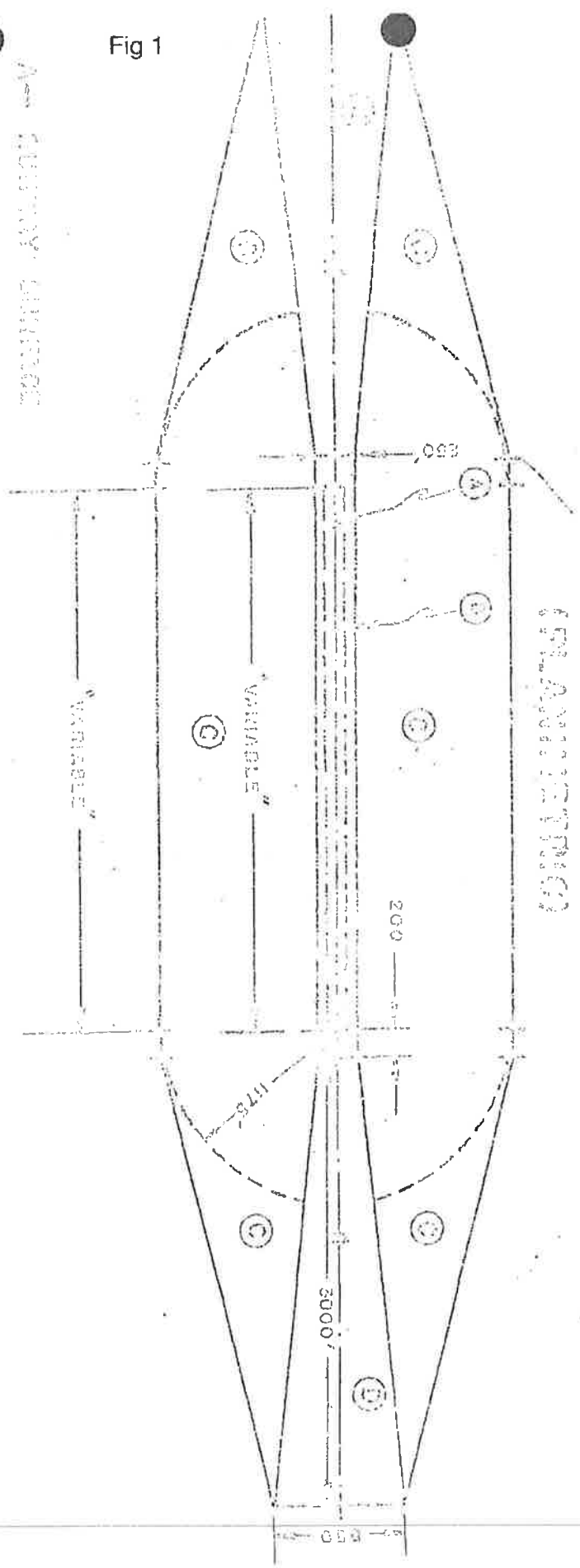


Fig 1

ACREAGES

	A		B		C		D		D, C, D (total area)	
	4500'	5000'	5500'	6000'	6500'	7000'				
	VGR.		VGR.		VGR.		VGR.		VGR.	
A	4500'	5000'	5500'	6000'	6500'	7000'				
B	25.92	28.99	31.56	34.43	37.30	40.17				
C	393.19	407.27	431.37	456.48	479.55	503.58				
D	75.64	75.64	75.64	75.64	75.64	75.64				
D, C, D	484.62	511.60	538.57	555.55	592.52	619.49				

(FIG. 2)
AIRPORT TERMINAL SURFACES
(ISOMETRIC DRAWING)

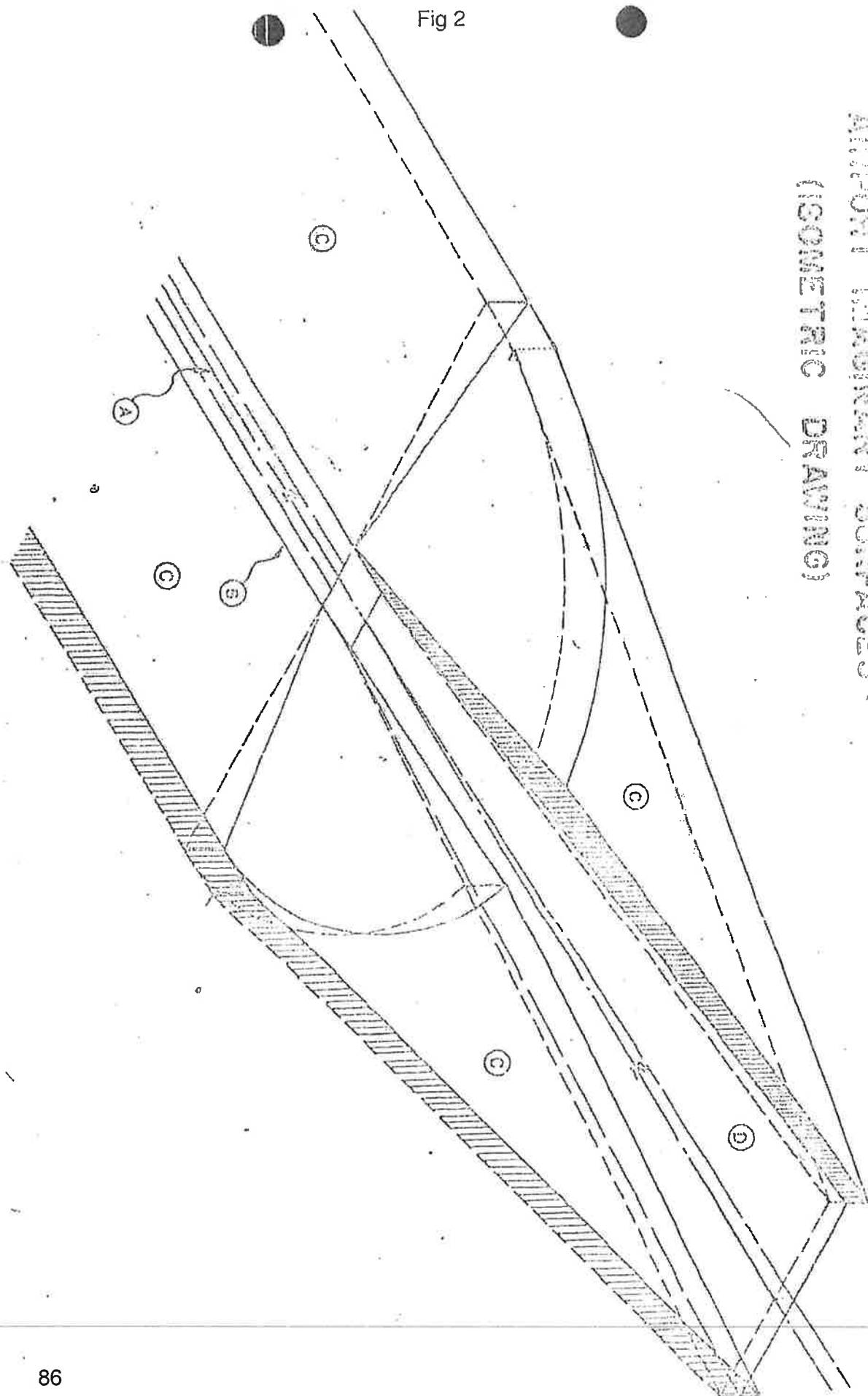


Fig 2

Fig 3

ENGINEERS BY
COX SURVEYING CO.
CORPORATED 384 N. 100th ST. S.W.

SCALE 1" = 400'

FINISH SURFACE
PE-SHIP STAKE
STANDARD SURFACE
APPROX MESSAGE

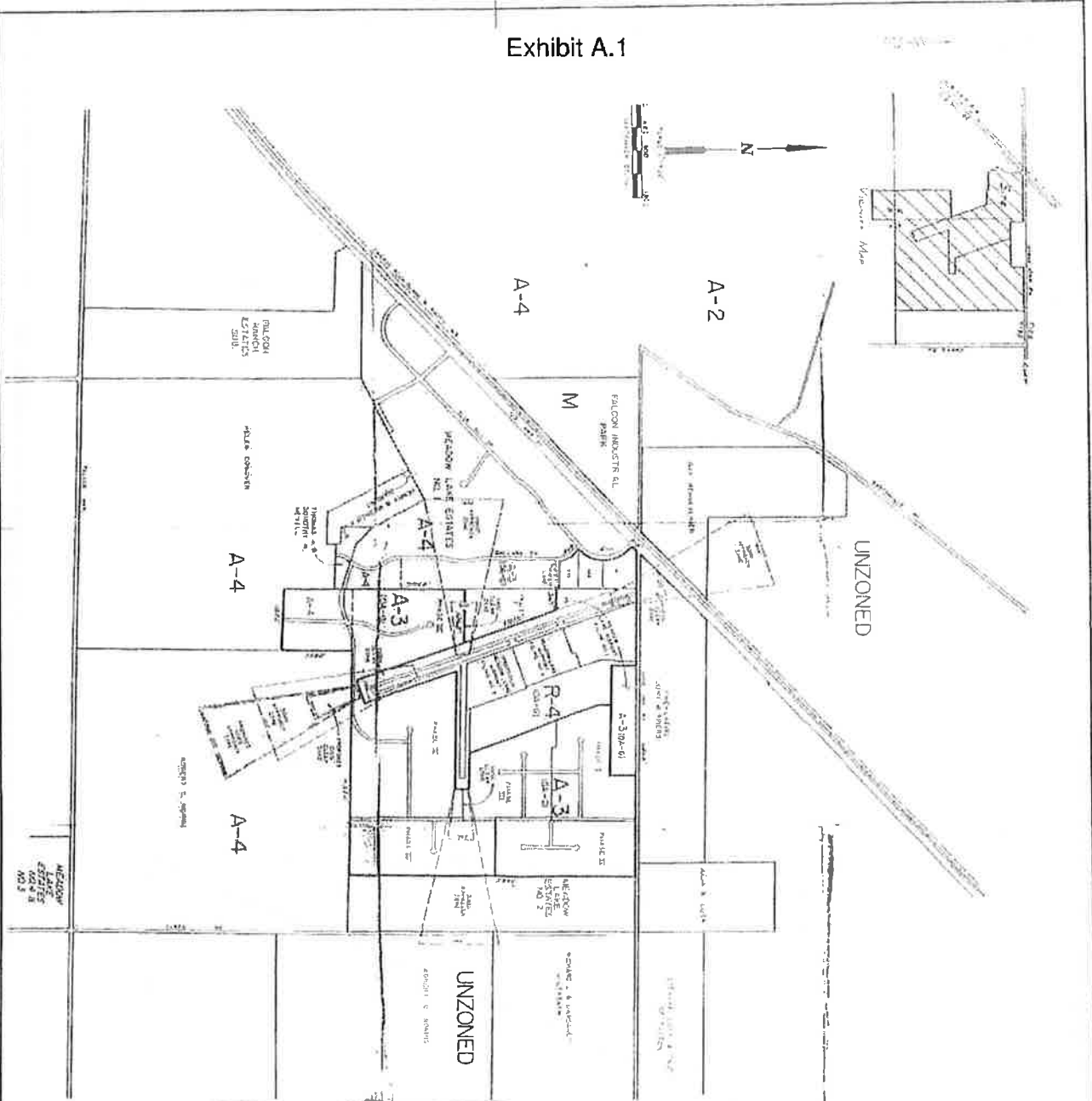
MEADOW LAKE AIRPORT ZONE

VACATION & REFILING OF A PORTION OF MEADOW LAKE ESTATES NO. 1

MEADOW LAKE ESTATES NO. 1

[Small, illegible text block, likely a survey note or legal description]

