



Vertex Consulting Services, LLC
455 Pikes Peak Avenue, Suite 101
Colorado Springs, CO 80903-3672
719-733-8605

**Cessna Drive
Variance of Use
Letter of Intent**

July 16, 2024

Sund Estate Management Corporation
8308 Cessna Drive
Peyton, CO 80831

Enclosures: Meadow Lake Airport Filing 1 Plat
1981 R-4 Zoning Board of County Commissioners Staff Report
Surrounding Commercial Uses Map
Letters of Support

Planner: Vertex Consulting Services, LLC, Nina Ruiz
455 E Pikes Peak Avenue, Suite 101
Colorado Springs, CO 80903
719-733-8605
Nina.ruiz@vertexc.com

Tax Schedule Nos: 4304002087, 4304002058

Acreage: 19,500 SF, 13,000 SF

Zoning: R-4 (Planned Development District Obsolete), GA-O (General Aviation Overlay District)

Utilities: Mountain View Electric Association (MVEA) provides electric service and Colorado Springs Utilities provides natural gas service to the existing structures. Water and wastewater are provided by an individual onsite well and onsite wastewater treatment system.

Site Location:

Vertex Consulting Services, LLC, on behalf of Sund Estate Management Corporation, is respectfully submitting a variance of use application to allow for a “Commercial Vehicle Repair Garage” in the R-4, GA-O zone district. The property is located approximately one half of a mile southeast of the Judge Orr Road and Highway 24 Intersection, within Meadow Lake Airport. The proposed variance of use is compatible with the surrounding planned and existing development and is consistent with the Your El Paso Master Plan.

Request:

The purpose of this application is to:

1. Request approval of a variance of use to allow a “Commercial Vehicle Repair Garage” in the R-4, GA-O zone. Section 1.15 of the Land Development Code defines Commercial Vehicle Repair Garage as:
“An establishment used for the care or repair of passenger vehicles and light trucks, including major or minor work such as paint, body and fender work or engine and transmission overhaul and incidental storage or parking of repaired vehicles, but excluding the dismantling of wrecked vehicles and the storage of junk vehicles.”
2. Request to remove the following plat restriction:
“The property shall be restricted to uses pertaining to hangars and aircraft.”

Justification:

The pages that follow address each one of the Variance of Use criteria included within Section 5.3.4 of the El Paso County Land Development Code:

The strict application of any of the provisions of this Code would result in peculiar and exceptional practical difficulties or undue hardship.

The Board of County Commissioners added the OA-G (named GA-O today) to the subject parcels on May 18, 1970. This overlay added the following permitted uses to the underlying A-3 zone district [see attached 1980 OA-G zone]:

- Aero club facilities
- Aircraft maintenance facilities
- Airfields and landing strips
- Airport terminals and related supporting facilities [e.g. restaurants, hotels, retail]
- Aviation control towers
- Hangars and tie-down facilities
- Navigation instruments and aids
- Aviation related businesses

The property was platted as part of Meadow Lake Airport Filing No. 1 on September 14, 1970. The plat included the following note, restricting the land uses permitted by the underlying A-3, OA-G zone:

**UTILIZATION OF LOTS WITHIN MEADOW LAKE
AIRPORT FILING NO. 1 :**

BLOCK 1, LOTS 1 THRU 5 – RESIDENTIAL
BLOCK 2, LOTS 1 THRU 5, 7 & 8 – HANGERS & TIE-DOWN FACILITIES
BLOCK 2, LOT 6 – AIRPORT TERMINAL SITE
BLOCK 3, LOTS 1 THRU 13 – HANGERS & TIE-DOWN FACILITIES
BLOCK 4, LOTS 1 THRU 30 – HANGERS & TIE-DOWN FACILITIES
TRACT 1 & TRACT 2 – AIRCRAFT MAINTENANCE FACILITIES

[See attached 1970 plat]

The Board of County Commissioners approved a rezoning of the subject parcels from the A-3/OA-G to the R-4/OA-G on November 23, 1981. The R-4 zone district allowed for commercial uses as outlined in the PBP zone pursuant to Section 17 of the 1980 Land Development Code [See attached 1980 R-4 zone]. The Meadow Lake Airport Development Corporation application included the following paragraph which further clarifies the R-4 intended uses:

The R-4 zone was established to provide a greater variety of principal and accessory uses in the development of land and to address the advantages resultant from technological change. While primarily a residential zoning, all commercial uses outlined in the PBP zone are permitted. Repair shops, warehouses (for example airplane hangars), offices, stores, restaurants, gas pumps and other commercial uses that generally require free-standing structures and/or substantial outdoor storage facilities are principal permitted uses of the PBP zone.

[See attached 1981 R-4 BoCC Staff Packet]

The application submitted by the Meadow Lake Airport Development Corporation did not include a list of permitted/excluded uses, nor did it include new dimensional standards for the R-4 zone. The R-4 zone specifically permitted those allowed uses in the PBP zone district and the Meadow Lake Airport Development Corporation echoed that intent, along with other specific examples of acceptable uses in the R-4 zone. The PBP zone permitted the proposed use.

Unfortunately, the Meadow Lake Airport Development Corporation failed to address any existing plat notes with the R-4 zoning action, muddying what uses may be permitted. Over the years several of the lots within the Meadow Lake subdivisions have received approval of plat note waivers, subdivision exemptions, and replats to remove the use restriction included within the Meadow Lake Airport Filing 1. Additionally, special uses have been approved to allow for those uses allowed within the PID zone.

The current El Paso County Planning Department has identified that although the R-4 zoning action and GA-O allow for other uses, the plat note further restricts the permitted uses and overrides the underlying and subsequent zoning actions. There are other commercial businesses within the Meadow Lake Filing 1 subdivision and the other surrounding subdivisions. Pursuant to the plat note, only Tracts 1 & 2 may have commercial operation and those tracts are limited to "Aircraft Maintenance" only [See attached Commercial Uses Map identifying the numerous other commercial operations in place today]. The Department has identified that a plat note waiver, subdivision exemption, or replat are no longer options for allowing the proposed use. The variance of use has been identified as the process for removing the plat note restriction.

The Meadow Lake Airport Development Corporation and BoCC in 1981 failing to clarify the allowed uses and applicability of any prior plat notes presents a practical difficulty for the current owner. Additionally, the Planning Department has identified that administrative actions, such as, plat note waivers, subdivision exemptions, and replats are no long available options to allow for other uses on the property. It is a hardship for the current property owner that there is no other process available to allow the use.

- ***The variance of use is generally consistent with the applicable Master Plan;***

Please see the Master Plan analysis beginning on page 8.

- **The proposed use is compatible with the surrounding area, harmonious with the character of the neighborhood, not detrimental to the surrounding area, not detrimental to the future development of the area, and not detrimental to the health, safety, or welfare of the inhabitants of the area and County;**

Please see the below map and table identifying the numerous commercial uses in the area:



	Business Name	Type of Business	Zoning	Associated EPC Approval
1	Tire King of Falcon	Commercial Vehicle Repair Garage	R-4/GA-O	R481005Z, EA1938
2	Smith Farms	Agritainment	RR-5	AL184, PPR1818
3	EAA Chapter 72	Experimental Aircraft	PUD/GA-O	PUD07009
4	Springs Aviation	Flight School	R-4/GA-O	R481005Z, AASI222
5	Freeflight Composites	Airplane Repair/Manufacturing	R-4/GA-O	R481005Z, EX121
6	The Flight School at Colorado Springs	Flight School	R-4/GA-O	R481005Z

7	Pearce Aircraft	Airplane Repair/Manufacturing	R-4/GA-O	R481005Z, PNW94001
8	Avionics Upgrades	Airplane Repair/Manufacturing	R-4/GA-O	R481005Z
9	GZ Customs	Commercial Vehicle Repair Garage	R-4/GA-O	R481005Z
10	Structural Steel Solutions and Fabrication	Light Manufacturing	R-4/GA-O	R481005Z
11	Falcon Ultralight Mechanic and Instructor	Airplane Repair/ Flight School	R-4/GA-O	R481005Z, R497004
12	Verlin's Aviation	Flight School	R-4/GA-O	R481005Z
13	Pro Trans Plus	Commercial Vehicle Repair Garage	R-4/GA-O	R481005Z
14	Blue Line Print & Design	Sign Shop	R-4/GA-O	R481005Z, PNW85001
15	Precision Repair Works Inc.	Contractor Equipment Yard	R-4/GA-O	R481005Z, PNW85001
16	Walker Metal Works	Light Manufacturing	R-4/GA-O	R481005Z
17	RV Builder	Airplane Repair/Manufacturing	R-4/GA-O	R481005Z
18	Watts Upfitting	Commercial Vehicle Repair Garage	R-4/GA-O	R481005Z, PNW85001
19	Hangar Open Performance	Commercial Vehicle Repair Garage	R-4/GA-O	R481005Z, R497006, VR0006
20	First Logistex	Battery Company	R-4/GA-O	R481005Z, VA97006
21	Zebra Productions	Contractor Equipment Yard	R-4/GA-O	R481005Z, V96007, R497003
22	Window Well Covers	Contractor Equipment Yard	R-4/GA-O	R481005Z, R498004, PPR00003
23	Gene Kear Aircraft Painting	Airplane Repair/Manufacturing	R-4/GA-O	R481005Z, R486015
24	Veteran Towing	Contractor Equipment Yard	R-4/GA-O	R481005Z

The character of the Meadow Lake area is light industrial in nature. The R-4 and GA-O zone districts allow for commercial uses, which include airplane repair and maintenance. A Commercial Vehicle Repair Garage is compatible with the numerous pre-existing commercial vehicle repair garages, light industrial uses, and other commercial service uses in the area.

The business, AccuFix, contracts with the local military installations, CSPD, SWAT, El Paso Sheriff, Fire Departments, and numerous other emergency responders. They bullet-proof vehicles, outfit

the interior for emergency response (e.g. gun racks in the interior of the doors), and provide body repair to emergency responder vehicles when needed. Approval of the requested variance of use will promote the health, safety, and welfare of the inhabitants of the area and County by allowing them to continue to serve the military and emergency responders.