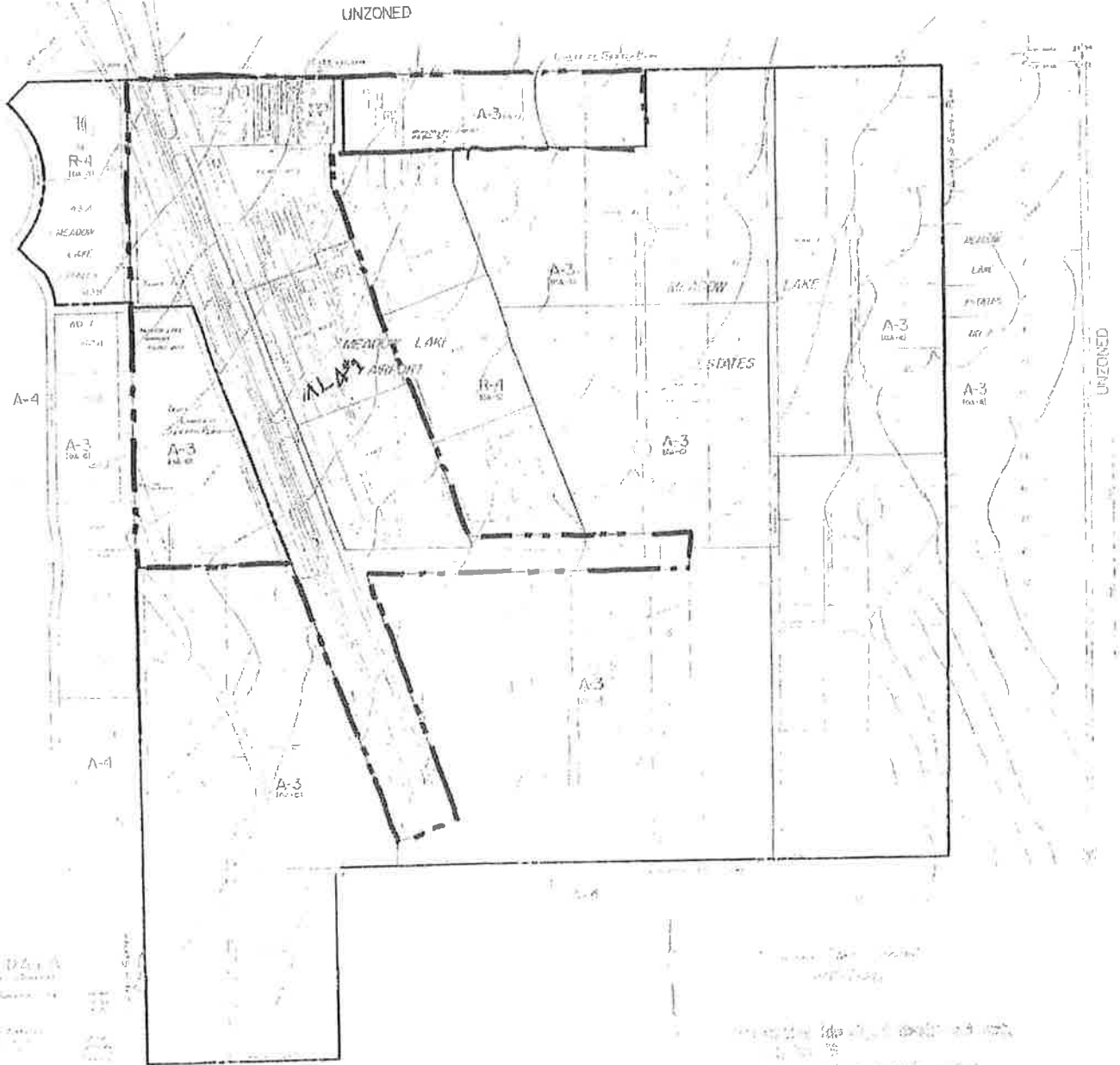
Exhibit A.1



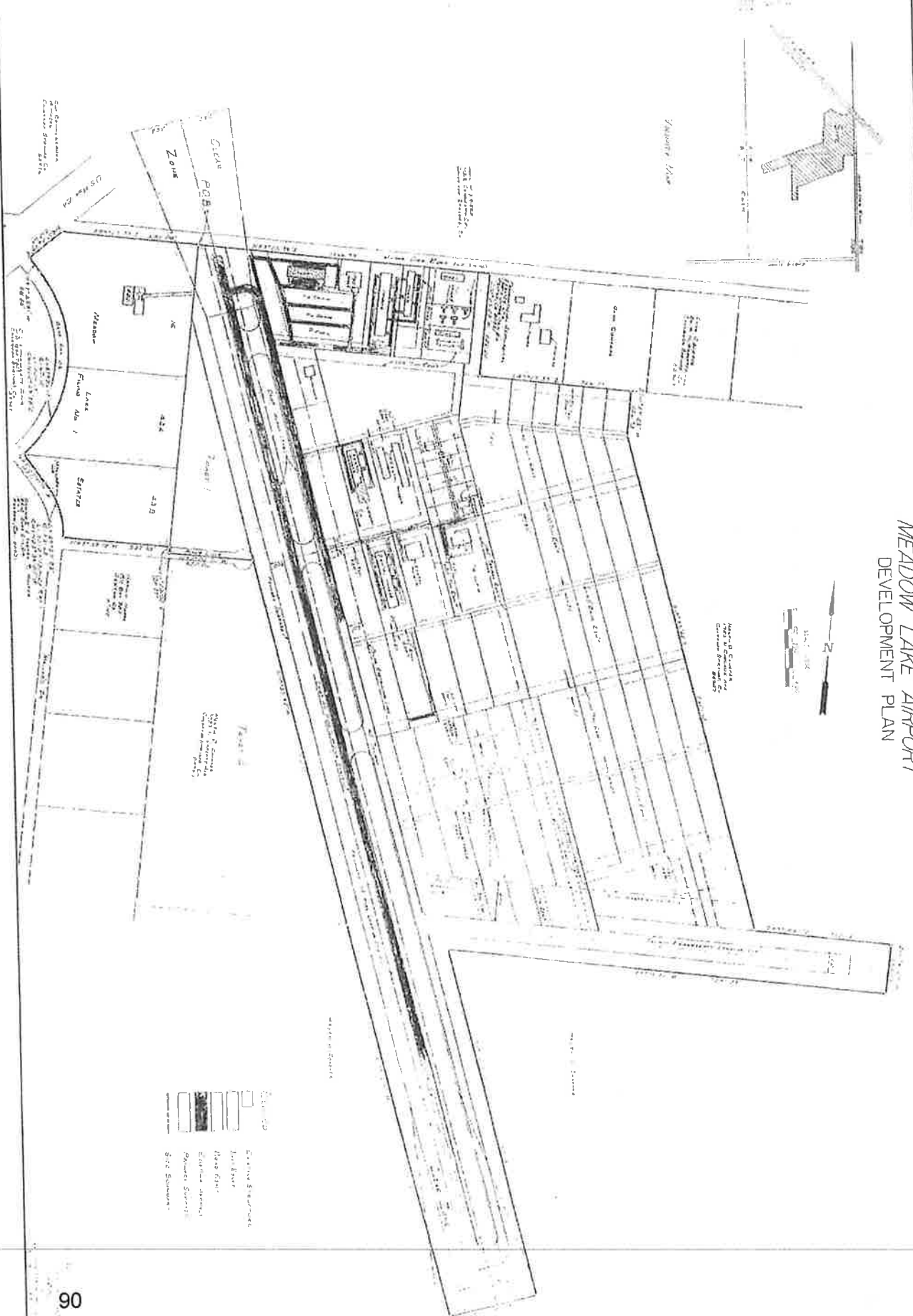
SHEET 1 OF 2

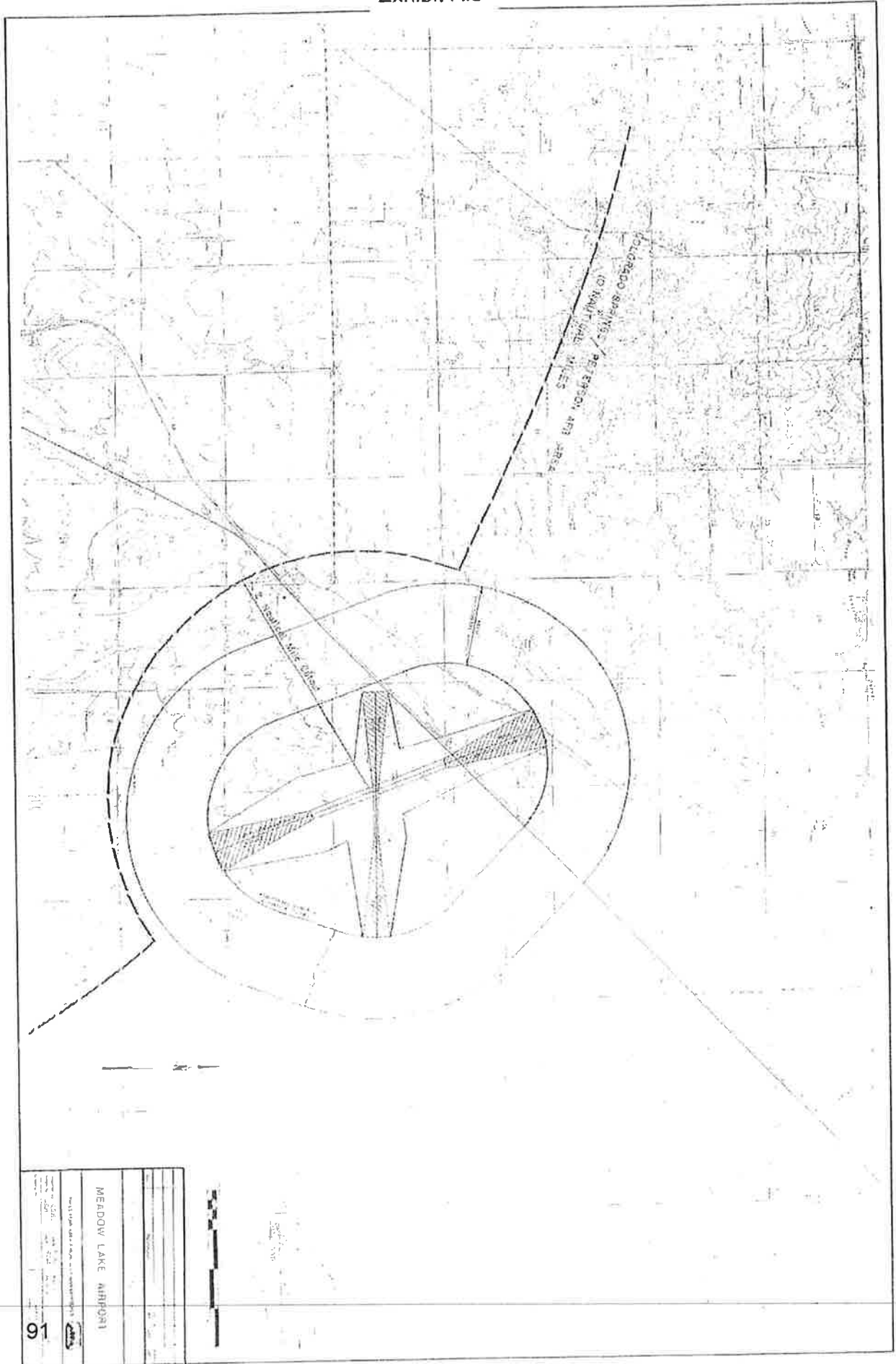
City of Paso Del Rio
 Planning Commission
 2017 Meeting
 11/15/17
 11:00 AM

Exhibit A.1



MEADOW LAKE AIRPORT
DEVELOPMENT PLAN





9. MP-90-2 MEADOW LAKE AIRPORT
FAR PART 77 SURFACES

A request by the Meadow Lake Airport Association for an amendment to the County Master Plan, noting the FAR (Federal Aviation Regulations) Part 77 height surfaces. The surfaces would extend, at their widest point, approximately 2 miles from the Airport's runways.

APPLICABLE RESOLUTIONS

Approval Page 31
Disapproval Page 32

BACKGROUND: Meadow Lake Airport has recently been designated as a "reliever" airport and has completed a Master Plan in an attempt to secure F.A.A. funding for improvements. Improvements are being proposed to be constructed within two phases. Phase I would consist of lengthening the runway from the existing 4,160 feet to 5,020 feet, and increasing the runway width from 30 feet to 60 feet. Phase II would consist of lengthening the runway to 6,000 feet. A third phase was initially considered to extend the runway to 8,500 feet however this is no longer a likely alternative.

PROPOSED ACTION: The proposed action contemplated would consist of adoption of the Federal Aviation Regulations (FAR) Part 77 Imaginary Surfaces as an amendment (inclusion) to the County's Master Plan. This action is desired by F.A.A. The F.A.A. also views the County as a third party involved in the control of incompatibilities with the airport, since the County has land use control over the unincorporated areas. In addition, C.R.S. 28-6-113(2) notes that the County "shall adopt and enforce, at a minimum, rules and regulations to protect the land areas defined in 14 C.F.R. Part 77."

Once the Master Plan element is adopted, the Part 77 surfaces can be implemented through application of the OA-G overly district (as may be amended). The Part 77 criteria deal only with heights, thus any subsequent regulations should address the height element.

SURFACE: The Part 77 surfaces consist of different slopes that affect airports. The following surfaces, further defined in an attachment provided as a component to these Comments, are as follows:

- Approach Slope
- Transitional Slope
- Horizontal Surface
- Conical Surface
- Primary Surface
- Clear Zone

J.P.



ROBERT C. "BOB" BALINK El Paso County, CO
04/19/2007 04:27:20 PM
Doc \$0.00 Page
Rec \$0.00 1 of 7



RESOLUTION NO. 07-106

BOARD OF COUNTY COMMISSIONERS
COUNTY OF EL PASO, STATE OF COLORADO

SKETCH PLAN FOR MEADOW LAKE AIRPORT (SKP-06-003)-MEADOW LAKE
AIRPORT ASSOCIATION, VEPO, LLC, AND GRR PARTNERS., INC.