Furthermore, other lot owners within the Meadow Lake Airport have identified that the AccuFix operations promote the growth and stability of the Airport. Lastly, the Meadow Lake Airport Association has no objection to the requested variance of use identifying that their business is not detrimental to future airport operations. [See attached letters of support]

- ***The proposed use will be able to meet air, water, odor or noise standards established by County, State or federal regulations during construction and upon completion of the project;***

The proposed use meets all air, water, odor, and noise standards.

- ***The proposed use will comply with all applicable requirements of this Code and all applicable County, State and federal regulations except those portions varied by this action;***

All structures are pre-existing and have previously been permitted. No alterations or additions are proposed.

- ***The proposed use will not adversely affect wildlife or wetlands;***

The structures have been constructed. No additional impacts to wildlife are anticipated as a result of the approval of the variance of use. There are no wetlands onsite.

- ***The applicant has addressed all off-site impacts;***

The impacts are anticipated to be the same as all other permitted uses within the surrounding R-4, GA-O properties.

- ***The site plan for the proposed variance of use will provide for adequate parking, traffic circulation, open space, fencing, screening, and landscaping; and/or***

The Land Development Code requires one parking space per employee plus 3 spaces per bay or stall. There are 3 employees and 3 bays. The site plan depicts 12 parking spaces. No screening, open space, fencing, or landscaping are required for properties within the Meadow Lake Airport pursuant to the 1981 R-4 zoning.

- ***Sewer, water, storm water drainage, fire protection, police protection, and roads will be available and adequate to serve the needs of the proposed variance of use as designed and proposed.***

Water is provided by an individual onsite well and septic. The property is within the Falcon Fire Protection District. El Paso Sherriff's Department will respond to any emergency. Access is taken from Cessna Drive.

Master Plan Elements

Below is an analysis of the various El Paso County Master Plan elements.

Your El Paso County Master Plan Analysis

Chapter 1 of Your El Paso Master Plan (2021) states that the Plan is "general in nature-it cannot tackle every issue in sufficient detail to determine every type of necessary action." In addition, Chapter 1 goes on to state that the Plan "is intended to provide clearer and more coordinated policy, resulting in a document that effectively communicates County goals and identifies specific actions to achieve both County-wide and local area objectives." When taken together, these two statements suggest to the reader that the Plan may only address certain issues at a cursory level and that specific steps or actions for addressing such issues may not be offered within the Plan. That conclusion is certainly the case in numerous instances and with regard to a variety of topical areas. However, where that is not the case is with respect to the variance of use request, as identified below.

Key Area Analysis

The subject property is not identified in the Plan as being within a Key Area.

Area of Change Analysis

The subject property is identified in the Areas of Change map within the Plan as being within the "Minimal Change: Undeveloped" area of change.

Page 21 of the Plan characterizes areas of "Minimal Change: Undeveloped" by stating:

"The character of these areas is defined by a lack of development and presence of significant natural areas. These areas will experience some redevelopment of select underutilized or vacant sites adjacent to other built-out sites, but such redevelopment will be limited in scale so as to not alter the essential character. New development may also occur in these areas on previously undeveloped land, but overall there will be no change to the prioritized rural and natural environments."
(Emphasis added)

The subject property is currently developed and is surrounded by other commercial and industrial properties. The Master Plan anticipates some redevelopment provided the character can be maintained. The change in use of the existing building to a Commercial Vehicle Repair Garage matches the commercial and industrial character of the Meadow Lake Airport.

Placetype Analysis

The subject property is shown on the Placetypes map of Your El Paso Master Plan as being within

the Employment Center Placetype. Page 36 of the Plan identifies the following land uses as being Primary Land Uses within the Employment Center Placetype:

- Light Industrial/Business Park
- Heavy Industrial
- Office

The following land uses have been identified as being supporting land uses in the Employment Center Placetype:

- Commercial Retail
- Commercial Services
- Restaurants

The Employment Center Placetype is described further on page 36 as follows:

“Employment Centers comprise land for industrial, office, business park, manufacturing, distribution, warehousing, and other similar business uses. The priority function of this placetype is to provide space for large-scale employers to establish and expand in El Paso County. They are typically located on or directly adjacent to Interstate 25 and/or other regional corridors to ensure business and employee access.

Proximity to other transportation hubs, such as Meadowlake Airport, and rail lines is also appropriate for an Employment Center. Uses in this placetype often require large swaths of land and opportunity to expand and grow to meet future needs and demands. Transitional uses, buffering, and screening should be used to mitigate any potential negative impacts to nearby residential and rural areas. Some Employment Centers are located in Foreign Trade, Commercial Aeronautical, and Opportunity Zones to help incentivize development.” (emphasis added)

Commercial and industrial land uses are recommended within the Employment Center. The vehicle repair garage use fits within the commercial and industrial land use category, therefore, the proposed variance of use is in general conformance with the Placetype recommendations.

El Paso County Parks Master Plan

The El Paso County Parks Master Plan (2022) does not depict any planned or existing trails or open space on the subject property. Land dedication, or fees in lieu of land dedication are not required with a variance of use request.

Other Topical Elements of the County Master Plan

The proposed variance of use is in compliance with the other topical elements of the County Master Plan, including the Master Plan for Mineral Extraction, and the El Paso County Wildlife Habitat Maps and Descriptors.

MEADOW LAKE AIRPORT FILING NO. 1

A TRACT OF LAND IN SECTIONS 4 AND 5, T13S, R64W OF THE 6TH P.M., EL PASO COUNTY, COLORADO. - SHEET 2 OF 2.

NOTES:

BEARINGS BASED ON NORTH LINE OF SECTION 5 (N89°29'35"W)

- INDICATES 5/8" REBAR - (SET)
- INDICATES STEEL PIN - (FOUND)
- ✦ INDICATES IRON PIPE - (FOUND)

EACH LOT OWNER, WHERE APPLICABLE, IS RESPONSIBLE FOR HIS OWN SUPPLY OF WATER. ALL WELLS, SEPTIC TANKS, SUBSURFACE ABSORPTION FIELDS AND STABLES MUST COMPLY WITH AT LEAST THE MINIMUM REQUIREMENTS OF THE STATE OF COLORADO HEALTH DEPARTMENT AND THE CITY-COUNTY HEALTH DEPARTMENT OF EL PASO COUNTY, COLORADO.

UTILITY EASEMENTS AS INDICATED ARE FOR PUBLIC UTILITIES PURPOSES ONLY

KNOW ALL MEN BY THESE PRESENTS THAT HELEN DOLORES CONOVER, E.A.A. HANGERS INC. AND MEADOW LAKE AIRPORT DEVELOPMENT CORP., COLORADO CORPORATIONS, BEING THE OWNERS OF A TRACT OF LAND IN SECTIONS 4 AND 5, T13S, R64W OF THE 6TH P.M., SITUATE IN EL PASO COUNTY, COLORADO, MORE PARTICULARLY DESCRIBED AS FOLLOWS: BEGINNING AT THE NORTHEAST CORNER OF LOT 14, BLOCK 6B OF THE VACATION AND REFILING OF PORTION OF MEADOW LAKE ESTATES NO.1, AS RECORDED IN PLAT BOOK 1-2 AT PAGE 91 IN THE RECORDS OF EL PASO COUNTY, COLORADO, WHICH POINT IS ON THE SOUTH R.O.W. LINE OF JUDGE ORR ROAD; THENCE S 0°00' E, AND ALONG THE EAST LINE OF SAID REFILING, 3355.15 FEET; THENCE S89°18'40"E, 1062.27 FEET; THENCE S 19°35'42" E, 2076.74 FEET; THENCE N 70°24'18" E, 450.00 FEET; THENCE N 19°35'42" W, 1830.47 FEET; THENCE S89°18'40" E, 2230.25 FEET; THENCE N 0°41'20" E, 250.00 FEET; THENCE N89°18'40" W, 1469.74 FEET; THENCE N 19°35'42" W, 2599.03 FEET; THENCE N 0°29'25" E, 226.72 FEET; THENCE S89°29'35" E, 2094.30 FEET; THENCE N 0°29'25" E, 520.00 FEET TO A POINT ON THE SOUTH R.O.W. LINE OF JUDGE ORR ROAD; THENCE N89°29'35" W ALONG SAID SOUTH R.O.W. LINE 3561.29 FEET TO THE POINT OF BEGINNING AND CONTAINING 195.883 ACRES MORE OR LESS.

THE ABOVE MENTIONED OWNERS HAVE CAUSED SAID TRACT TO BE SURVEYED AND PLATTED INTO LOTS, BLOCKS, STREETS AND EASEMENTS FOR PUBLIC UTILITY AND DRAINAGE PURPOSES AS SHOWN ON THE ATTACHED PLAT, WHICH PLAT IS DRAWN TO A FIXED SCALE AS INDICATED THEREON AND ACCURATELY SETS FORTH THE BOUNDARY AND DIMENSIONS OF SAID TRACT AND THE LOCATION OF SAID EASEMENTS, LOTS AND STREETS AND WHICH TRACT SO PLATTED SHALL BE KNOWN AS "MEADOW LAKE AIRPORT FILING NO.1." ALL STREETS AS PLATTED ARE PRIVATE ROADWAYS

IN WITNESS WHEREOF: THE AFOREMENTIONED HELEN DOLORES CONOVER, E.A.A. HANGERS INC. AND MEADOW LAKE AIRPORT DEVELOPMENT CORP. HAVE CAUSED THESE PRESENTS TO BE EXECUTED THIS 14th DAY OF September A.D. 1970.

Helena Dolores Conover
HELEN DOLORES CONOVER

E.A.A. HANGERS INC.

MEADOW LAKE AIRPORT DEVELOPMENT CORP.
Everett R. Conover
EVERETT R. CONOVER, PRESIDENT
William A. Hampton
WILLIAM A. HAMPTON, SECRETARY

Bruce McCombs
BRUCE MCCOMBS, PRESIDENT
P. D. Gonzalez
P. D. GONZALEZ, SECRETARY

STATE OF COLORADO)
COUNTY OF EL PASO) S.S.

THE FOREGOING PLAT AND STATEMENT WAS ACKNOWLEDGE BEFORE ME THIS 14th DAY OF September A.D. 1970, BY HELEN DOLORES CONOVER, AND E.A.A. HANGERS, BRUCE MCCOMBS, PRESIDENT AND P.D. GONZALEZ, SECRETARY, AND MEADOW LAKE AIRPORT DEVELOPMENT CORP., EVERETT R. CONOVER, PRESIDENT AND WILLIAM A. HAMPTON, SECRETARY

WITNESS MY HAND AND SEAL

MY COMMISSION EXPIRES August 16, 1972

Shirley L. Davis
NOTARY PUBLIC



CERTIFICATION

I HEREBY CERTIFY THAT THE TRACT SHOWN ON THIS PLAT WAS SURVEYED, SUBDIVIDED AND PLATTED UNDER MY SUPERVISION, AND THAT SAID PLAT ACCURATELY SHOWS THE DESCRIBED TRACT AND SUBDIVISION THEREOF, AND THAT THE REQUIREMENTS OF CHAPTER 136, C.R.S. 1963 AS AMENDED, HAVE ALL BEEN ACCOMPLISHED TO THE BEST OF MY KNOWLEDGE AND BELIEF.

Richard Cox
RICHARD COX
COLORADO NO. 7228



THE ABOVE PLAT WAS APPROVED BY THE PLANNING COMMISSION OF EL PASO COUNTY, COLORADO THIS 16 DAY OF October, 1970.

THIS SUBDIVISION WAS APPROVED AS TO DRAINAGE AND RELATED MATTERS ON THIS 16th DAY OF October, 1970.

THIS SUBDIVISION WAS APPROVED BY THE COUNTY PLANNING ENGINEER THIS 20th DAY OF October, 1970.

STATE OF COLORADO)
COUNTY OF EL PASO) S.S.

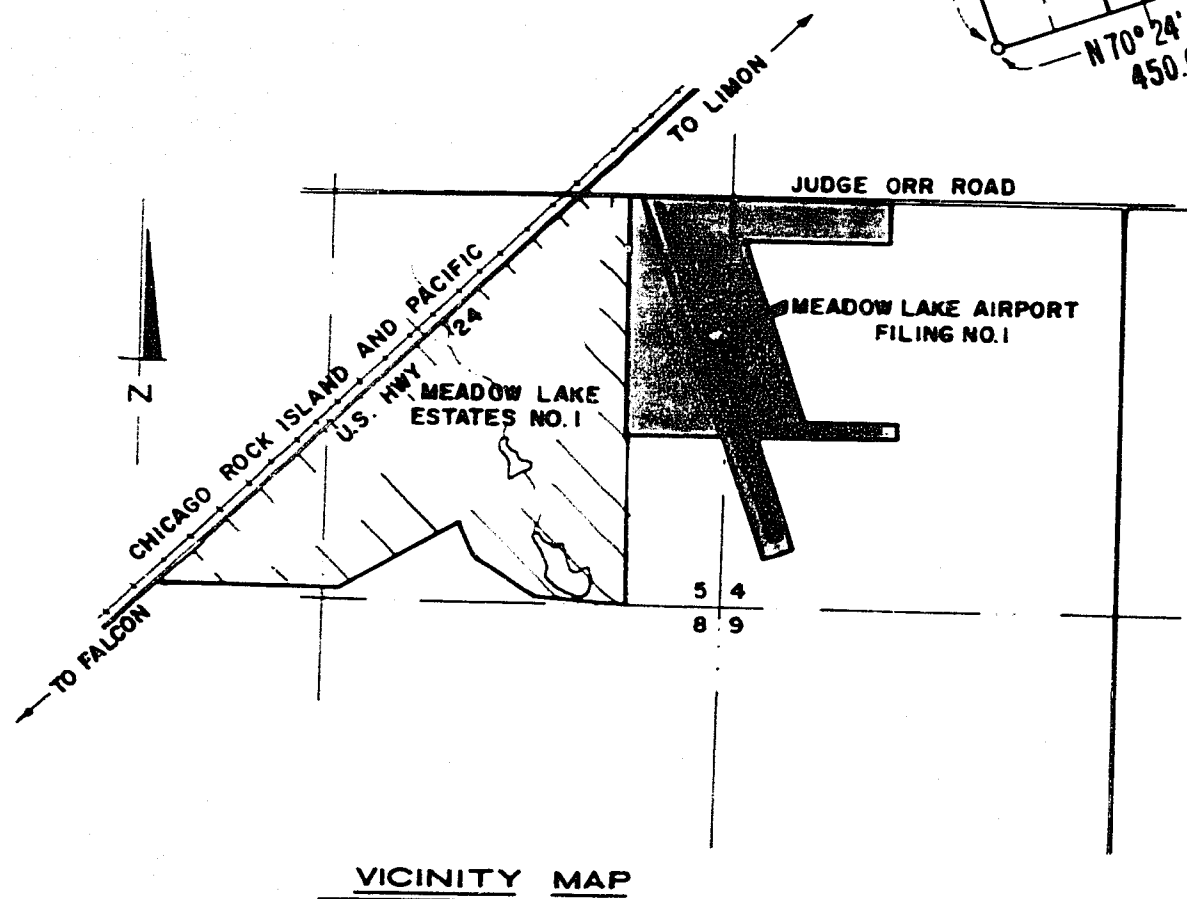
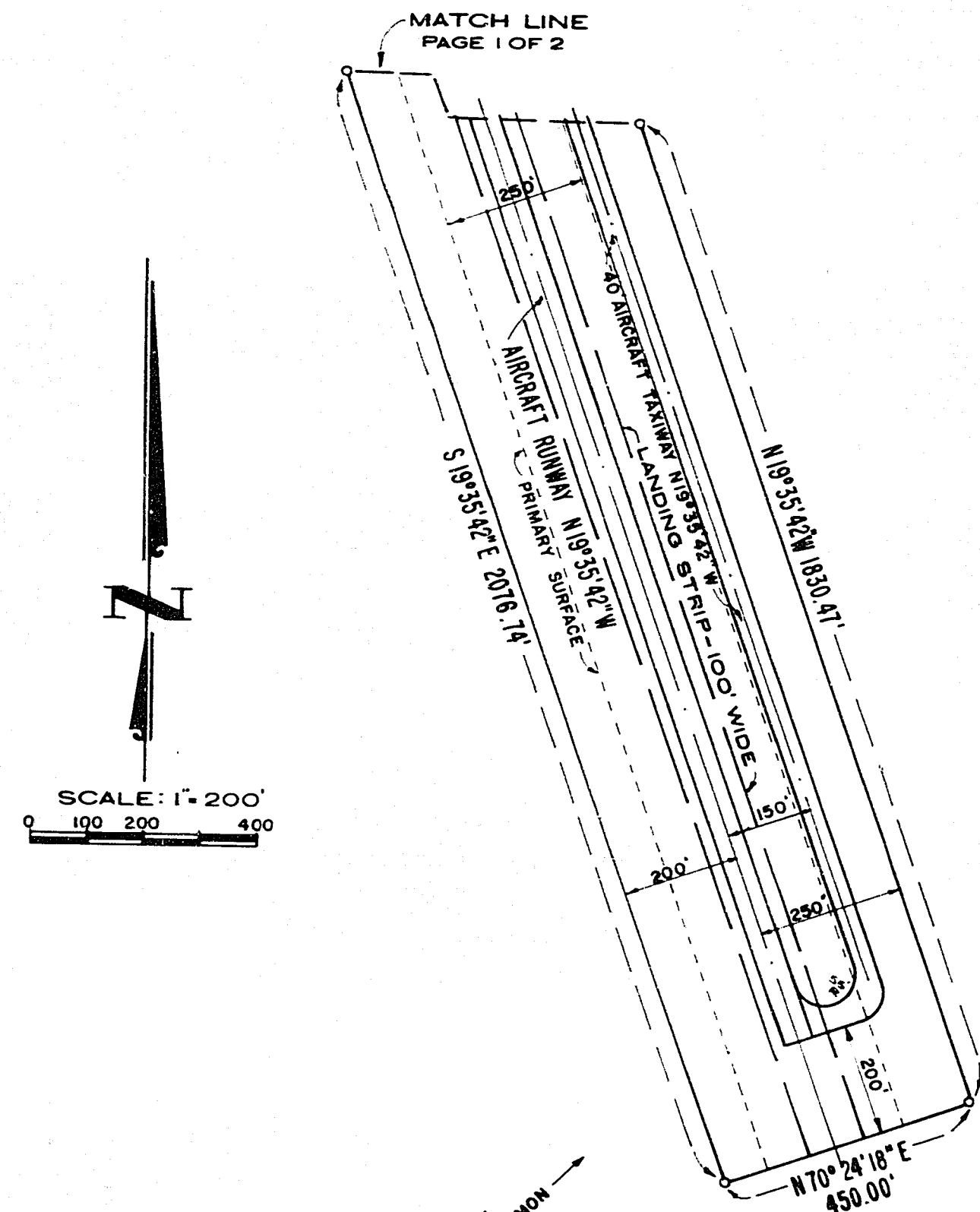
I HEREBY CERTIFY THAT THIS INSTRUMENT WAS FILED FOR RECORD IN MY OFFICE AT 3:32 O'CLOCK P.M. THIS 20th DAY OF October A.D. 1970, AND IS DULY RECORDED IN PLAT BOOK 2 AT PAGE 62 UNDER RECEPTION NUMBER 760150.