WHEREAS, Meadow Lake Airport Association, VEPO, LLC, and GRR Partners, Inc., did file an application with the El Paso County Development Services Department for the approval of the Meadow Lake Airport Sketch Plan for the herein described property in the unincorporated area of El Paso County; and

WHEREAS, a public hearing was held by the El Paso County Planning Commission on January 16, 2007, upon which date the Planning Commission did by formal resolution recommend approval of the subject Sketch Plan with conditions and notations; and

WHEREAS, a public hearing was held by this Board on March 29, 2007; and

WHEREAS, based on the evidence, testimony, exhibits, study of the master plan for the unincorporated area of the County, recommendations of the El Paso County Planning Commission, comments of the El Paso County Development Services Department, comments of public officials and agencies, and comments from all interested parties, this Board finds as follows:

1. Proper posting, publication, and public notice were provided as required by law for the hearings before the Planning Commission and the Board of County Commissioners of El Paso County.
2. The hearings before the Planning Commission and the Board of County Commissioners were extensive and complete; all pertinent facts, matters and issues were submitted and reviewed, and all interested parties were heard at those hearings.
3. All data, surveys, analyses, studies, plans, and designs as are required by the State of Colorado and El Paso County have been submitted, reviewed, and found to meet all sound planning and engineering requirements of the El Paso County Subdivision Regulations.
4. For the above-stated and other reasons, the proposed Sketch Plan is in the best interest of the health, safety, morals, convenience, order, prosperity, and welfare of the citizens of El Paso County.

NOW, THEREFORE, BE IT RESOLVED the Board of County Commissioners of El Paso County, Colorado, hereby approves the Meadow Lake Airport Sketch Plan as submitted by Meadow Lake Airport Association, VEPO, LLC, and GRR Partners, Inc., for the unincorporated area of El Paso County as described in Exhibit A, which is attached hereto and incorporated by reference;

BE IT FURTHER RESOLVED the following conditions and notation shall be placed upon this approval:

CONDITIONS:

1. The applicant/developer and/or property owner shall be required to participate in a fair and equitable fashion in the upgrading and signalization of Curtis Road, Falcon Highway and Judge Orr Road based on the site Traffic Impact Study.
2. Developer shall comply with federal and state laws, regulations, ordinances, review and permit requirements, and other agency requirements, if any, of applicable agencies including, but not limited to, the Colorado Department of Wildlife, Colorado Department of Transportation, U.S. Army Corp of Engineers and the U.S. Fish and Wildlife Service and/or Colorado Department of Wildlife regarding the Endangered Species Act, particularly as it relates to the Preble's meadow jumping mouse as a listed threatened species.
3. The approval of the Sketch Plan shall be effective for a period of five (5) years; if, at the expiration of the five-year period, no final plat in conformance with the plan has been submitted, approved, and recorded, the approval of the sketch plan shall expire.
4. Approval of this Sketch Plan establishes only the general land use concept and general alignment of collector streets or larger. The density ranges adopted shall mean that consideration will be given to establishing a maximum density somewhere in that range for indicated portions of the site, depending on the ultimate provision of open space and the design of the higher density areas.
5. Buffering between the commercial, industrial, and the adjacent residential uses shall be reflected in any rezoning requests for the commercial properties. The developer of the commercial land shall be required to provide the buffering and said requirement shall be a condition of approval for the rezoning requests.

6. Creative landscape design is encouraged, but in no instance shall the minimum buffering and landscape requirement be less than that required in Section 35 of the El Paso County Land Development Code. The buffering/landscaping shall be reflected with any rezoning requests. Said buffers shall be exclusive of any lot area(s).
7. A completed U.S. Army Corps of Engineers permit should be provided to the El Paso County Development Services Department prior to project commencement if ground-disturbing activities would occur in wetland areas. Alternatively, a letter from a qualified wetland scientist indicating why such a permit is not required for this project would be acceptable.
8. Road locations, intersections, and classifications on the Sketch Plan are based on the best information available at this time. Final determinations of all road classifications will be made at the time of Preliminary Plan when more detailed land use, traffic and road designs are available. Minor changes to road classifications, intersections, and locations shall not require a new Sketch Plan.
9. The adequacy of screening/separation of differing land uses shall be a serious consideration in the evaluation of any PUD (Planned Unit Development) plan or Preliminary Plan.
10. Any rezoning of this property to implement the Sketch Plan will be to the PUD (Planned Unit Development) District.
11. Approval of the Sketch Plan does not approve an airport master plan or an expanded overlay for Meadow Lake Airport and is not under consideration with this application. This proposed Plan is a conceptual land use plan with multiple land uses. In order to approve an airport master plan and airport overlays, a completely separate application process is required including Planning Commission and Board of County Commissioner consideration and public hearings with extensive public notice requirements.

NOTATION:

1. Action taken by the Planning Commission and Board of County Commissioners on a Sketch Plan shall be considered a preliminary decision to the zoning and platting of the property and shall not be considered a final decision for purposes of judicial review.

Resolution No. 07-106

Page 4

AND BE IT FURTHER RESOLVED the record and recommendations of the El Paso County Planning Commission be adopted.

DONE THIS 29th day of March 2007, at Colorado Springs, Colorado.

BOARD OF COUNTY COMMISSIONERS
OF EL PASO COUNTY, COLORADO

By: *Jim Hays*
Chair

ATTEST:

By: *Michael J. ...*
Deputy County Clerk

Resolution No. 07-106
EXHIBIT A, PAGE 1

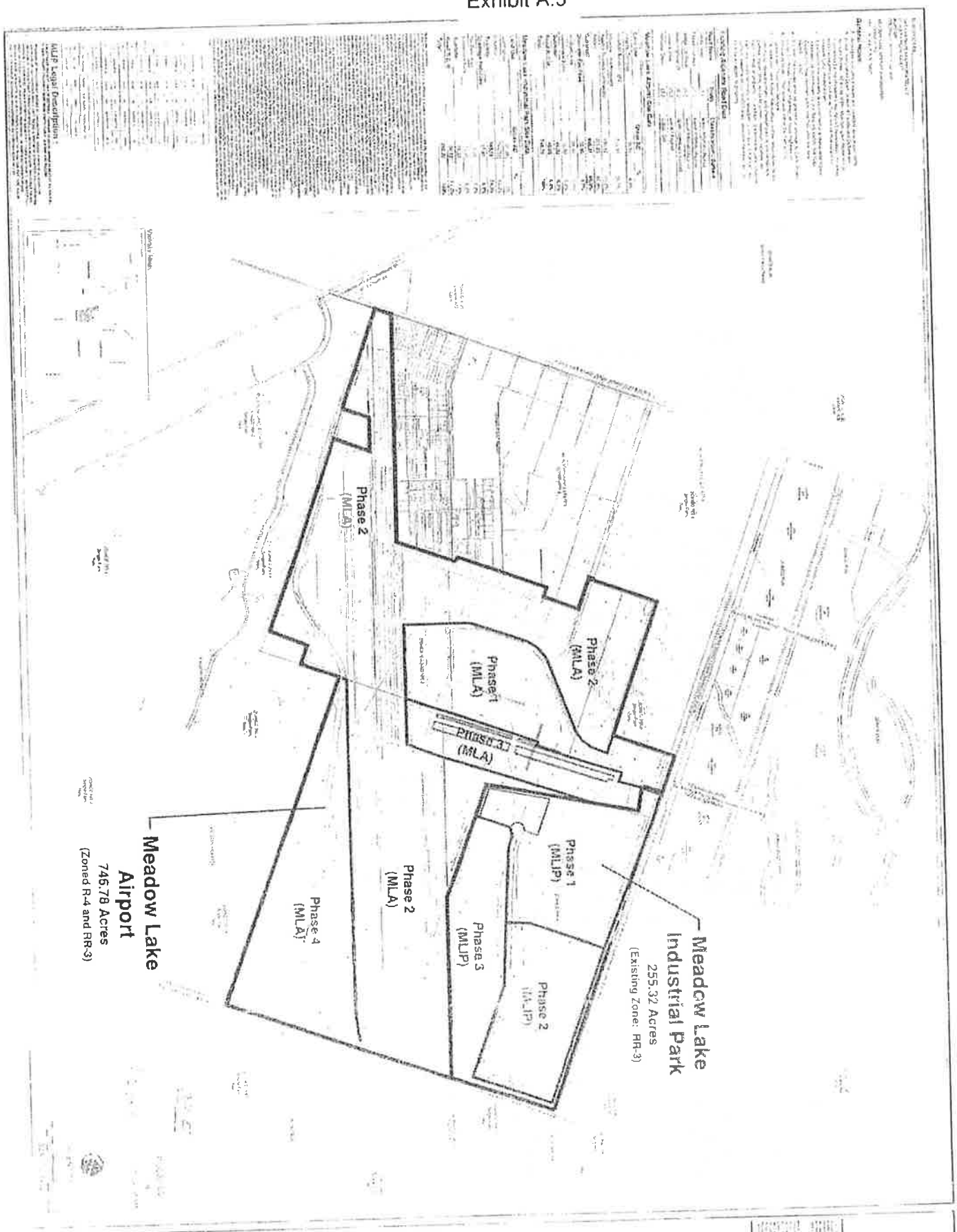
MEADOW LAKE AIRPORT:

Parcel Information, Assessor's Office, El Paso County, CO Property Information
Database Updated: 11/14/2005 Today: Tuesday, 11/15/2005 Time:
2:29:28 PM

Parcel No: 4300000549
Owner Name: MEADOW LAKE AIRPORT ASSOC
Location: 13625 JUDGE ORR RD
Mailing Address: 1 CESSNA DR
PEYTON CO 80831-6051