HARRIET BEALS, COUNTY CLERK AND RECORDER

FEE 3.20.00

BY *Joseph Hammond*, DEPUTY

3250



UTILIZATION OF LOTS WITHIN MEADOW LAKE AIRPORT FILING NO. 1:

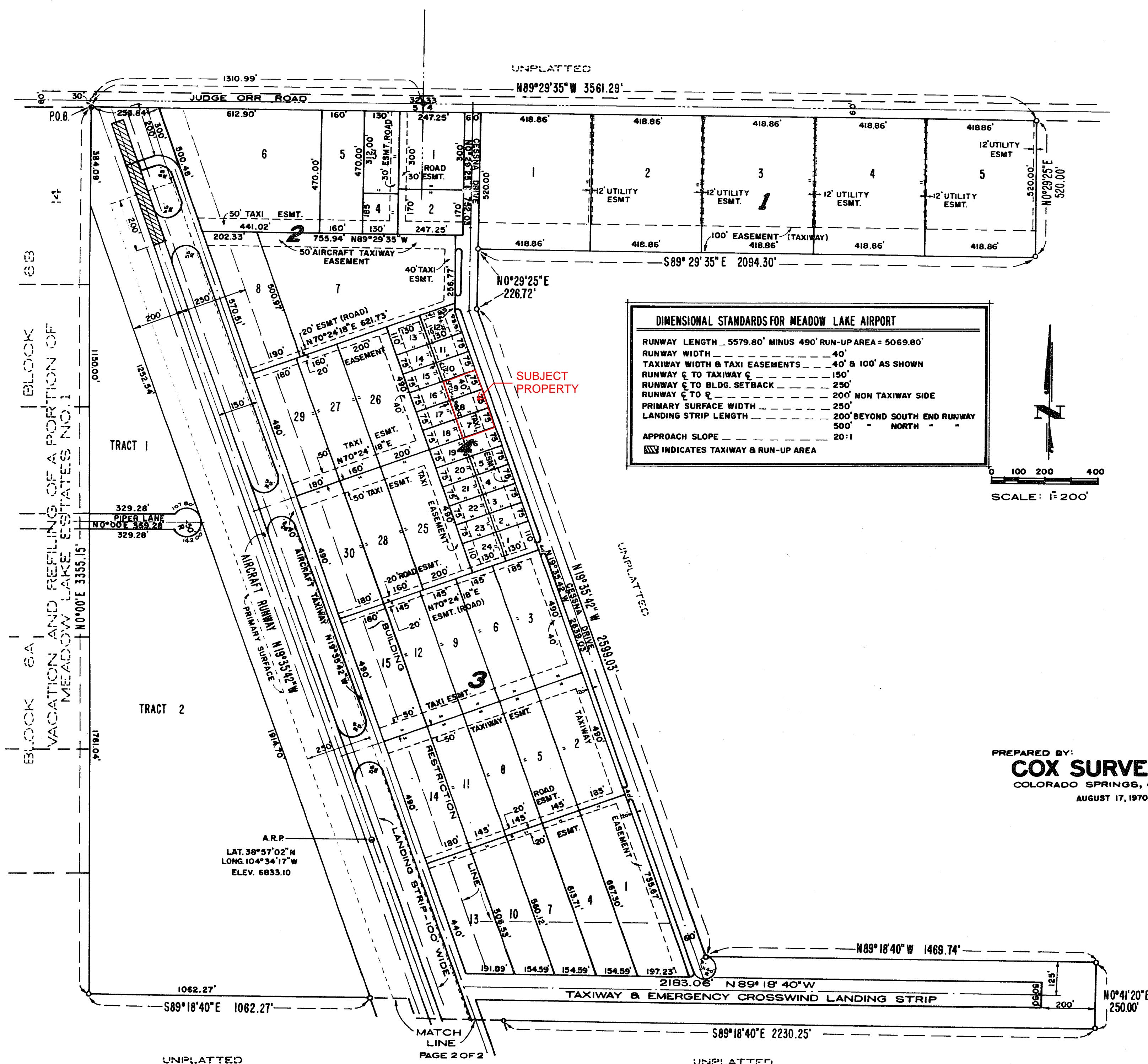
- BLOCK 1, LOTS 1 THRU 5 - RESIDENTIAL
- BLOCK 2, LOTS 1 THRU 5, 7 & 8 - HANGERS & TIE-DOWN FACILITIES
- BLOCK 2, LOT 6 - AIRPORT TERMINAL SITE
- BLOCK 3, LOTS 1 THRU 13 - HANGERS & TIE-DOWN FACILITIES
- BLOCK 4, LOTS 1 THRU 30 - HANGERS & TIE-DOWN FACILITIES
- TRACT 1 & TRACT 2 - AIRCRAFT MAINTENANCE FACILITIES

PREPARED BY
COX SURVEYING CO.
COLORADO SPRINGS, COLORADO

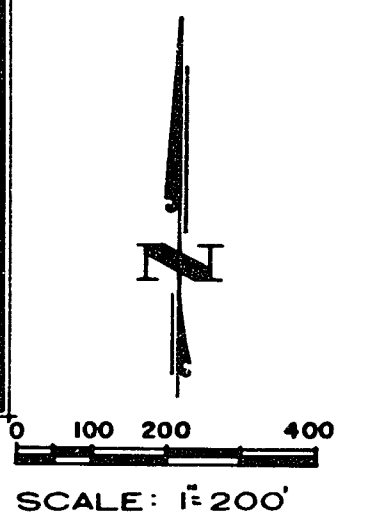
AUGUST 17, 1970

MEADOW LAKE AIRPORT FILING NO. 1

A TRACT OF LAND IN SECTIONS 4 AND 5, T13S, R64W OF
THE 6TH P.M., EL PASO COUNTY, COLORADO. - SHEET 1 OF 2.



RUNWAY LENGTH	5579.80' MINUS 490' RUN-UP AREA = 5069.80'
RUNWAY WIDTH	40'
TAXIWAY WIDTH & TAXI EASEMENTS	40' & 100' AS SHOWN
RUNWAY ϵ TO TAXIWAY ϵ	150'
RUNWAY ϵ TO BLDG. SETBACK	250'
RUNWAY ϵ TO ϵ	200' NON TAXIWAY SIDE
PRIMARY SURFACE WIDTH	250'
LANDING STRIP LENGTH	200' BEYOND SOUTH END RUNWAY
APPROACH SLOPE	500' " NORTH " "
	20:1
	INDICATES TAXIWAY & RUN-UP AREA



PREPARED BY:
COX SURVEYING CO.
COLORADO SPRINGS, COLORADO
AUGUST 17, 1970

A.R.P.
LAT. 38°57'02" N
LONG. 104°34'17" W
ELEV. 6833.10

UNPLATTED

UNPLATTED

MATCH LINE
PAGE 2 OF 2

2. A.

R4-81-5
432.4,5

HELEN CONOVER - REZONE

A request by Helen Conover and others for approval of a zone change from A-3/OA-G (Agricultural with general aviation overlay zone) to R-4 (Planned Unit Development with the general aviation overlay zone). The property consists of 210.5 acres and is located near the southeast intersection of Judge Orr Road and Highway 24.

PLANNING COMMISSION ACTION: The petition was unanimously approved at the October 19th meeting.

SPEAKING FOR: Petitioner was present (Gary Conover)

SPEAKING AGAINST: Margaret Davis (my adjacent 2 lots should also be R-4 if this goes through) and Dennis Walter (against commercial uses).

PUBLIC NOTICE: The property was posted on November 9, 1981.

PUBLIC NOTIFICATION: Letters were mailed to adjacent property owners notifying them of the applicant's intent on October 23, 1981. Of the seven (7) notified, 2 were in favor and one against. The negative vote related to the rezoning of the westerly lots because of the fear that this might diminish the property value of adjacent lots.

APPLICATION HISTORY: Meadow Lake Estates #1 was recorded on January 13, 1966 and a portion of the subdivision was vacated on September 23 of the same year. On October 20, 1970, a 195.88 acre subdivision was recorded under the title Meadow Lake Airport #1. A vacation of this subdivision occurred on November 2, 1972, and a vacation of the interior lot lines for lots 9 through 20, block 1 (consisting of 2.78 acres) was recorded on October 7, 1980.

On February 6, 1973, Meadow Lake Estates #2, consisting of 130.27 acres, was recorded. On July 25, 1973, lots 18 and 19, block 3, were combined from the Meadow Lake Estates #1 subdivision. On October 30, 1975, Meadow Lake Airport #2 was recorded, a site consisting of 18.45 acres. In April of this year, a request was submitted by the Conovers for a hearing for Meadow Lake Airport #3; however, after discussion, the applicant agreed to postpone the individual subdivision request in preference to creating and seeking approval of a Sketch Plan to guide the overall development of the area. Note that the Sketch Plan submitted includes portions of previous filings of Meadow Lake Airport #1 and #2 as well as Meadow Lake Estates #1. The Sketch Plan was approved for the entire 700+ acres on August 19, 1981. This zoning request and accompanying preliminary plan are in unison with the approved Sketch Plan.

The property is currently zoned A-3 (Agricultural) with an OA-G (General Aviation Overlay) to permit various airport related functions (see attached excerpts from the Land Development Code).

ADJACENT LAND USE AND ZONING

NORTH	Vacant	Unzoned
SOUTH	Vacant	A-4 & A-3/OA-G
EAST	Residential/Vacant	A-3/OA-G
WEST	Residential/Vacant	A-3/OA-G & A-4

THE 1990 LAND USE PLAN originally depicted this area of the County as agricultural; however, as previously mentioned, the Sketch Plan approved on 8/19/81 amended that use designation.

THE MINERAL RESOURCES MASTER PLAN indicates that the area is on the perimeter of potential sand and fine aggregate deposits.

LAND USE DEPARTMENT RECOMMENDATION: We recommend that the Board adopt the action, findings, and conclusions of the Planning Commission.

It should be noted that the applicant(s) has continually sought assistance from the Land Use Department in administering the airport-oriented activities in the most desirable fashion. In light of the already developed portions of the site, and in order to provide maximum flexibility for the everchanging needs of a specialized subdivision such as this, the staff feels that the Planned Unit Development zone is most appropriate.

ENCLOSURES:

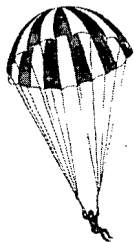
- Vicinity Maps
- Letter of Intent and Pertinent Data Sheets
- Development Plan
- Legal Description
- Summary Maps
- Copy of R-4 zone text
- Copy of OA-G overlay text
- Planning Commission Resolution

— 8 —

MEADOW LAKE AIRPORT

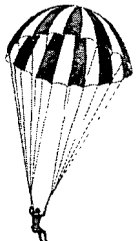
September 4, 1981

LETTER OF INTENT REZONING REQUEST MEADOW LAKE AIRPORT



Everett R. Conover
President

Owners: Helen Conover and other owners as listed in Exhibit I.



Location: Twelve miles North East of Colorado Springs near the intersection of U.S. Hwy. 24 and Judge Orr Road.

Acres:

Runways	60 ⁶⁵ acres
Platted Lots	70
Proposed Lots	70 ⁷⁵
Total Acres	<u>200</u> acres
	± 210

Present Zoning: A-3 * OA-G (General Aviation Overlay).

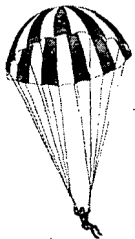
Proposed Zoning: R-4 (Planned Unit Development) * OA-G.

Improvements: As shown on the Airport Development Plan, 15 of the previously platted lots or separate ownerships have improvements. An aircraft runway, steel hangars, canopies, tie-downs, a ranch barn, pole shed, various areas of pavement, fuel tanks, and water and septic facilities are found at the Airport. A system of private road easements services each lot.

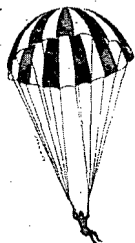
Submittals:

- Rezoning Petition
- Exhibit I: Airport property owners
- Letter of Intent
- Airport Plot Plan
 - Boundary Description
 - Airport Development Plan
 - Plan of Future Development
 - Road Maintenance Plan

Raymond C. Renneberger
Vice-President



Linda C. Renneberger
Treasurer



William A. Hampton
Secretary

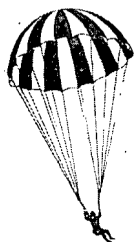
MEADOW LAKE AIRPORT

El Paso County continues to attract significant numbers of people with aviation interests. We expect that recreational and small business aircraft will become increasingly popular. We also expect that requests will continue for airport related land uses on properties surrounding the Meadow Lake Airport Landing Strip.

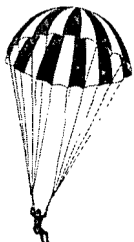
During discussions between the Land Use Department and the developer, it was agreed that many present and proposed land uses on properties as shown on the Meadow Lake Sketch Plan are not adequately addressed under the A-3 zone. Although the OA-G overlay zone allows airport related land uses, developmental requirements of the A-3 zone concerning minimum lot size, building set backs, privately maintained roads, percentage of structural coverage and certain business activities impose unrealistic restraints on efficient development at the airport. Representatives of the Land Use Department suggested that rezoning the airport, probably to R-4, would result in a more orderly expansion.

Land in the R-4 zone will be restricted to airport related uses. Specifically prohibited is residential use. The Airport Plot Plan shows a ~~65~~ acre runway system (90% complete), ~~76~~ acres of platted lots (40% have improvements) and ~~75~~ unplatted acres where the developer proposes to plat and sell building sites ranging in size between 0.3 acre and 2½ acres. In Table I we have shown current use as a percentage of improved acreage (about 90 acres) and expected land use as a percentage of total proposed R-4 acreage.

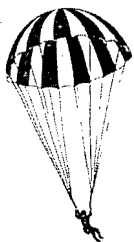
The R-4 zone was established to provide a greater variety of principal and accessory uses in the development of land and to address the advantages resultant from technological change. While primarily a residential zoning, all commercial uses outlined in the PBP zone are permitted. Repair shops, warehouses (for example airplane hangars), offices, stores, restaurants, gas pumps and other commercial uses that generally require free-standing structures and/or substantial outdoor storage facilities are principal permitted uses of the PBP zone.



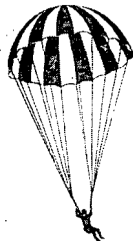
Everett R. Conover
President



Raymond C. Renneberger
Vice-President



Linda C. Renneberger
Treasurer



William A. Hampton
Secretary

Meadow Lake Airport Development Corporation

P. O. Box 75, Colorado Springs, Colorado 80901 **1981 R-4 BOCC STAFF REPORT**

(303) 635-2505

Development Plan
Future Development
Meadow Lake Airport

This letter describes site improvements which may be expected as expansion and improvement continue at Meadow Lake Airport. The developer sells only platted lots or platted tracts of unimproved land. All site improvements are constructed by purchasers to meet their specific and often unique needs.

Quite in contrast to most airports, the Meadow Lake air strip is private and exists only for the enjoyment of members of the Airport Association. Use of the air park facilities is also extended to persons leasing hangar space, persons desiring to have aircraft serviced and home owners of certain residential lots surrounding the airport. An owner of land at the airport assumes responsibility for both construction and maintenance of the road and taxiway easements on his property. Thru membership in the Airport Association, he also assumes responsibility for improvement and maintenance of the runway system, some taxiways and certain common roads.

LAND USE

Table I shows the current land use as a percentage of improved acreage (about 90 acres) and expected land use as a percentage of total proposed R-4 acreage.

Runways: The main runway, diagonal taxiway, and cross-wind runway occupy 62 acres (or 30% of full development) and have been improved with asphalt paving (about 4200 ft. on the runway, 3000 ft on the taxiway) and landing lights. There are no plans to pave either to their platted distances of 5600 ft.

Single Hangars: Personal hangar ownerships currently comprise 5% of improved acreage. Currently there are "executive lots" as small as 75' * 130' (55' * 90' net of easements and set-backs) for the freestanding personal hangar. At Meadow Lake and other airports

the airplane condominium is gaining popularity. Economies of scale allow a larger building advantages over the single hangar. With this concept in mind, we expect single hangar ownership will increase to 25% of total acreage at full development.

Rental Hangar: Aircraft storage hangars and open field or canopied tie-downs will probably occupy as much as 25% of acreage at full development.

Business: Fixed Base Operators (FBO's) who offer a full line of airport services occupy 20% of present improved acreage. Because an airport can support only a few FBOs we expect the percentage at full development to be between 10% and 15%. FBO's offer fuel, repair, maintenance, sales, pilot training, airplane tie-downs, hangar space, automobile parking, information and possibly other airport assessorry services. It is possible that certian functions provided by FBO's will draw competition from specialized repair and sales operations.

Specialty: Engine, propeller, paint, wood and dope, or parts businesses have already been proposed for Meadow Lake but as yet are not a reality. Airport related offices, resturants and a motel have also been discussed. Salvage operations, including out-side storage of wrecked or disabled aircraft may also be proposed.

BUILDINGS

Steel buildings dominate the existing structures. While we expect future development will be along the same line, domes, wood and fabric structures, block structures and portable metal and plastic individual T-hangars may appear.

Some building variances occur which are unique to airport structures. Door size and design, height restrictions and building orientation dictated by weather patterns or easement configuration may create problems. Since we have already encountered and solved these problems in the past their impact is expected to be minor.

c 13 -

DEVELOPMENTAL CONTROL

Platted easements for private roads and taxiways, platted building restriction lines, FAA mandated height restrictions, Plat Notes and building set-backs imposed by the Architectural Control Committee of the Airport Association provide the foundation for developmental control at the airport. The Airport Association, whose regular members are all land owners on the airport, obtains funds from land sales, fuel over-rides, rental tie-downs and hangar fees and membership dues. External appearance and building set-backs are controlled by the Association. We have enclosed a copy of the amended Article V Section 2 of the By-Laws of the Association concerning the Architectural Control Committee.

Signs shall meet the requirements of the El Paso Land Development Code.

PARKING & LANDSCAPING

Parking around business operations shall meet the requirements of the Land Development Code. Parking for personal hangars, rental hangars and tie-downs should never pose a problem because users park their car in the space vacated by the aircraft.

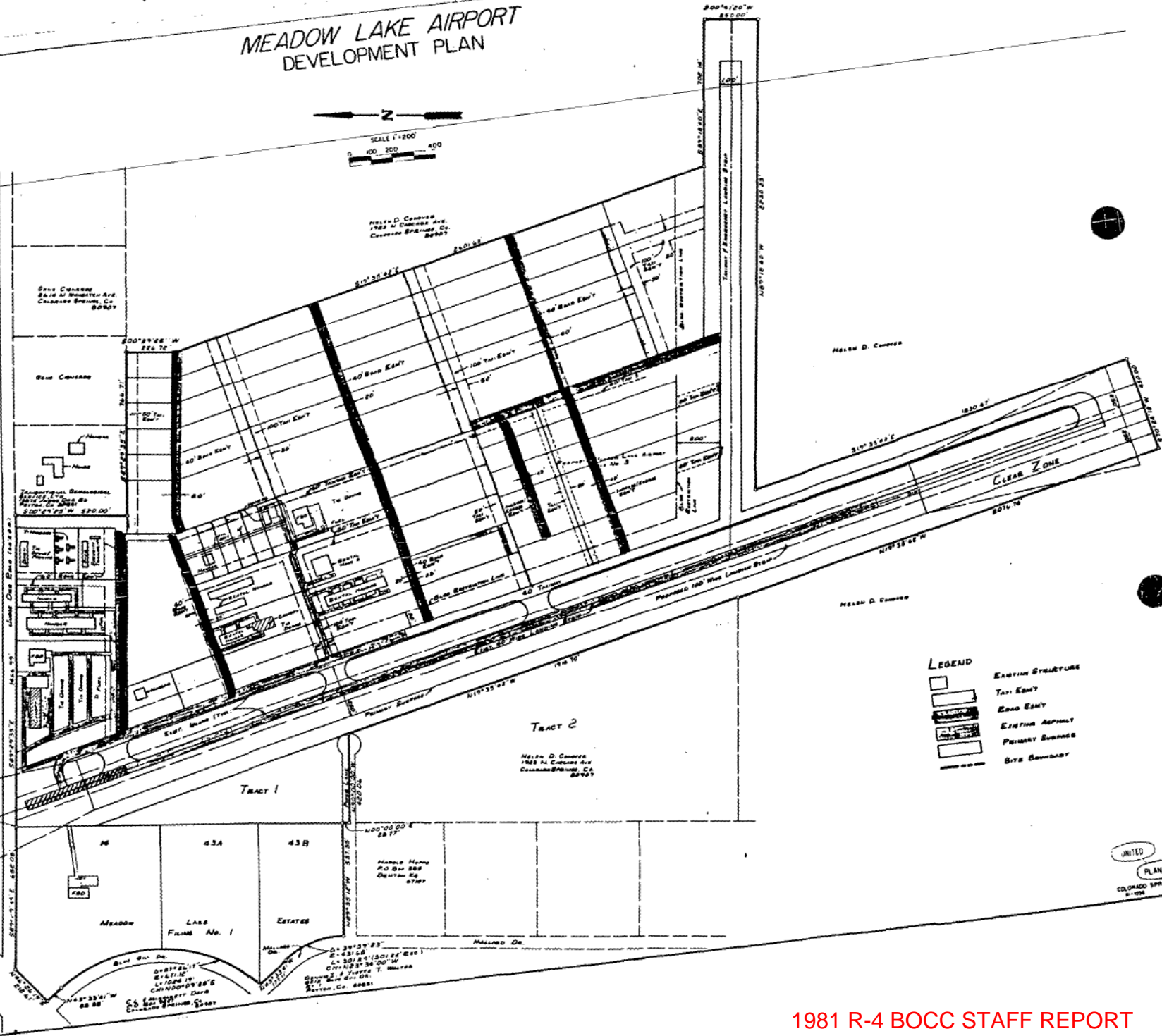
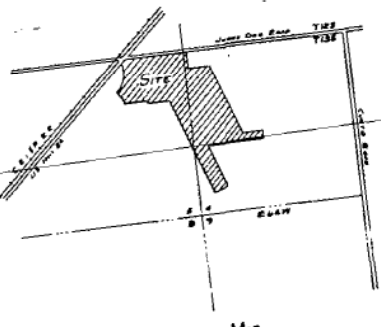
The Soil Conservation Service has provided a reclamation plan for disturbed areas at Meadow Lake Airport. Our development plan does not require landscaping of building sites. Most landscaping, in fact, is not recommended due both to the necessity of free space for wing clearances and weather conditions.