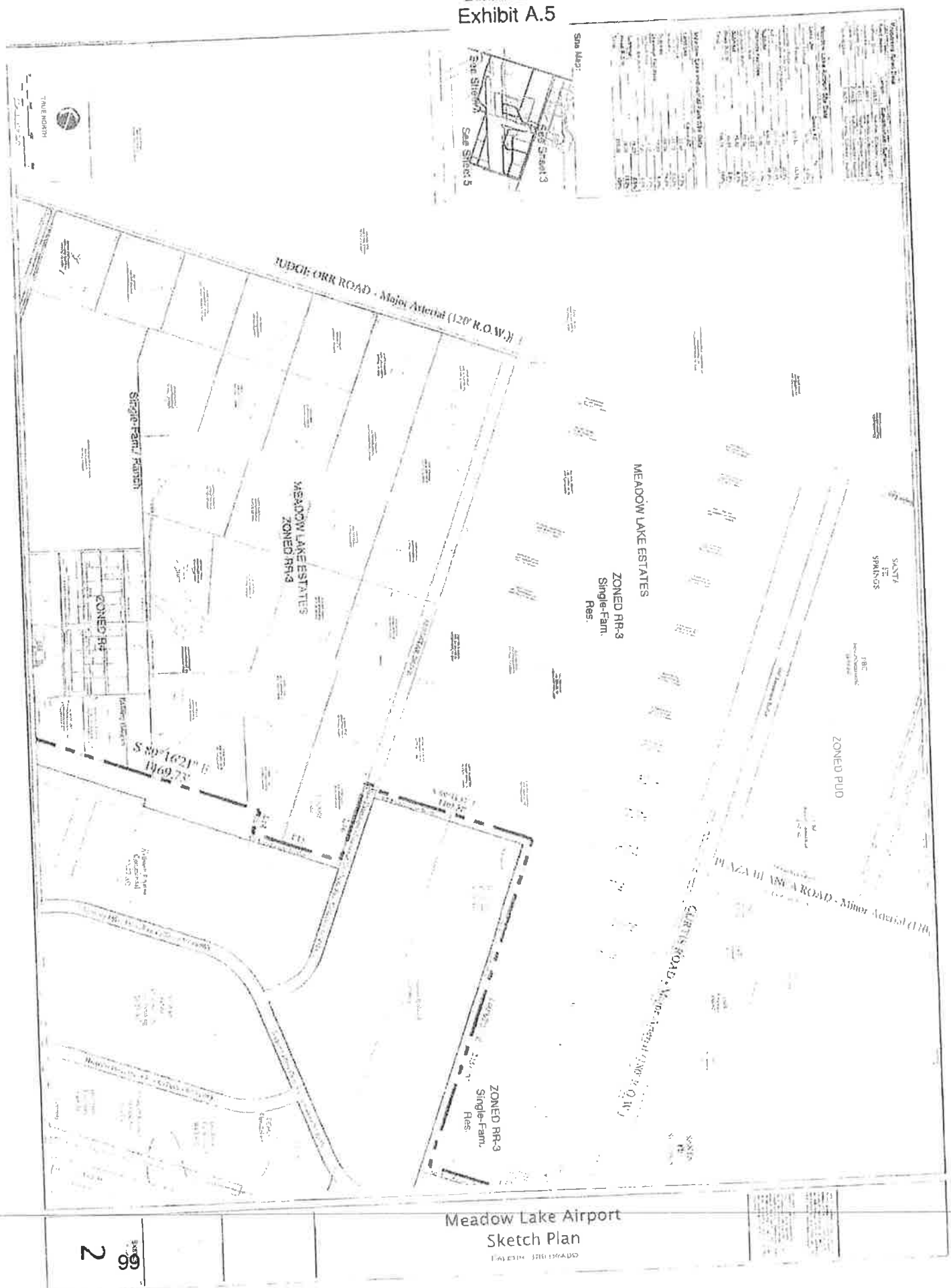
Legal Description

TR IN SEC 04-13-64 DESC AS FOLS: COM AT SW COR OF
SEC 04; S 88<44'13" E 1062.96 FT ALG S LN OF SD SEC
TO SLY EXT OF ELY LN OF 450.0 FT WIDE AIRCRAFT
RUNWAY AS PLATTED IN MEADOW LAKE AIRPORT FIL NO 1,
TH N 19<31'29" W 1400.0 FT ALG SD LN FOR POB
TH N 19<35'42" W 430.47, S 89<18'40" E 2230.25 FT,
N 00<45'05" E 100.0 FT, N 89<12'69" E 575.04 FT,
N 00<29'25" E 515.37 FT, S 89<30'35" E 1042.99 FT,
TH SLY ALG WLY LN OF MEADOW LAKE ESTATES FIL NO 2
TO A PT ON S LN OF SEC 04, TH WLY ALG SD S LN
2300 FT M/L, N 19<31'29" W 1400.0 FT,
N 89<44'13" W 992.0 FT TO POB, TOG WITH
LOTS 24 & 25 BLK 1 MEADOW LAKE ESTATES
FIL NO 2, TOG WITH
TR 1 MEADOW LAKE AIRPORT FIL NO 1, TOG WITH
THAT PORT OF NW4 OF SEC 09-13-64 DESC AS FOLS:
COM AT NW COR OF SD SEC 09, TH S 89<44'13" E 372.18 FT
ALG N LN OF SD SEC FOR POB,
TH CONT S 89<44'13" E 850.20 FT,
S 19<31'29" E 1764.11 FT, S 70<28'31" W 800.00 FT,
N 19<31'29" W 2051.94 FT TO POB, TOG WITH A PORT IN
SW4 SEC 04-13-64 DESC AS FOLS: COM AT SW COR OF SD
SEC 04, S 89<44'13" E 531.59 FT FOR POB,
TH N 19<31'29" W 182.03 FT TO WLY EXT OF SLY LN OF
450.00 FT WIDE AIRCRAFT RUNWAY AS PLATTED IN MEADOW
LAKE AIRPORT FIL NO 1; N 70<28'31" E 500.00 FT ALG SD
WLY EXT TO SE COR THEREOF, S 19<31'29" E 361.92 FT
TO S LN OF SEC 04, TH N 89<44'13" W 531.38 FT
ALG SD S LN TO POB, TOG WITH THE
NLY 50 FT OF LOT 8, SLY 50 T OF LOT 6, TOG WITH PT OF
LOT 8 DESC AS FOLS: BEG AT NW COR OF SD LOT, TH
S 89<29'35" E 53.24 FT, S 19<35'42" E 50.0 FT,
S 25<30'36" W 70.71 FT TO WLY LN OF SD LOT, TH
N 19<35'42" W ALG SD WLY LN 118.30 FT TO POB BLK 2
MEADOW LAKE AIRPORT FIL NO 1, TOG WITH AIRCRAFT RUNWAY
MEADOW LAKE AIRPORT FIL NO 1, TOG WITH
THAT PT OF TRACT 2 MEADOW LAKE AIRPORT FIL NO 1, TOG
WITH THAT PT LY IN SE4 SEC 5-13-64 DESC AS FOLS:
COM AT SW COR OF LOT 1 MEADOW LAKE AIRPORT FIL NO 9, TH
S 00<03'47" W 1300.36 FT TO SW COR OF SD TRACT 2

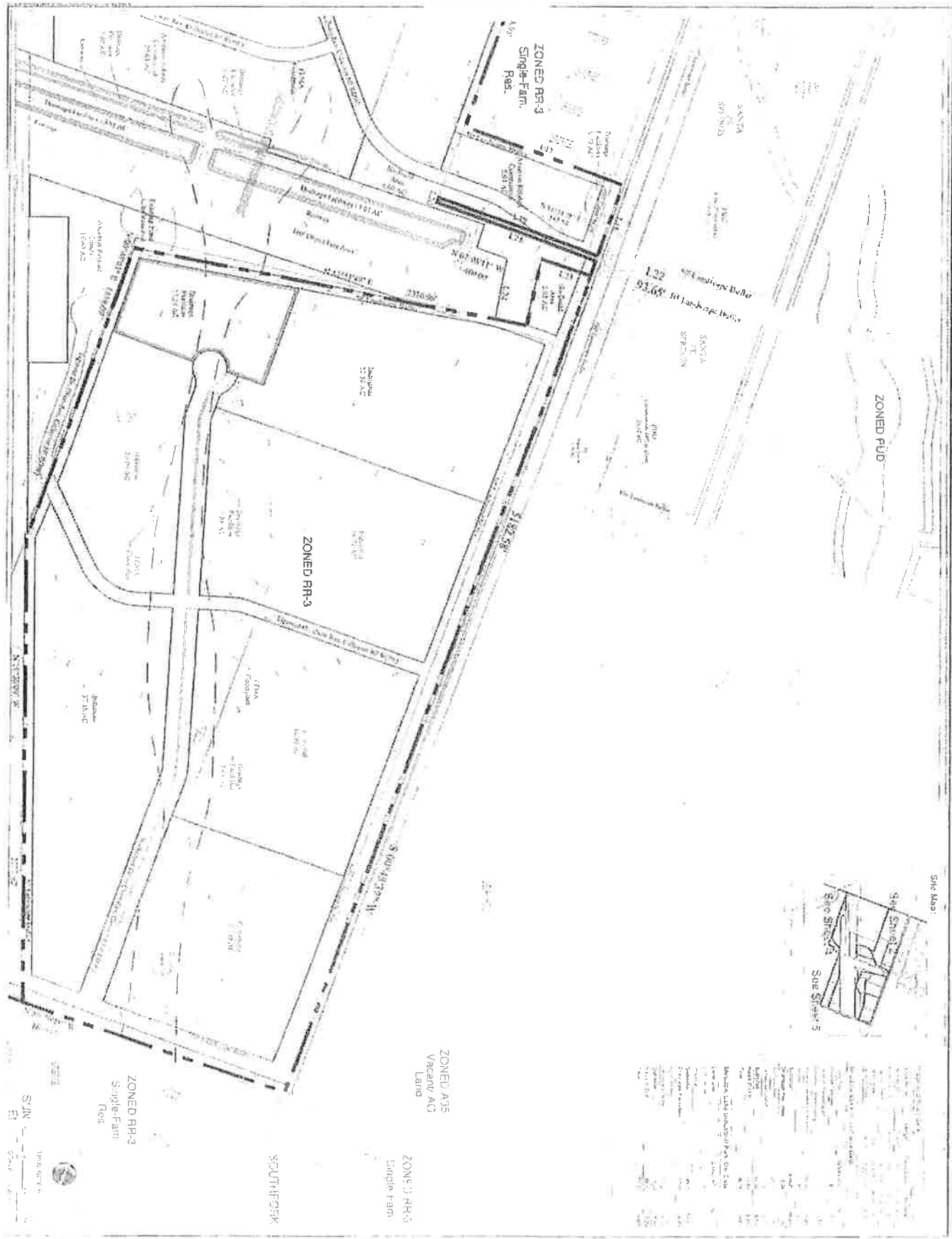


Meadow Lake Airport
Sketch Plan

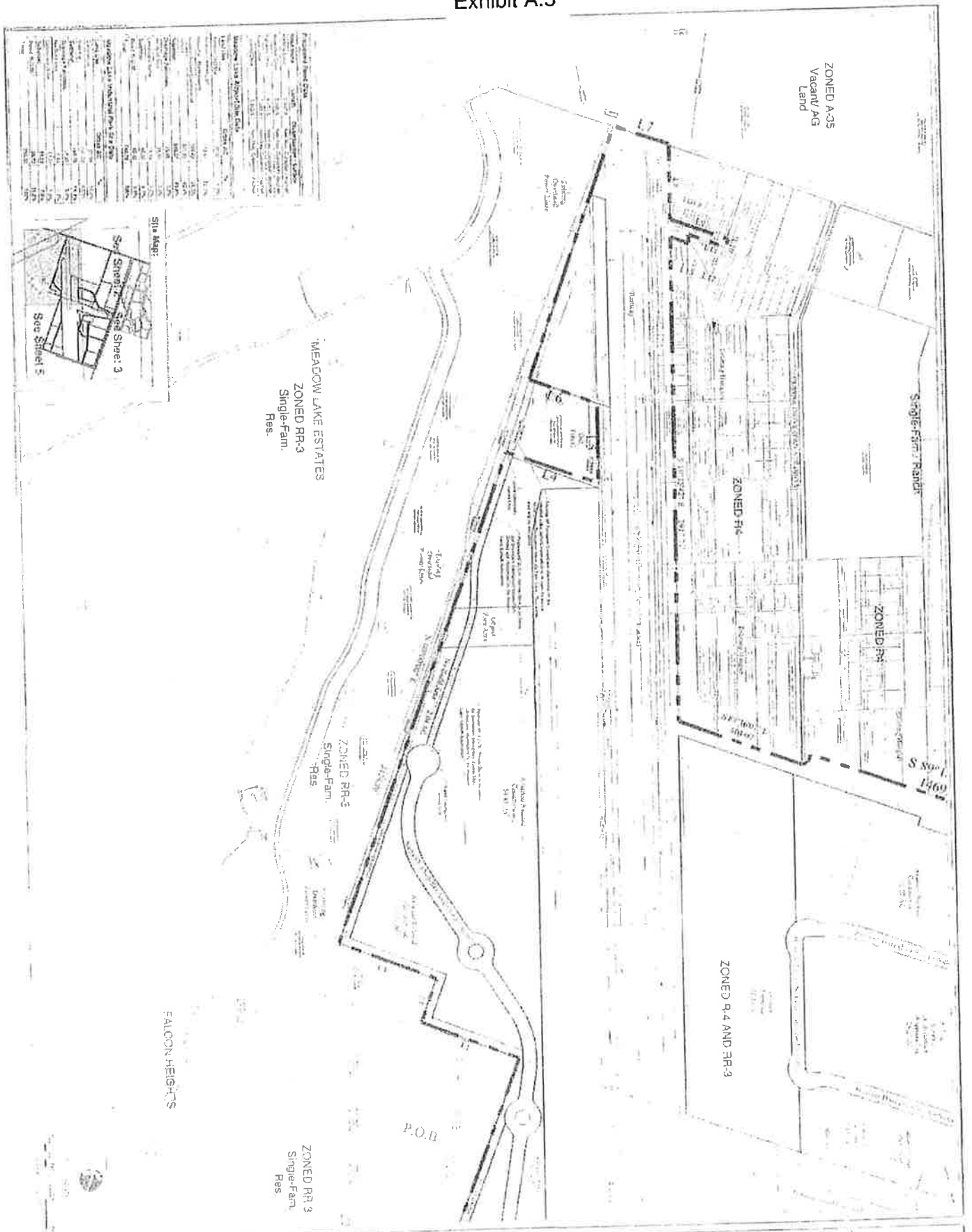
Exhibit A.5



Meadow Lake Airport
Sketch Plan



Meadow Lake Airport
Sketch Plan



Project: Meadow Lake Airport

Client: City of Meadow Lake

Project Manager: [Name]

Scale: 1" = 100'

North Arrow: [Symbol]

Date: [Date]

Sheet: [Number]

Project Location: [Address]

Project Description: [Text]

Project Status: [Text]

Project Budget: [Text]

Project Schedule: [Text]

Project Risks: [Text]

Project Goals: [Text]

Project Objectives: [Text]

Project Deliverables: [Text]

Project Milestones: [Text]

Project Stakeholders: [Text]

Project Roles: [Text]

Project Responsibilities: [Text]

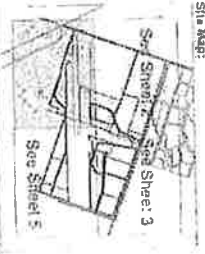
Project Communication: [Text]

Project Reporting: [Text]

Project Review: [Text]

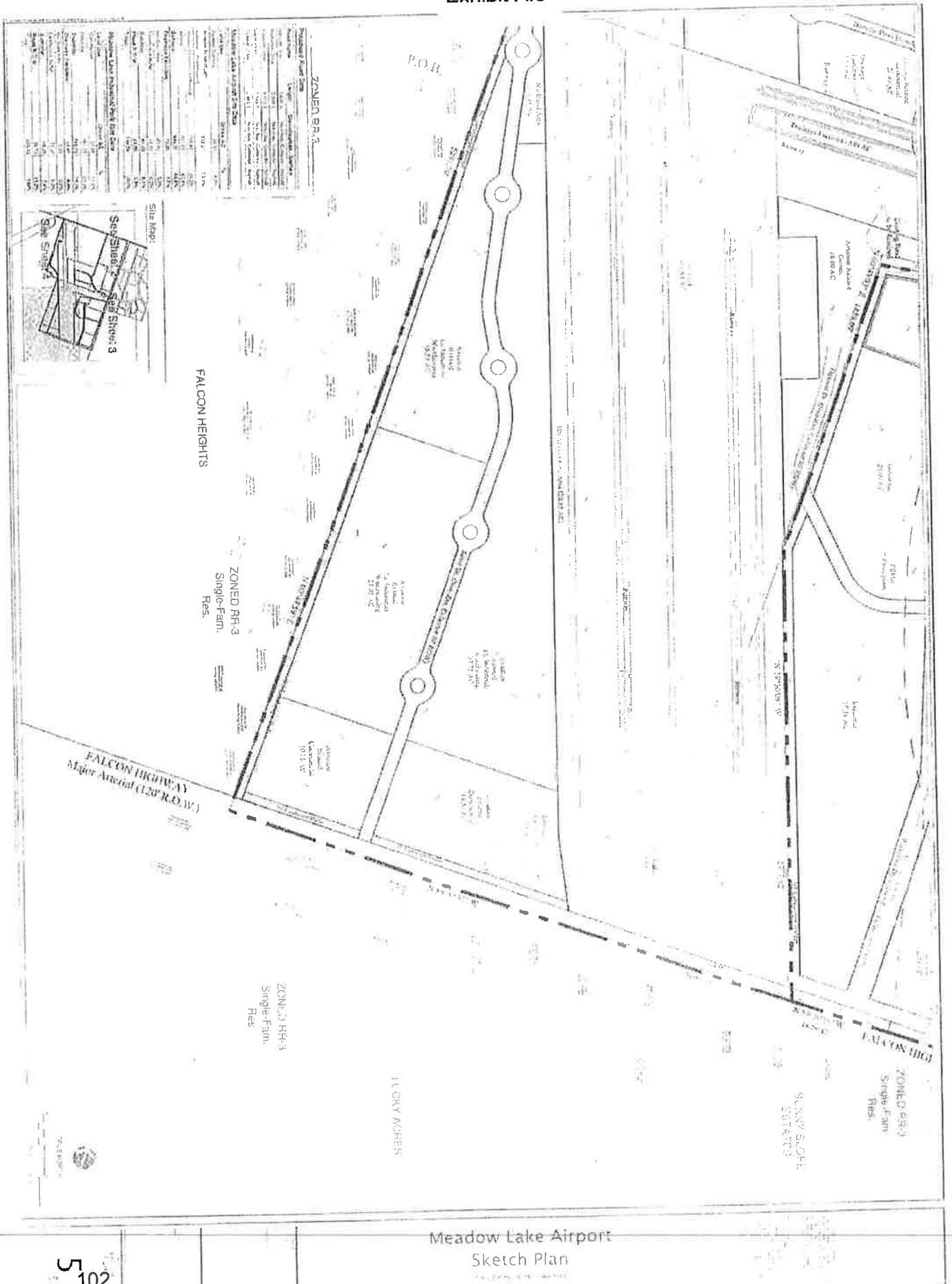
Project Approval: [Text]

Project Sign-off: [Text]



Meadow Lake Airport
Sketch Plan

Exhibit A.5



Meadow Lake Airport
Sketch Plan

OWNERS:
 MEADOW LAKE AIRPORT DISTRICT
 10000 10th Street, NW
 Edmonds, WA 98149
 Phone: (206) 775-1234
 Fax: (206) 775-1235
 E-mail: info@mla-airport.com

PREPARED BY:
 [Faded text]

SHEET INDEX
 [Faded text]



**GENERAL DEVELOPMENT STANDARDS
 FOR CONCEPT PUD (Includes Airport, Airport -
 Airfield and Industrial Park Zones):**

GENERAL NOTES:
 1. This PUD is subject to the following conditions:
 2. The applicant shall comply with all applicable laws, codes, and ordinances.
 3. The applicant shall provide a detailed site plan showing the proposed development.
 4. The applicant shall provide a detailed traffic study showing the impact of the proposed development on the surrounding area.
 5. The applicant shall provide a detailed environmental impact study showing the impact of the proposed development on the environment.
 6. The applicant shall provide a detailed financial statement showing the ability to pay for the proposed development.
 7. The applicant shall provide a detailed schedule of construction showing the start and completion dates for the proposed development.
 8. The applicant shall provide a detailed list of all personnel involved in the proposed development.
 9. The applicant shall provide a detailed list of all equipment to be used in the proposed development.
 10. The applicant shall provide a detailed list of all materials to be used in the proposed development.

**MEADOW LAKE AIRPORT
 CONCEPT PUD & DEVELOPMENT PLAN FOR AIRFIELD**

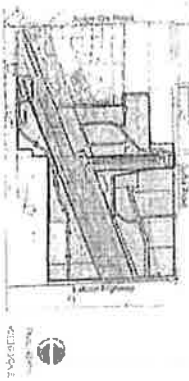
**GENERAL LEGAL DESCRIPTION (CONTINUED):
 MEADOW LAKE AIRPORT AND MEADOW LAKE INDUSTRIAL PARK Legal Description:**

That certain parcel of land, more or less, situated in the County of Snohomish, State of Washington, and being more particularly described as follows: [Faded text describing the legal description of the property, including acreage and location details.]

MEADOW LAKE AIRPORT Legal Description:

That certain parcel of land, more or less, situated in the County of Snohomish, State of Washington, and being more particularly described as follows: [Faded text describing the legal description of the Meadow Lake Airport property.]

EXISTING AND PROPOSED ZONING:



ZONING LEGEND:
 PROPOSED AIRPORT - AIRFIELD
 Existing Zoning: M-3A (M)
 Proposed Zoning: Airport - Airfield (A)
 PROPOSED INDUSTRIAL PARK
 Existing Zoning: M-3A (M)
 Proposed Zoning: Industrial Park (I)

SIGNATURE BLOCKS:

PREPARED BY:
 [Faded signature and name]
DATE:
 [Faded date]
CITY:
 [Faded city name]

APPROVED BY:
 [Faded signature and name]
DATE:
 [Faded date]
CITY:
 [Faded city name]

Zone	Area	Area (Acres)
Industrial Park (I)	Area 1	10.5
Industrial Park (I)	Area 2	15.2
Industrial Park (I)	Area 3	8.7
Airport - Airfield (A)	Area 4	25.3
Airport - Airfield (A)	Area 5	12.1
Airport - Airfield (A)	Area 6	18.9
M-3A (M)	Area 7	30.4
M-3A (M)	Area 8	22.6
M-3A (M)	Area 9	14.8
M-3A (M)	Area 10	9.5
M-3A (M)	Area 11	6.2
M-3A (M)	Area 12	3.1
M-3A (M)	Area 13	1.8
M-3A (M)	Area 14	0.9
M-3A (M)	Area 15	0.5
M-3A (M)	Area 16	0.3
M-3A (M)	Area 17	0.2
M-3A (M)	Area 18	0.1
M-3A (M)	Area 19	0.1
M-3A (M)	Area 20	0.1
M-3A (M)	Area 21	0.1
M-3A (M)	Area 22	0.1
M-3A (M)	Area 23	0.1
M-3A (M)	Area 24	0.1
M-3A (M)	Area 25	0.1
M-3A (M)	Area 26	0.1
M-3A (M)	Area 27	0.1
M-3A (M)	Area 28	0.1
M-3A (M)	Area 29	0.1
M-3A (M)	Area 30	0.1
M-3A (M)	Area 31	0.1
M-3A (M)	Area 32	0.1
M-3A (M)	Area 33	0.1
M-3A (M)	Area 34	0.1
M-3A (M)	Area 35	0.1
M-3A (M)	Area 36	0.1
M-3A (M)	Area 37	0.1
M-3A (M)	Area 38	0.1
M-3A (M)	Area 39	0.1
M-3A (M)	Area 40	0.1
M-3A (M)	Area 41	0.1
M-3A (M)	Area 42	0.1
M-3A (M)	Area 43	0.1
M-3A (M)	Area 44	0.1
M-3A (M)	Area 45	0.1
M-3A (M)	Area 46	0.1
M-3A (M)	Area 47	0.1
M-3A (M)	Area 48	0.1
M-3A (M)	Area 49	0.1
M-3A (M)	Area 50	0.1

MEADOW LAKE AIRPORT and AIRPORT - AIRSIDE (LOCAL) Planning Plan:

The Planning Plan for the Meadow Lake Airport and Airside (Local) Planning Plan is intended to provide a framework for the development and use of the airport and its surrounding areas. The plan is based on the following principles:

- To provide a clear and concise framework for the development and use of the airport and its surrounding areas.
- To ensure that the development and use of the airport and its surrounding areas is consistent with the overall planning objectives of the community.
- To provide a clear and concise framework for the development and use of the airport and its surrounding areas.

MEADOW LAKE INDUSTRIAL PARK (MLIP) Planning Plan:

The Planning Plan for the Meadow Lake Industrial Park (MLIP) is intended to provide a framework for the development and use of the industrial park. The plan is based on the following principles:

- To provide a clear and concise framework for the development and use of the industrial park.
- To ensure that the development and use of the industrial park is consistent with the overall planning objectives of the community.
- To provide a clear and concise framework for the development and use of the industrial park.

MLA Planning:

The Meadow Lake Airport and Airside (Local) Planning Plan is intended to provide a framework for the development and use of the airport and its surrounding areas. The plan is based on the following principles:

- To provide a clear and concise framework for the development and use of the airport and its surrounding areas.
- To ensure that the development and use of the airport and its surrounding areas is consistent with the overall planning objectives of the community.
- To provide a clear and concise framework for the development and use of the airport and its surrounding areas.

MLA Planning	MLIP Planning
344.01.01	344.01.01
344.01.02	344.01.02
344.01.03	344.01.03
344.01.04	344.01.04
344.01.05	344.01.05
344.01.06	344.01.06
344.01.07	344.01.07
344.01.08	344.01.08
344.01.09	344.01.09
344.01.10	344.01.10
344.01.11	344.01.11
344.01.12	344.01.12
344.01.13	344.01.13
344.01.14	344.01.14
344.01.15	344.01.15
344.01.16	344.01.16
344.01.17	344.01.17
344.01.18	344.01.18
344.01.19	344.01.19
344.01.20	344.01.20
344.01.21	344.01.21
344.01.22	344.01.22
344.01.23	344.01.23
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344.01.28	344.01.28
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344.01.31	344.01.31
344.01.32	344.01.32
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344.01.45	344.01.45
344.01.46	344.01.46
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344.01.49	344.01.49
344.01.50	344.01.50