Yours Truly,



Gary Conover, Secretary The Meadow Lake Airport Development Corp.

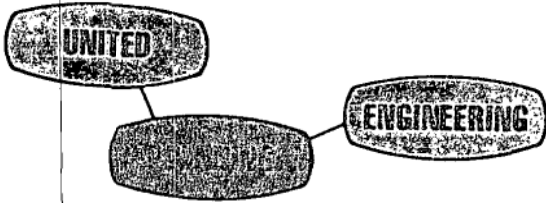
MEADOW LAKE AIRPORT DEVELOPMENT PLAN



16

LEGEND

[Symbol]	EXISTING STRUCTURE
[Symbol]	TAXI RAMP
[Symbol]	EXISTING ASPHALT
[Symbol]	PRIMARY BUILDING
[Symbol]	SITE BOUNDARY



planners · consultants · engineers

3730 Sinton Road
Colorado Springs, Colorado 80907
(303) 471-8222

CLIENT: GARY CONOVER - MEADOW LAKE AIRPORT
DATE: AUGUST 27, 1981
JOB NO: 81-1056

LEGAL DESCRIPTION OF 210.540 ACRES
FOR ZONE CHANGE FROM A3 OA-G TO
R4 OA-G

THAT PORTION OF THE WEST HALF OF SECTION 4 AND THE NORTHEAST QUARTER OF SECTION 5, 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 MEADOW LAKE AIRPORT FILING NO. 1 AS RECORDED IN PLAT BOOK D-2 AT PAGE 62 OF THE RECORDS OF SAID COUNTY, THENCE S89°29'35"E, 1466.99 FEET ALONG THE NORTH LINE OF SAID MEADOW LAKE AIRPORT FILING NO. 1 TO THE NORTHWEST CORNER OF LOT 1, BLOCK 1; THENCE S00°29'25"W, 520.00 FEET TO THE SOUTHWEST CORNER OF SAID LOT 1; THENCE S89°29'35"E, 766.71 FEET ALONG THE SOUTH LINE OF SAID BLOCK 1; THENCE S00°29'25"W, 226.72 FEET; THENCE S19°35'42"E, 2601.63 FEET TO A POINT ON THE EASTERLY BOUNDARY LINE OF SAID MEADOW LAKE AIRPORT FILING NO. 1 (THE FOLLOWING SIX (6) COURSES ARE ALONG THE EASTERLY, SOUTHERLY AND WESTERLY BOUNDARY LINES OF SAID MEADOW LAKE AIRPORT FILING NO. 1); (1) THENCE S89°18'40"E, 702.14 FEET; (2) THENCE S00°41'20"W, 250.00 FEET; (3) THENCE N89°18'40"W, 2230.25 FEET; (4) THENCE S19°35'42"E, 1830.47 FEET; (5) THENCE S70°24'18"W, 450.00 FEET; (6) THENCE N19°35'42"W, 2076.74 FEET TO THE SOUTHEAST CORNER OF TRACT 2; THENCE N19°35'42"W, 1914.70 FEET ALONG THE EASTERLY LINE OF SAID TRACT 2 TO THE NORTHEAST CORNER THEREOF; THENCE N90°00'00"W, 420.06 FEET ALONG THE CENTERLINE OF PIPER LANE TO THE WEST BOUNDARY LINE OF SAID MEADOW LAKE AIRPORT FILING NO. 1, SAID POINT BEING ON THE EAST BOUNDARY LINE OF THE VACATION AND REFILEING OF A PORTION OF MEADOW LAKE ESTATES NO. 1 AS RECORDED IN PLAT BOOK I-2 AT PAGE 91 OF SAID RECORDS; THENCE N00°00'00"E, 28.77 FEET TO THE SOUTHEAST CORNER OF BLOCK 6B OF SAID VACATION AND REFILEING OF A PORTION OF MEADOW LAKE ESTATES NO. 1 (THE FOLLOWING SEVEN (7) COURSES ARE ALONG THE SOUTHERLY, WESTERLY AND NORTHERLY BOUNDARY LINES OF SAID BLOCK 6B); (1) THENCE N89°35'12"W, 537.35 FEET; (2) THENCE ALONG THE ARC OF A CURVE CONCAVE TO THE SOUTHWEST, SAID CURVE HAVING A CHORD BEARING OF N23°34'00"W, A CENTRAL ANGLE OF 39°59'23", A RADIUS OF 431.68 FEET FOR AN ARC DISTANCE OF 301.29 FEET (301.22 RECORDED); (3) THENCE N43°33'41"W, 177.11 FEET; (4) THENCE ALONG THE ARC OF A CURVE CONCAVE TO THE WEST, SAID CURVE HAVING A CHORD BEARING OF N00°09'28"E, A CENTRAL ANGLE OF 87°26'17", A RADIUS OF 671.12 FEET FOR AN ARC DISTANCE OF 1024.19 FEET; (5) THENCE N43°33'41"W, 88.88 FEET; (6) THENCE N46°26'19"E, 212.61 FEET; (7) THENCE S89°29'35"E, 682.08 FEET TO THE POINT OF BEGINNING AND CONTAINING 210.540 ACRES, MORE OR LESS.

PROPOSED ESTATES  Existing A-3 OA-6 overlay

PROPOSED AIRPORT  Proposed R-4 OA-6 overlay

LOTS 14, 43A, 43B VRF portion of
MLEstates #1

ML Air 1

ML Air 2

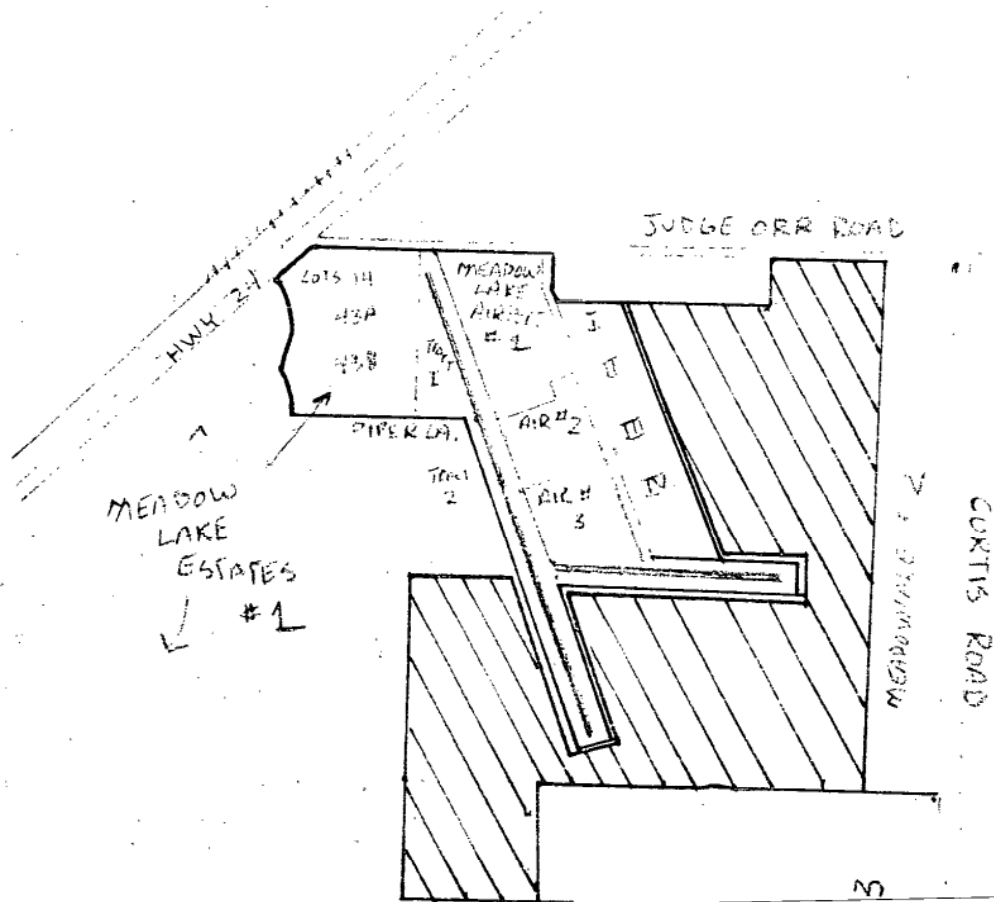
Proposed ML AIR 3

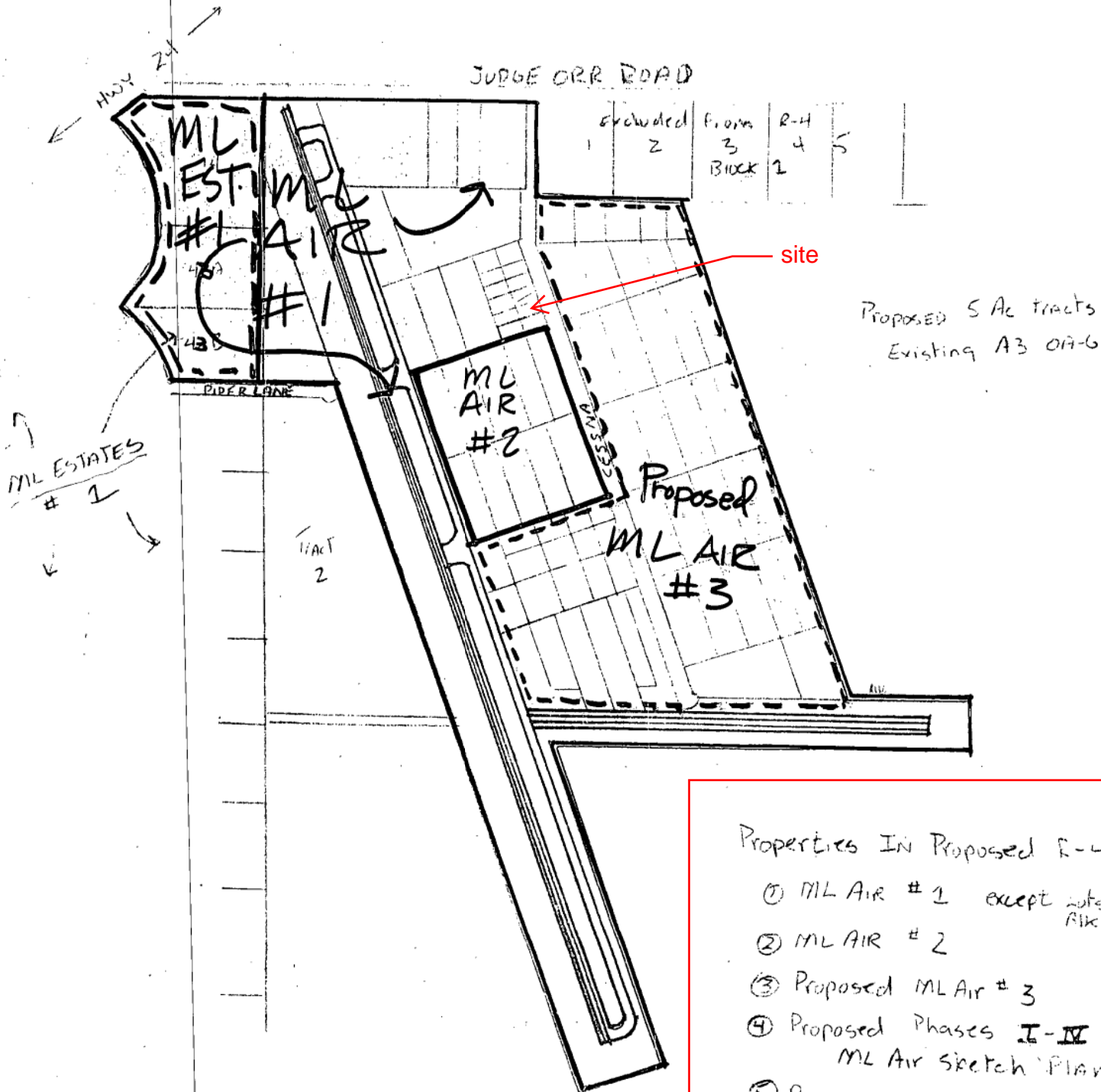
Proposed ML AIR PHASES

Air strips I - IV

Taxi ways

Airport property





- Properties in Proposed R-4
- ① ML Air #1 except lots 1-5 Air 2
 - ② ML Air #2
 - ③ Proposed ML Air #3
 - ④ Proposed Phases I-IV ML Air Sketch Plan
 - ⑤ Runway System
 - ⑥ Lots 14, 43A, 43B VRF ML Estates #1

SECTION 17

PLANNED UNIT DEVELOPMENT DISTRICT (R-4)

A. PURPOSE

This district is established to provide more flexibility and latitude of design; to provide for a greater variety of principal and accessory uses in the development of land; to address the advantages resultant from technological change; and, to encourage initiative and creative development of parks, recreation areas, and open space.

B. PERMITTED PRINCIPAL USES

- | | |
|---|--|
| 1. Dwelling, single (1 family) | 4. Condominiums, Townhouses |
| 2. Dwelling, duplex (2 family) | 5. Commercial uses as outlined in PBP zone |
| 3. Dwelling, multi family (3 or more units) | |

C. USES REQUIRING SPECIAL APPROVAL (SPECIAL USES)

Industrial Uses as outlined in the PID zone (allowed only in conjunction with one or more principal permitted uses).

D. ACCESSORY USES AND BUILDINGS

1. Please refer to Section 35.1.
2. Home Occupations.

E. DEVELOPMENT REQUIREMENTS

1. Setback Requirements: The front, rear and side yard setback requirements shall be measured from the exterior boundaries of the district.
 - a. Front yard: The front yard setback shall be no less than the minimum setback required by the most restrictive adjoining zoning district to which the front yard of the proposed R-4 zone is adjacent. This setback shall be indicated on the plot plan.
 - b. Side yard: The side yard setback shall be no less than the minimum setback required by the most restrictive adjoining zoning district to which the side yard of the proposed R-4 zone is adjacent. This setback shall be indicated on the plot plan.
 - c. Rear yard: The rear yard setback shall be no less than the minimum setback required by the most restrictive adjoining zoning district to which the rear yard of the proposed R-4 zone is adjacent. This setback shall be indicated on the plot plan.

2. Maximum structural height: Forty (40) feet.
3. Minimum size: An R-4 district shall be approved only on a tract of land proposed to be developed for five (5) or more dwelling units or which is two (2) acres or larger.

F. PETITION PROCEDURE

The petition procedure followed shall be that required for review of a zone change. Minimal submittal requirements shall include:

1. A submittal conforming to the requirements for rezoning.
2. A submittal conforming to the requirements for preliminary plan.
3. A submittal conforming to the requirements for special use approval (if applicable).
4. A submittal conforming to the requirements for final plats (if applicable).
5. A submittal conforming to the requirements for plot plans.

G. PLAT

Prior to the approval of a building permit, a submittal conforming to the requirements for preliminary plans shall be submitted. In cases in which multi-family units, condominiums, townhouses, or separation of a parcel into lots or separate interests are contemplated; a submittal conforming to the requirements for final plats shall be required, in addition to the preliminary plat submittal.

H. PLOT PLAN

A plot plan conforming to the requirements for plot plans shall be submitted with the zoning petition. The plot plan shall show all uses, densities, setbacks, and other relevant information. In cases in which the proposal is modified subsequent to approval, the petition shall submit a revised plot plan to the Land Use Department for review. In cases in which a parcel has been zoned R-4 prior to the adoption of these regulations, a plot plan shall be submitted prior to issuance of a building permit.

1. Administrative approval of the plot plan shall constitute general approval of the land use, density, and design, subject to approval of preliminary and final plats. Approval of use, density, and design is an administrative procedure and shall be predicated on the ability of the proposal to meet the requirements and spirit of the El Paso County Land Use Guidelines and subdivision design and performance standards.

I. MAINTENANCE PLAN

In cases in which maintenance of roads, common areas, open space, or facilities normally maintained by public entities are proposed to be maintained by homeowners associations, or other nongovernmental bodies, the applicant shall submit a maintenance plan conforming to the requirements of Section 38.

J. OFF-STREET PARKING REQUIREMENTS

Please refer to Section 35.3.

K. PERMITTED SIGNS

Please refer to Section 35.4.

L. EXCEPTIONS TO NORMAL DEVELOPMENT REQUIREMENTS

In cases in which strict adherence to standard development requirements would act to defeat the intent and purposes of this zone, the Board may waive or modify certain development requirements. In such cases, the burden of proof for showing that the proposed standards perform the functions required in an adequate manner shall be on the petitioner.

M. STANDARDS FOR REVIEW

The Land Use Administrator shall utilize the standards set forth in the El Paso County Land Development Guidelines and in Section 43.1 "Development Regulations" of the subdivision regulations in reviewing and approving density, use, and design features in the plot plan and letter of intent.

SECTION 28

AIRPORT - GENERAL AVIATION DISTRICT (OA-G)

A. PURPOSE

This resolution creates a zone which shall apply to airports utilizing non-instrument runways for general aviation purposes.

B. USES

No building or land shall be used and no building shall hereafter be erected, converted, or structurally altered unless otherwise provided herein, except for one or more of the following uses:

1. Notwithstanding any other provisions of this zone, no use may be made of land within any zone established by this resolution in such a manner as to create electrical interference with radio communication between the airport and aircraft, make it difficult for flyers to distinguish between airport lights and others, result in glare in the eyes of flyers using the airport, impair visibility in the vicinity of the airport or otherwise endanger the landing, taking off, or maneuvering of aircraft.

2. Airport Zone: Within the area designated as the Airport Zone, only the following zones are established provided said zones are established in conformance with the basic policies of the County's Comprehensive Plan:

- a. A-3 Farming District
- b. R-4 Planned Unit Development
- c. PID (Planned Industrial District)
- d. NBP (Neighborhood Business Park District)
- e. PBP (Planned Business Park District)
- f. PBC (Planned Business Center District)
- g. PHID (Planned Heavy Industrial District)

3. ADDITIONAL USES SHALL BE PERMITTED

- a. Airfields and landing strips.
- b. Airport terminals, related supporting facilities
- c. Hangars and tie-down facilities
- d. Navigation instruments and aids
- e. Aviation control towers
- f. Aircraft maintenance facilities
- g. Aero club facilities

The heights of structures and trees within the Airport Zone shall be limited to the height as defined in the Primary Surface, the Approach Clearance Surfaces, and the Transitional Surfaces.

4. NON-CONFORMING USES

- a. Regulations Not Retroactive: The regulations prescribed by this resolution shall not be construed to require the removal, lowering or other changes or alteration of any structure or tree not conforming to the regulations as to the effective date of this regulation, or otherwise interfere with the continuance of any nonconforming use.

Nothing herein contained shall require any change in the construction, alteration, or intended use of any structure, the construction or alteration of which was begun prior to the effective date of this regulation, and is diligently prosecuted.