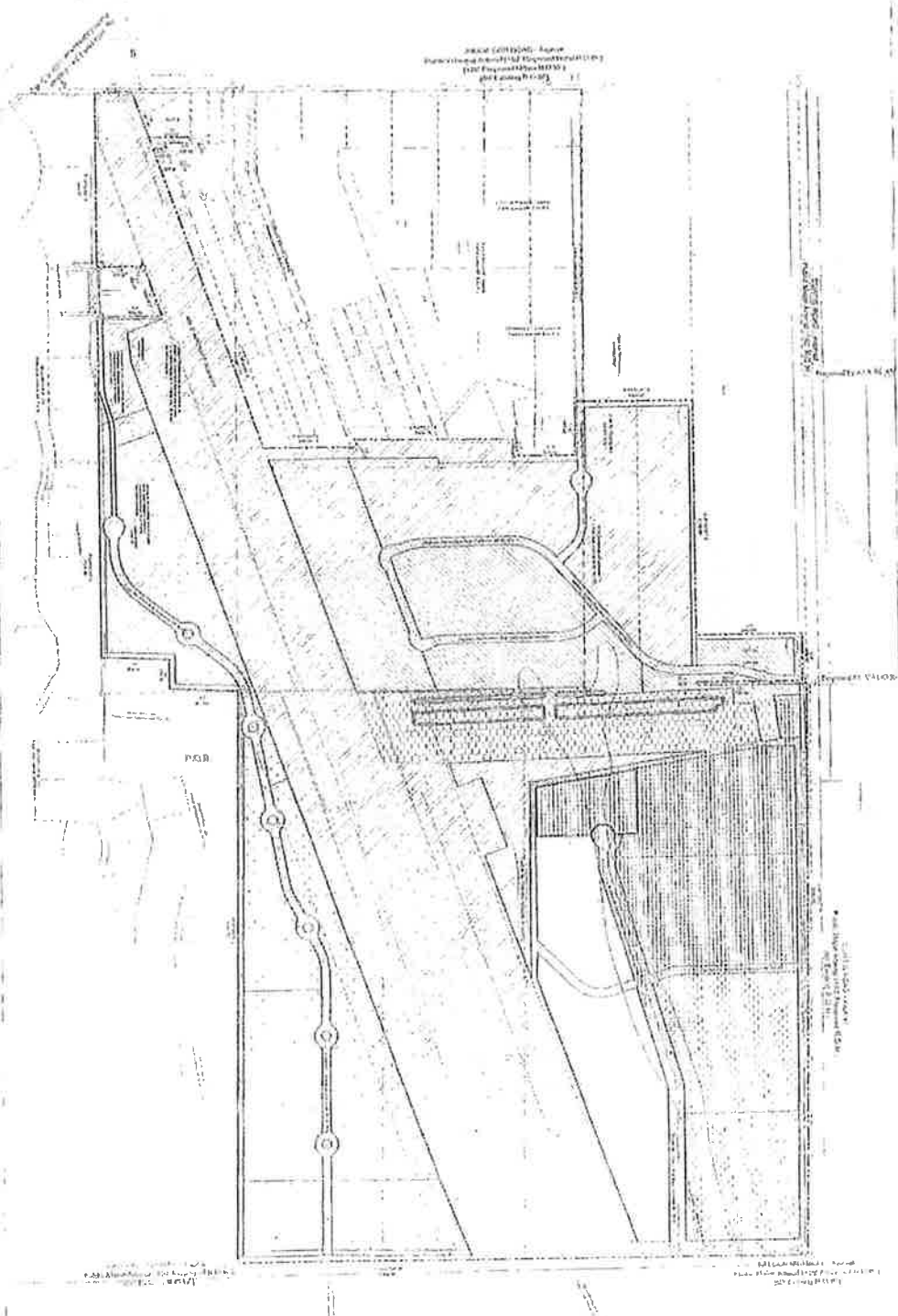
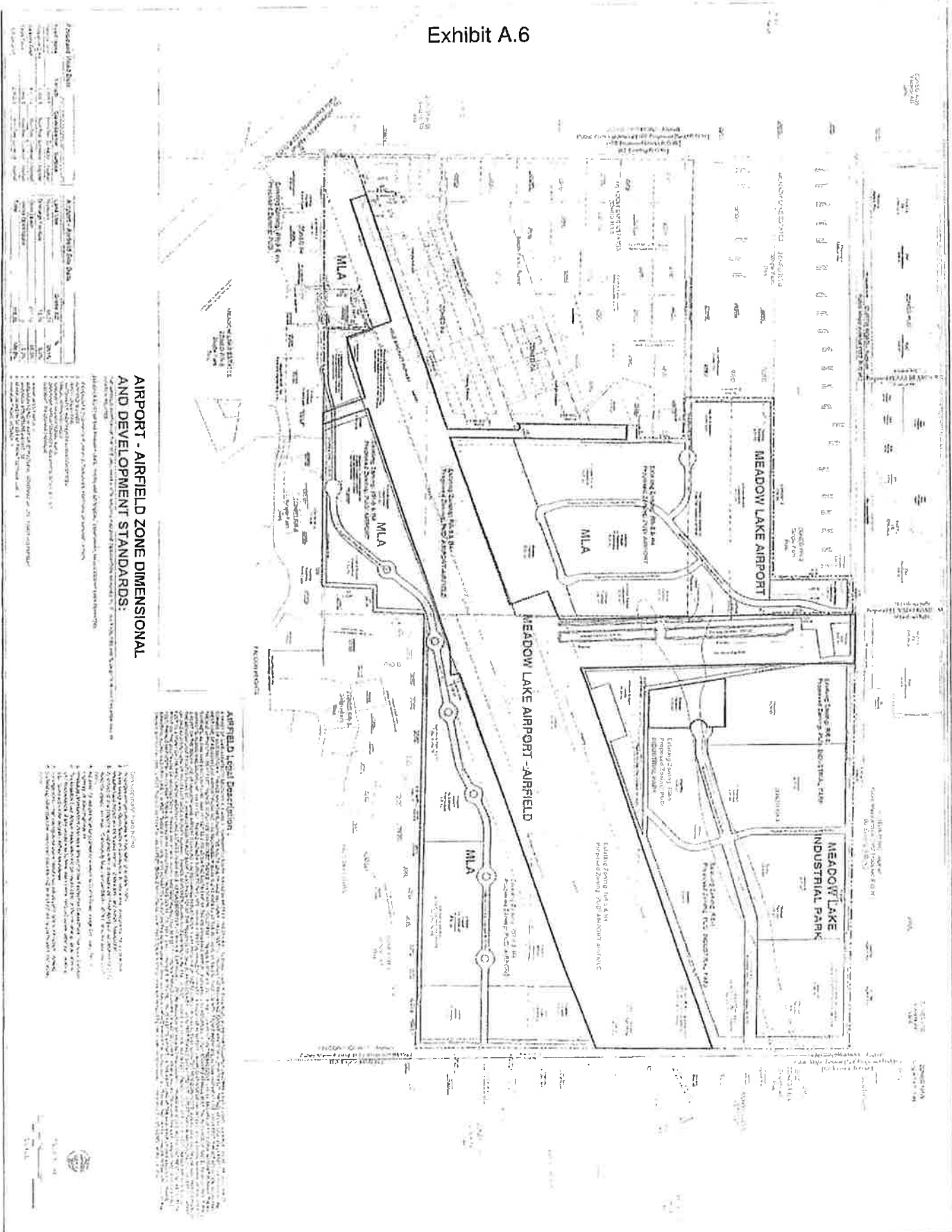


Exhibit A.6



Project Information

Project Name	MEADOW LAKE AIRPORT PUD
Project No.	10000000000000000000
Project Date	10/1/2010
Project Status	PLANNING
Project Location	MEADOW LAKE, CO
Project Owner	MEADOW LAKE AIRPORT DISTRICT
Project Manager	JOHN W. HARRIS
Project Engineer	JOHN W. HARRIS
Project Designer	JOHN W. HARRIS
Project Checker	JOHN W. HARRIS
Project Approver	JOHN W. HARRIS

AIRPORT - AIRFIELD ZONE DIMENSIONAL AND DEVELOPMENT STANDARDS:

Airfield Legal Description:

MEADOW LAKE AIRPORT PUD, MEADOW LAKE AIRFIELD ZONE DIMENSIONAL AND DEVELOPMENT STANDARDS:

1. The minimum lot size shall be 10 acres.

2. The minimum lot width shall be 100 feet.

3. The minimum lot depth shall be 100 feet.

4. The minimum lot area shall be 100,000 square feet.

5. The minimum lot frontage shall be 100 feet.

6. The minimum lot setback shall be 100 feet.

7. The minimum lot side setback shall be 100 feet.

8. The minimum lot rear setback shall be 100 feet.

9. The minimum lot area ratio shall be 10%.

10. The minimum lot frontage ratio shall be 10%.

11. The minimum lot side setback ratio shall be 10%.

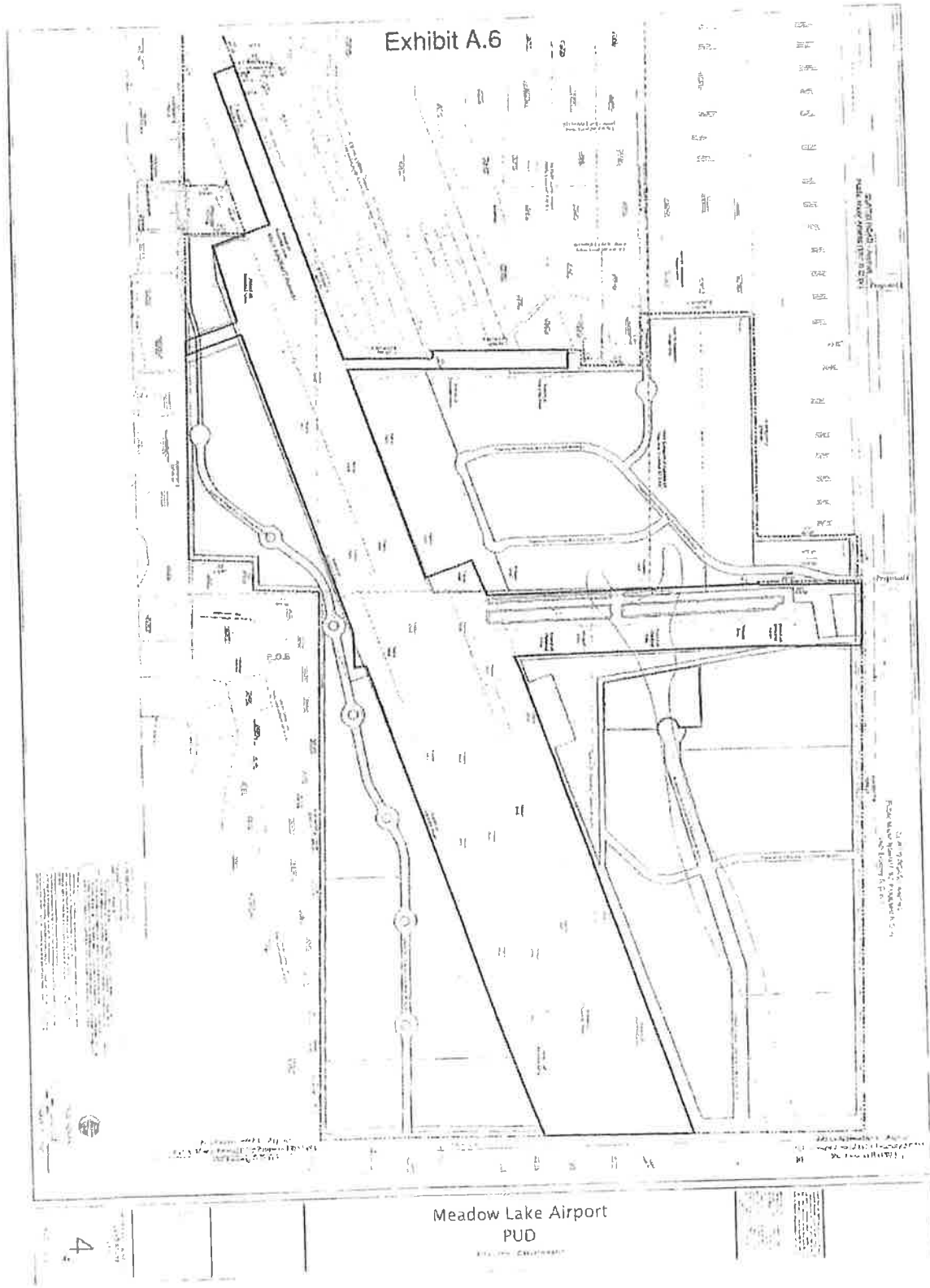
12. The minimum lot rear setback ratio shall be 10%.

13. The minimum lot area ratio shall be 10%.

14. The minimum lot frontage ratio shall be 10%.

15. The minimum lot side setback ratio shall be 10%.

16. The minimum lot rear setback ratio shall be 10%.



RESOLUTION NO. 08-353

BOARD OF COUNTY COMMISSIONERS
COUNTY OF EL PASO, STATE OF COLORADO

APPROVE REZONE FROM THE RR-5 AND R-4 ZONE DISTRICTS TO THE PUD DISTRICT (PUD-07-009)-MEADOW LAKE AIRPORT ASSOCIATION, VEPO, LLC, GRR PARTNERS, INC., LLC, AND SANTA FE SPRINGS, LLC

WHEREAS, Meadow Lake Airport Association, VEPO, LLC, GRR Partners, Inc., LLC, and Santa Fe Springs, LLC, did file a petition with the Development Services Division of El Paso County to Rezone the herein described property in El Paso County from the RR-5 (Residential Rural) and R-4 (Planned Development) Zone Districts to the PUD (Planned Unit Development) Zone District; and

WHEREAS, a public hearing was held by the El Paso County Planning Commission on July 15, 2008, upon which date the Planning Commission did by formal resolution recommend approval of the subject Zone change petition with conditions and notations; and

WHEREAS, a public hearing was held by this Board on August 14, 2008; and

WHEREAS, based on the evidence, testimony, exhibits, study of the master plan for the unincorporated area of the county, recommendations of the El Paso County Planning Commission, comments of the El Paso County Development Services Division, comments of public officials and agencies, and comments from all interested parties, this Board finds as follows:

1. Proper posting, publication, and public notice were provided as required by law for the hearings before the Planning Commission and Board of County Commissioners of El Paso County.
2. That the hearings before the Planning Commission and Board of County Commissioners were extensive and complete, all pertinent facts, matters and issues were submitted and reviewed, and all interested parties were heard at those hearings.
3. That the proposed PUD (Planned Unit Development) District zoning is in general conformity with the Master Plan for El Paso County, Colorado.
4. That the proposed PUD District zoning advances the stated purposes set forth in Chapter 4, Section 4.2.6, of the El Paso County Land Development Code.

5. That there has been a substantial change in the character of the area since the land was last zoned.
6. That the proposed development is in compliance with the requirements of the Land Development Code and all applicable statutory provisions and will not otherwise be detrimental to the health, safety, or welfare of the present or future inhabitants of El Paso County.
7. That the subject property is suitable for the intended uses and the use is compatible with both the existing and allowed land uses on the neighboring properties, will be in harmony and responsive with the character of the surrounding area and natural environment; and will not have a negative impact upon the existing and future development of the surrounding area.
8. That the proposed development provides adequate consideration for any potentially detrimental use-to-use relationships (e.g. commercial use adjacent to single-family use) and provides an appropriate transition or buffering between uses of differing intensities both on-site and off-site.
9. That the allowed uses, bulk requirements and required landscaping and buffering are appropriate to and compatible with the type of development, the surrounding neighborhood or area and the community.
10. That the areas with unique or significant historical, cultural, recreational, aesthetic or natural features are preserved and incorporated into the design of the project.
11. That open spaces and trails are integrated into the development plan to serve as amenities to residents and provide reasonable walking and biking opportunities.
12. That the proposed development will not overburden the capacities of existing or planned roads, utilities and other public facilities (e.g., fire protection, police protection, emergency services, and water and sanitation), and the required public services and facilities will be provided to support the development when needed.
13. That the proposed development would be a benefit through the provision of interconnected open space, conservation of environmental features, aesthetic features and harmonious design, and energy-efficient site design.

14. That the proposed land use does not permit the use of any area containing a commercial mineral deposit in a manner which would unreasonably interfere with the present or future extraction of such deposit unless acknowledged by the mineral rights owner.
15. That any proposed exception or deviation from the requirements of the zoning resolution or the subdivision regulations is warranted by virtue of the design and amenities incorporated in the development plan and development guide.
16. That the owner has authorized the application.
17. For the above-stated and other reasons, the proposed zoning is in the best interest of the health, safety, morals, convenience, order, prosperity and welfare of the citizens of El Paso County.

NOW, THEREFORE, BE IT RESOLVED the Board of County Commissioners of El Paso County, Colorado, hereby approves the petition of Meadow Lake Airport Association, VEPO, LLC, GRR Partners, Inc., LLC, and Santa Fe Springs, LLC, for a Zone change from the RR-5 (Residential Rural) and R-4 (Planned Development) Zone Districts to the PUD (Planned Unit Development) Zone District for the unincorporated area of El Paso County as described in Exhibit A, which is attached hereto and incorporated by reference;

BE IT FURTHER RESOLVED the following conditions and notation shall be placed upon this approval:

CONDITIONS:

1. The applicant/developer and/or property owner shall be required to participate in a fair and equitable fashion in the upgrading and signalization of Curtis Road, Falcon Highway, and Judge Orr Road based on the site Traffic Impact Study.
2. Developer shall comply with federal and state laws, regulations, ordinances, review and permit requirements, and other agency requirements, if any, of applicable agencies including, but not limited to, the Colorado Department of Wildlife, Colorado Department of Transportation, U.S. Army Corps of Engineers, and the U.S. Fish and Wildlife Service regarding the Endangered Species Act, particularly as it relates to the Preble's meadow jumping mouse as a listed species.

3. Buffering between the commercial, industrial, and the adjacent residential uses shall be reflected in any PUD Development Plan requests. The developer shall be required to provide the buffering and said requirement shall be a condition of approval.
4. Creative landscape design is encouraged, but in no instance shall the minimum buffering and landscape requirement be less than that required in Section 6.2.2 of the El Paso County Land Development Code. A preliminary landscape plan shall be provided with any PUD Development Plan requests. Said buffers shall be exclusive of any lot area(s).
5. Road locations, intersections, and classifications on the Zoning and Conceptual Plan (ZCP) are based on the best information available at this time. Final determinations of all road classifications will be made at the time of Preliminary Plan when more detailed land use, traffic, and road designs are available. Minor changes to road classifications, intersections, and locations shall not require a new ZCP.
6. Development of this ZCP and PUD Development Plan shall be subject to all conditions of approval of the associated Sketch Plan.
7. Development of the property shall be in accordance with this ZCP and PUD Development Plan. All subsequent PUD Development Plans submitted and processed shall be consistent with the ZCP. Minor modifications may be made subject to the limitations contained in the El Paso County Land Development Code, as amended.
8. The ZCP and PUD Development Plan shall be recorded in the office of the El Paso County Clerk & Recorder prior to scheduling any Final Plats for hearing by the Planning Commission.
9. All owners of record must sign the ZCP.
10. The adequacy of screening/separation of differing land uses shall be a serious consideration in the evaluation of any PUD Development Plan.

11. A completed U.S. Army Corps of Engineers permit should be provided to the El Paso County Development Services Division prior to project commencement if ground-disturbing activities would occur in wetland areas. Alternatively, a letter from a qualified wetland scientist indicating why such a permit is not required for this project would be acceptable.

NOTATION:-

1. If a zone or rezone petition has been disapproved by the Board of County Commissioners, resubmittal of the previously denied petition will not be accepted for a period of one (1) year if it pertains to the same parcel of land and is a petition for a change to the same zone that was previously denied. However, if evidence is presented showing that there has been a substantial change in physical conditions or circumstances, the Planning Commission may reconsider said petition. The time limitation of one (1) year shall be computed from the date of final determination by the Board of County Commissioners or, in the event of court litigation, from the date of the entry of final judgment of any court of record.

AND BE IT FURTHER RESOLVED the record and recommendations of the El Paso County Planning Commission be adopted.

DONE THIS 14th day of August 2008, at Colorado Springs, Colorado.

ATTEST:

By: Julianne Bahnd
County Clerk & Recorder

BOARD OF COUNTY COMMISSIONERS
OF EL PASO COUNTY, COLORADO

By: Jim Hany
Chair

Resolution No. 08-353
EXHIBIT A, PAGE 1

A tract of land located in Sections 4, 5 and 9, Township 13 South, Range 64 West of the 6th P.M., El Paso County, Colorado, more particularly described as follows: Beginning at the Southeast corner of said Section 5; Thence N87°26'06"W, 621.50 feet, thence N00°00'00"E, 275.70 feet; thence N87°26'06"W, 629.97 feet to a point on the West line of Meadow Lake Airport Filing No. 1 as recorded in Book O-2 at Page 62 of the records of said El Paso County; thence N00°00'00"E, along said West line, 3124.96 feet to the Southwest corner of Lot 1, in Meadow Lake Airport Filing No. 9 as recorded in Plat Book E-4 at Page 169 of said records of El Paso County; the following four (4) courses are along the Southerly, Easterly and Northerly lines of said Lot 1: 1) thence S89°59'44"E, 594.72 feet; 2) thence N19°35'42"W, 538.49 feet; said line also being the Westerly line of the 450.00 foot wide aircraft runway; 3) thence along a curve to the right having a central angle of 16°24'58", a radius of 50.00 feet, an arc distance of 142.01 feet (141.95 recorded) and a chord bearing of S61°50'02"W; 4) thence N90°00'00"W, 326.97 feet (327.14 feet recorded); to the Northwest corner of said Lot 1 and to a point on said West line of said Meadow Lake Airport Filing No. 1; thence N00°00'00"E along said West line, 1594.09 feet to the Northeast corner of said Meadow Lake Airport Filing No. 1; said point also being the South right-of-way line of Judge Orr Road; thence S89°32'16"E, along said South right-of-way line, 341.93 feet to a point on the Easterly line of said 450.00 foot wide aircraft runway; thence S19°35'42"E, along said Easterly line, 447.83 feet, to a point 50.00 feet North of the South line of Lot 6, in said Meadow Lake Airport Filing No. 1; thence S89°30'35"E, 50.00 feet North and parallel with said South line of Lot 6, 374.02 feet; thence S0°29'25"W, along the East line of said Lot 6, 50.00 feet; thence N89°30'35"W, along said South line of Lot 6, 238.38 feet to the Northeast corner of Lot 8, in said Meadow Lake Airport Filing No. 1; thence S19°23'24"E, along the East line of said Lot 8, 53.17 feet; thence N89°30'35"W, 50.00 feet South and parallel to the North line of said Lot 8, 117.15 feet to a point on the Easterly line of said 450.00 foot wide aircraft runway; thence S19°35'42"E, along said Easterly line, 2917.71 feet to a point on the South line of Meadow Lake Airport Filing No. 3 as recorded in Plat Book P-3 at Page 46 of said records of El Paso County; thence S89°16'07"E, along said South line, 804.00 feet; thence along a curve to the left, having a central angle of 209'14'52", a radius of 40.00 feet, an arc distance of 146.08 feet, and a chord bearing of N15°21'18"E, to a point on the South line of Meadow Lake Airport Filing No. 5 as recorded in Plat Book Y-3 at Page 134 of said records of El Paso County; thence S89°16'21"E, along said South line and the South line of Meadow Lake Estates Filing No. 6 as recorded in Plat Book T-3 at Page 131 of said records of El Paso County; 1469.73 feet; thence S00°39'18"W, 150.00 feet; thence S89°17'34"E, along said South line of Meadow Lake Estates Filing No. 6, 575.03 feet; thence N00°27'29"E, along the East line of said Meadow Lake Estates Filing No. 6, 490.49 feet; thence S89°33'37"E, along South line of

Resolution No. 08-353
EXHIBIT A, PAGE 2

Meadow Lake Estates Filing No. 8, as recorded in Plat Book B-4 at Page 116, of said records of El Paso County, thence $S00^{\circ}02'21''E$, along said West line, 2158.98 feet to the Northwest corner of Lot 24 of said Meadow Lake Estates Filing No. 2; thence $N89^{\circ}56'03''E$, along the North line of said Lot 24, 990.00 feet to the Northeast corner thereof, said point also being the West right-of-way line of Curtis Road; thence $S00^{\circ}02'21''E$, along said West line, 438.65 feet to the Southeast corner of Lot 25, Meadow Lake Estates Filing No. 2; thence $N89^{\circ}47'44''W$, along the South line of said Lot 25, 990.01 feet to the Southwest corner thereof; thence $S00^{\circ}02'21''E$, 30.00 feet to a point on the South line of said Section 4; thence $S89^{\circ}47'44''E$, along said South line, 1030.08 feet to the Southeast corner of said Section 4; thence $S00^{\circ}36'07''W$, along the East line of said Section 9, 5276.11 feet to the Southeast corner thereof; thence $N89^{\circ}57'52''W$ along the South line of said Section 9, 5286.29 feet to the Southwest corner thereof; thence $N00^{\circ}44'59''E$ along the West line of said Section 9, 5291.70 feet to the point of beginning and containing 1002.201 acres more or less.

Meadow Lake Airport Influence Area

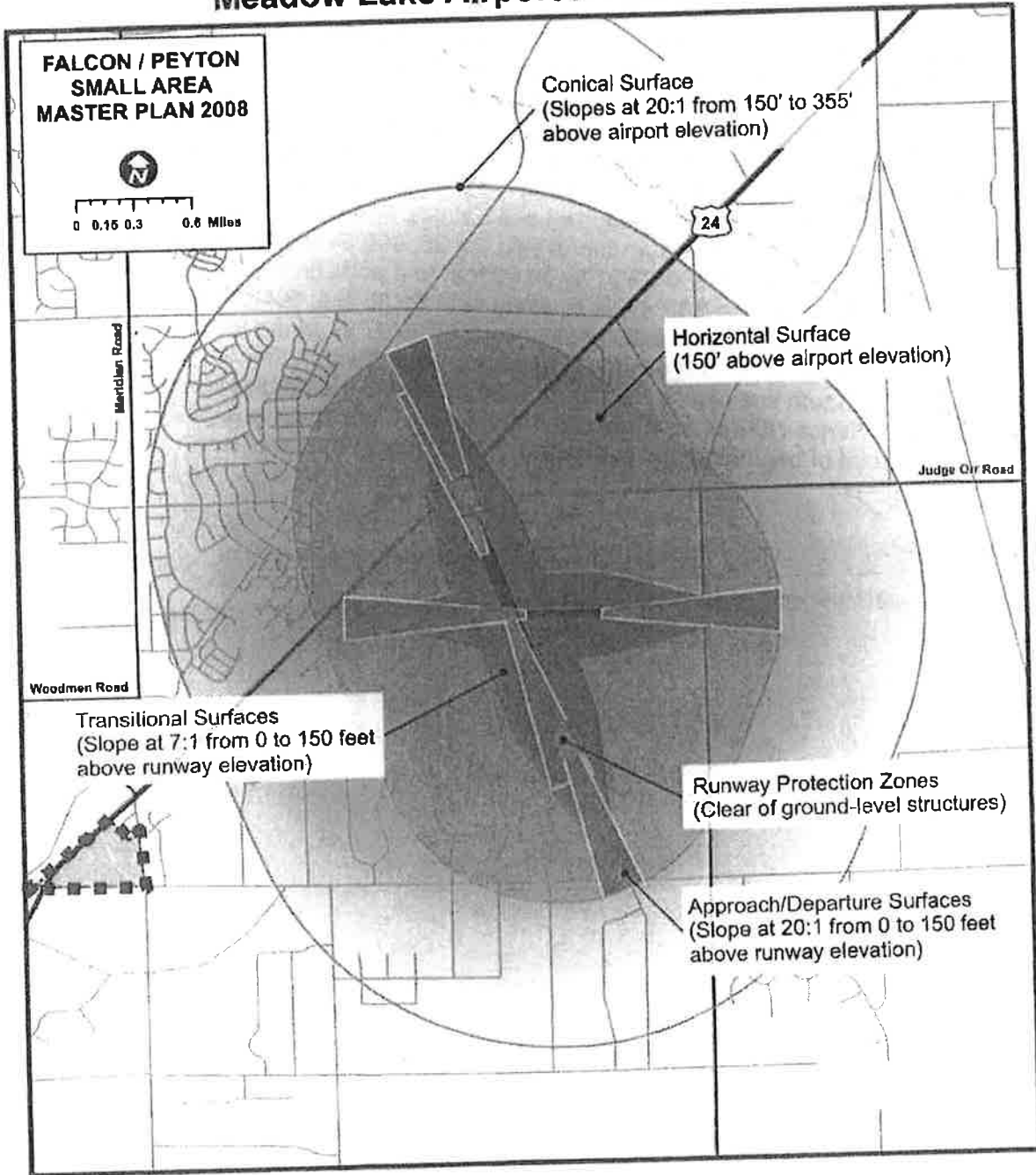
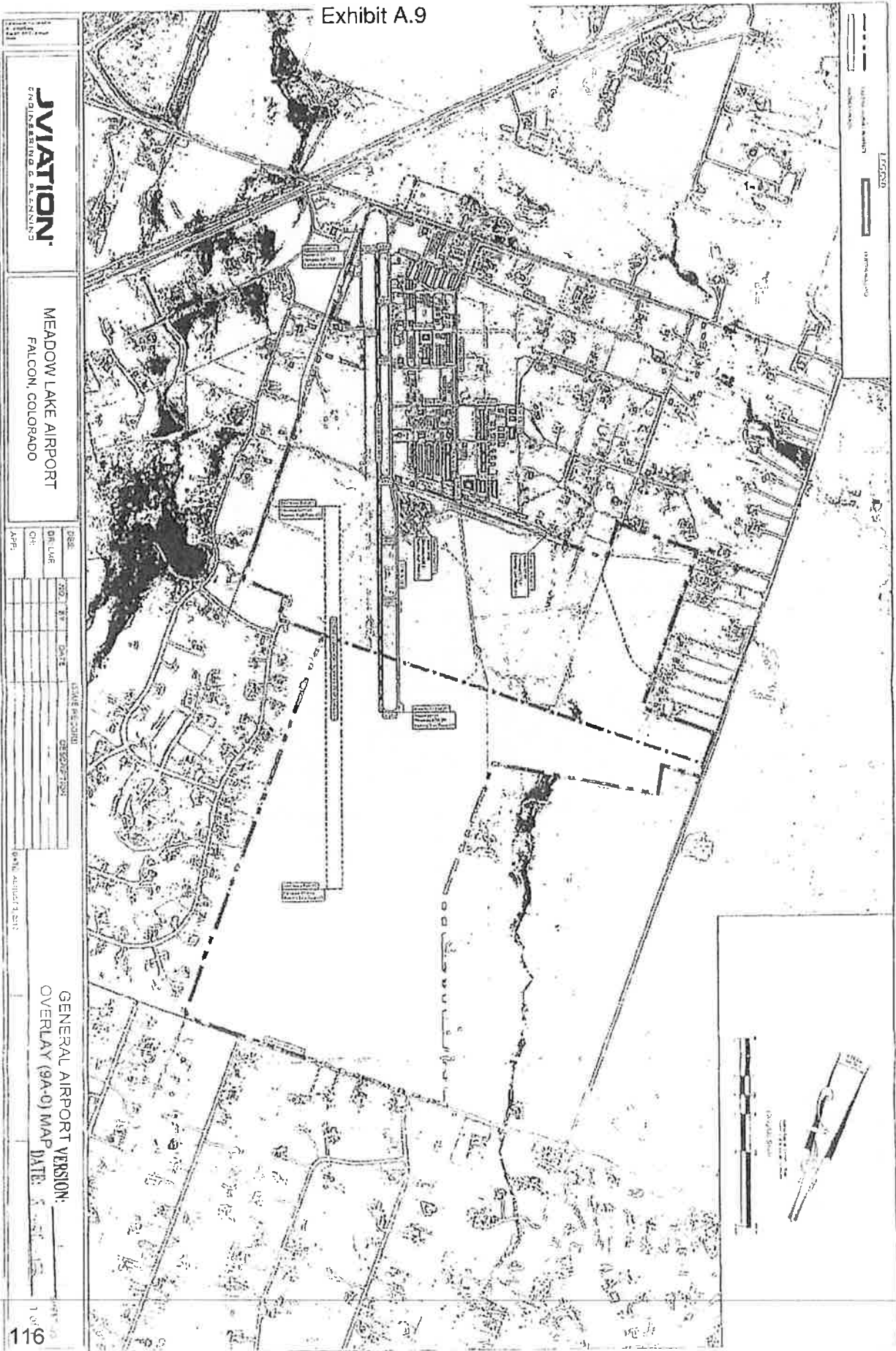


Exhibit A.8



Exhibit A.9





BOCC

RESOLUTION NO. 12- 390

BOARD OF COUNTY COMMISSIONERS
COUNTY OF EL PASO, STATE OF COLORADO

APPROVE REZONE FROM THE PUD (PLANNED UNIT DEVELOPMENT)
ZONE DISTRICT TO INCLUDE ADOPTION OF A GENERAL AVIATION
OVERLAY (GA-O) ZONE DISTRICT (GA-O-12-001)


WHEREAS, Meadow Lake Airport Association did file a petition with the
Development Services Department of El Paso County to Rezone the herein
described property in El Paso County from the PUD (Planned Unit Development)
to include adoption of a General Aviation Overlay (GA-O) Zone District; and

WHEREAS, a public hearing was held by the El Paso County Planning
Commission on October 2, 2012, upon which date the Planning Commission did
by formal resolution recommend approval of the subject Zone change petition
with Meadow Lake Airport Association; and

WHEREAS, a public hearing was held by this Board on November 8, 2012; and

WHEREAS, based on the evidence, testimony, exhibits, study of the master plan
for the unincorporated area of the county, recommendations of the El Paso
County Planning Commission, comments of the El Paso County Development
Services Department, comments of public officials and agencies, and comments
from all interested parties, this Board finds as follows:

1. Proper posting, publication, and public notice were provided as required by law for the hearings before the Planning Commission and the Board of County Commissioners of El Paso County.
2. The hearings before the Planning Commission and the Board of County Commissioners were extensive and complete, all pertinent facts, matters and issues were submitted and reviewed, and all interested parties were heard at those hearings.
3. The proposed zoning is in compliance with the recommendations set forth in the Master Plan for the unincorporated area of the county.
4. The proposed land use will be compatible with existing and permitted land uses in the area.

WAYNE W. WILLIAMS	El Paso County, CO
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5. The proposed land use does not permit the use of any area containing a commercial mineral deposit in a manner, which would interfere with the present or future extraction of such deposit by an extractor.
6. For the above-stated and other reasons, the proposed Zoning is in the best interest of the health, safety, morals, convenience, order, prosperity and welfare of the citizens of El Paso County.
7. Changing conditions clearly require amendment to the Zoning Resolutions.

NOW, THEREFORE, BE IT RESOLVED the Board of County Commissioners of El Paso County, Colorado, hereby approves the petition of Meadow Lake Airport Association for a Zone change from the PUD (Planned Unit Development) to include adoption of a General Aviation Overlay (GA-O) Zone District for the unincorporated area of El Paso County as described in Exhibit A, which is attached hereto and incorporated by reference;

BE IT FURTHER RESOLVED the following conditions and notations shall be placed upon this approval:

CONDITIONS OF APPROVAL

1. Approval of the General Aviation Overlay (GA-O) (GA-O-12-1) does not approve an Airport Master Plan or Layout Plan, adoption and/or enforcement of noise contours, airport accident zones, or Part 77 Surfaces which are not under consideration with this application. This GA-O authorizes the implementation of the uses, with conditions, identified in Section 4.3.2.E.1 of the Land Development Code, as amended.
2. Any uses established within the proposed GA-O must obtain legal access that complies with the provisions of the Land Development Code and Engineering Criteria Manual.
3. Any changes to the condition of the turf runway or pavement of the same shall require Development Services approval of a site development plan to establish the approved location relative to adjacent residential properties. That review may include, but not be limited to, grading and erosion control, storm water runoff, and drainage. Additional uses shall only be authorized by the Development Services Department Director's approval of a site development plan.

4. Prior to authorization of additional uses a full traffic impact study (TIS) report prepared and signed by a licensed engineer shall be submitted to evaluate traffic impacts of additional uses within this area of the GA-O. All off-site transportation improvements required due to traffic generated by any additional uses within the GA-O shall be constructed by the Meadow Lake Airport Association or entities developing within the GA-O prior to initiation of additional uses within the GA-O.
5. The Meadow Lake Airport Association or entities developing within the GA-O shall be required to participate in a fair and equitable manner in any offsite transportation improvements to Curtis Road, Falcon Highway and/or Judge Orr Road based on applicable transportation impact studies for additional uses within the GA-O.
6. Developer shall comply with federal and state laws, regulations, ordinances, review and permit requirements, and other agency requirements, if any, of applicable agencies including, but not limited to, the Colorado Division of Wildlife, Colorado Department of Transportation, U.S. Army Corps of Engineers and the U.S. Fish and Wildlife Service and/or Colorado Department of Wildlife regarding the Endangered Species Act, particularly as it relates to the Preble's Meadow Jumping Mouse as a listed threatened species.
7. A completed U.S. Army Corps of Engineers permit should be provided to the El Paso County Development Services Department prior to project commencement if ground-disturbing activities would occur in wetland areas. Alternatively, a letter from a qualified wetland scientist indicating why such a permit is not required for this project would be acceptable.
8. Detailed buffering, screening, and landscaping as required by the applicable sections of the Land Development Code, as amended, shall be provided between the GA-O uses and the adjacent residential uses in site development plan submittals. The installation and maintenance of said requirements shall be a condition of approval for site development plans. The adequacy of screening/ separation of differing land uses shall be a serious consideration in the evaluation of any site development plans.

Additional staff recommended conditions after planning commission recommendation

9. BoCC approval of the General Aviation Overlay or any subsequent land use approvals within the Meadow Lake General Airport Overlay (GA-O-12-1) shall not result in or be construed to authorize any over flights of less than

500 feet above ground level over private property. For land use approvals within the General Aviation Overlay that will result in over flights of private property at less than 500 feet above ground level, it shall be the responsibility of the Meadow Lake Airport and/or Meadow Lake Airport Association to obtain the appropriate legal approvals of the land owner(s) or acquire the necessary property interests in the affected private property to allow such over flights and provide proof of the same to the County.

10. Airport Layout Plans approved by the FAA shall be filed and kept current with the Development Services Department. All site plan or site development plan submittals shall include a copy of the most up to date FAA approved Airport Layout Plan for the Meadow Lake Airport.

NOTATIONS

1. The El Paso County Board of County Commissioners may consider revocation and/or suspension of this approval if zoning regulations, conditions, and/or standards are being violated, preceded by notice and public hearing.
2. Approval of the GA-O does not imply El Paso County acceptance or adoption of a Meadow Lake Airport Layout Plan.

AND BE IT FURTHER RESOLVED the record and recommendations of the El Paso County Planning Commission be adopted.

DONE THIS 29th day of November 2012, at Colorado Springs, Colorado.

BOARD OF COUNTY COMMISSIONERS
OF EL PASO COUNTY, COLORADO

ATTEST:

By:

County Clerk & Recorder

By:

Chair

Resolution No. 12- 390
EXHIBIT A

A TRACT OF LAND LOCATED IN SECTION 9, TOWNSHIP 13 SOUTH, RANGE 64 WEST OF THE 6TH P.M., EL PASO COUNTY, COLORADO MORE PARTICULARLY DESCRIBED AS FOLLOWS:

BEGINNING AT THE NORTHWEST CORNER OF SAID SECTION 9; THENCE S 89 DEGREES 45 MINUTES 52 SECONDS E, ALONG THE NORTH LINE OF SAID SECTION 9, 5271.93 FEET; THENCE S 00 DEGREES 38 MINUTES 04 SECONDS W, 93.65 FEET; THENCE S 88 DEGREES 28 MINUTES 55 SECONDS W, 343.54 FEET; THENCE S 07 DEGREES 13 MINUTES 44 SECONDS E, 400.00 FEET; THENCE S 82 DEGREES 46 MINUTES 16 SECONDS W, 2370.40 FEET; THENCE S 00 DEGREES 42 MINUTES 30 SECONDS W, 1859.14 FEET; THENCE S 19 DEGREES 35 MINUTES 42" E, 2777.92 FEET TO A POINT ON THE SOUTH LINE OF SAID SECTION 9; THENCE N 89 DEGREES 55 MINUTES 52 SECONDS W, ALONG SAID SOUTH LINE, 3607.11 FEET TO THE SOUTHWEST CORNER OF SAID SECTION 9; THENCE N 00 DEGREES 46 MINUTES 38 SECONDS E, 2646.15 FEET ALONG THE WEST LINE OF SAID SECTION 9; THENCE N 00 DEGREES 47 MINUTES 12 SECONDS E, ALONG THE WEST LINE OF SAID SECTION 9, 2645.55 FEET TO THE POINT OF BEGINNING