- b. Marking and Lighting: Notwithstanding the preceding provision of this section, the owner of any nonconforming structure or tree is hereby required to permit the installation, operation, and maintenance thereon of such markers and lights as shall be deemed necessary by the El Paso County Planning Commission to indicate to the operators of aircraft in the vicinity of the airport, the presence of such airport hazards. Such markers and lights shall be installed, operated, and maintained at the expense of the airport owner.
- c. Existing Airports: Nothing herein contained shall be construed to affect or regulate the operation of airports that have been given prior county approval. Such airports shall have one year from the date of this resolution to petition for this airport zone to apply to present boundaries despite nonconformance with the regulations set forth herein. However, should such presently existing airports extend existing runways or create new runways full compliance with the terms of this zone shall be required. Failure to petition for such change shall render such airports subject to all the rules and regulations affecting nonconforming uses.

C. DEFINITIONS

As used in this zone, unless the context otherwise requires:

1. Airport: Means a place on land or water where aircraft may land to discharge or receive cargo and passengers, make repairs or take on fuel. The runways are not instrumented for operations under instrument flight rules conditions and runways shall not be longer than 7000 feet.
2. Airport Elevation: Means the established elevation of the airport above Mean Sea Level (MSL).
3. Airport Hazard: Means any structure, tree or use of land which obstructs the airspace required for, or is otherwise hazardous to, the flight of aircraft in landing or taking off at the airport.

4. Airport Reference Point: Means a point established as the approximate geographic center of the airport landing area and so designated on the airport zoning map.
5. Datum Plane: Means a horizontal plane or surface which includes the surface point of the airport elevation at mean sea level.
6. Height: For the purpose of determining the height limits in all zones and shown on the zoning map, the datum shall be mean sea level elevation unless otherwise specified.
7. Landing Area: Means the area of the airport used for the landing, taking off or taxiing of aircraft.
8. Runway: Means the hard surface of the Airport Landing Area used primarily for the landing and taking off of aircraft.
9. Instrument Runway: A runway equipped or to be equipped with a precision electronic navigation aid or other landing aids or other air navigational facilities suitable to permit the landing of aircraft by an instrument approach under restricted visibility conditions.
10. Non-Instrument Runway: Means a runway other than an instrument runway.
11. Structure: Means an object constructed or installed by man, including, but without limitation, buildings, towers, smokestacks, overhead transmission lines, etc.

D. ADDITIONAL SUBMITTAL REQUIREMENTS

The petition shall contain the following items:

1. A map or diagram showing the area to be rezoned, indicating the Primary Surface, the Approach Clearance Surface and the Transitional Surface.
2. A map or diagram showing existing and/or proposed runways, giving their dimensions and locations as they relate to the legal boundaries of the area proposed to be zoned.
3. Airport Reference Point, as to its elevation, location relative to latitude and longitude and located with reference to section corners or quarter corners.
4. Centerline profiles of the runway(s).
5. Evidence that the Federal Aviation Administration has been notified regarding application for approval of airspace.

ZONE CHANGE (Approved)

Commissioner Campbell moved that the following Resolution be adopted:

BEFORE THE PLANNING COMMISSION

OF THE COUNTY OF EL PASO

STATE OF COLORADO

RESOLUTION NO. R4-81-5

WHEREAS, Helen Conover and others did file a petition with the Land Use Department of El Paso County on or about September 4, 1981 to rezone the herein described property in El Paso County from A-3/OA-G (Agricultural with general aviation overlay zone) to R-4 (Planned Unit Development with the general aviation overlay zone) District; and

WHEREAS, a public hearing was held by this Commission on October 19, 1981; and

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

1. That proper posting, publication and public notice was provided as required by law for the hearing before the Planning Commission.
2. That the hearing before the Planning Commission was extensive and complete, that all pertinent facts, matters and issues were submitted and that all interested parties were heard at that hearing.
3. That the proposed zoning is in compliance with the recommendations set forth in the master plan for the unincorporated area of the county.
4. That the proposed land use will be compatible with existing and permitted land uses in all directions.
5. That 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. That 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. That changing conditions clearly require amendment to the Zoning Resolutions.

NOW, THEREFORE, BE IT RESOLVED that the petition of Helen Conover and others for a zone change from A-3/OA-G (Agricultural with general aviation overlay zone) to R-4 (Planned Unit Development with the general aviation overlay zone) District for the following described unincorporated area of El Paso County be approved:

THAT PORTION OF THE WEST HALF OF SECTION 4 AND THE NORTHEAST QUARTER OF SECTION 5, 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 MEADOW LAKE AIRPORT FILING NO. 1 AS RECORDED IN PLAT BOOK D-2 AT PAGE 62 OF THE RECORDS OF SAID COUNTY, THENCE S89°29'35"E, 1466.99 FEET ALONG THE NORTH LINE OF SAID MEADOW LAKE AIRPORT FILING NO. 1 TO THE NORTHWEST CORNER OF LOT 1, BLOCK 1; THENCE S00°29'25"W, 520.00 FEET TO THE SOUTHWEST CORNER OF SAID LOT 1; THENCE S89°29'35"E, 766.71 FEET ALONG THE SOUTH LINE OF SAID BLOCK 1;

THENCE S00°29'25"W, 226.72 FEET; THENCE S19°35'42"E, 2601.63 FEET TO A POINT ON THE EASTERLY BOUNDARY LINE OF SAID MEADOW LAKE AIRPORT FILING NO. 1 (THE FOLLOWING SIX (6) COURSES ARE ALONG THE EASTERLY, SOUTHERLY AND WESTERLY BOUNDARY LINES OF SAID MEADOW LAKE AIRPORT FILING NO. 1); (1) THENCE S89°18'40"E, 702.14 FEET; (2) THENCE S00°41'20"W, 250.00 FEET; (3) THENCE N89°18'40"W, 2230.25 FEET; (4) THENCE S19°35'42"E, 1830.47 FEET; (5) THENCE S70°24'18"W, 450.00 FEET; (6) THENCE N19°35'42"W, 2076.74 FEET TO THE SOUTHEAST CORNER OF TRACT 2; THENCE N19°35'42"W, 1914.70 FEET ALONG THE EASTERLY LINE OF SAID TRACT 2 TO THE NORTHEAST CORNER THEREOF; THENCE N90°00'00"W, 420.06 FEET ALONG THE CENTERLINE OF PIPER LANE TO THE WEST BOUNDARY LINE OF SAID MEADOW LAKE AIRPORT FILING NO. 1, SAID POINT BEING ON THE EAST BOUNDARY LINE OF THE VACATION AND REFILEING OF A PORTION OF MEADOW LAKE ESTATES NO. 1 AS RECORDED IN PLAT BOOK 1-2 AT PAGE 91 OF SAID RECORDS; THENCE N00°00'00"E, 28.77 FEET TO THE SOUTHEAST CORNER OF BLOCK 6B OF SAID VACATION AND REFILEING OF A PORTION OF MEADOW LAKE ESTATES NO. 1 (THE FOLLOWING SEVEN (7) COURSES ARE ALONG THE SOUTHERLY, WESTERLY AND NORTHERLY BOUNDARY LINES OF SAID BLOCK 6B); (1) THENCE N89°35'12"W, 537.35 FEET; (2) THENCE ALONG THE ARC OF A CURVE CONCAVE TO THE SOUTHWEST, SAID CURVE HAVING A CHORD BEARING OF N23°34'00"W, A CENTRAL ANGLE OF 39°59'23", A RADIUS OF 431.68 FEET FOR AN ARC DISTANCE OF 301.29 FEET (301.22 RECORDED); (3) THENCE N43°33'41"W, 177.11 FEET; (4) THENCE ALONG THE ARC OF A CURVE CONCAVE TO THE WEST, SAID CURVE HAVING A CHORD BEARING OF N00°09'28"E, A CENTRAL ANGLE OF 87°26'17", A RADIUS OF 671.12 FEET FOR AN ARC DISTANCE OF 1024.19 FEET; (5) THENCE N43°33'41"W, 88.88 FEET; (6) THENCE N46°26'19"E, 212.61 FEET; (7) THENCE S89°29'35"E, 682.08 FEET TO THE POINT OF BEGINNING AND CONTAINING 210.540 ACRES, MORE OR LESS.

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

None

AND BE IT FURTHER RESOLVED that this Resolution and the recommendations contained herein be forwarded to the Board of County Commissioners for its consideration.

Commissioner Petterson seconded the adoption of the foregoing Resolution. The roll having been called, the vote was as follows:

Commissioner Campbell	aye
Commissioner Petterson	aye
Commissioner Smith	aye
Commissioner Woodward	aye
Commissioner Haase	aye
Commissioner Miles	aye
Commissioner Berge	aye
Commissioner McIntire	aye
Commissioner Field	aye
Commissioner Tregarthen	aye

The Resolution was adopted by a unanimous vote of 10 to 0 by the Planning Commission of the County of El Paso, State of Colorado.

DATED: October 19, 1981

MEADOW LAKE AIRPORT COMMERCIAL USES



	Business Name	Type of Business	Zoning	Associated EPC Approval
1	Tire King of Falcon	Commercial Vehicle Repair Garage	R-4/GA-O	R481005Z, EA1938
2	Smith Farms	Agritainment	RR-5	AL184, PPR1818
3	EAA Chapter 72	Experimental Aircraft	PUD/GA-O	PUD07009
4	Springs Aviation	Flight School	R-4/GA-O	R481005Z, AASI222
5	Freeflight Composites	Airplane Repair/Manufacturing	R-4/GA-O	R481005Z, EX121
6	The Flight School at Colorado Springs	Flight School	R-4/GA-O	R481005Z
7	Pearce Aircraft	Airplane Repair/Manufacturing	R-4/GA-O	R481005Z, PNW94001
8	Avionics Upgrades	Airplane Repair/Manufacturing	R-4/GA-O	R481005Z
9	GZ Customs	Commercial Vehicle Repair Garage	R-4/GA-O	R481005Z
10	Structural Steel Solutions and Fabrication	Light Manufacturing	R-4/GA-O	R481005Z
11	Falcon Ultralight Mechanic and Instructor	Airplane Repair/ Flight School	R-4/GA-O	R481005Z, R497004
12	Verlin's Aviation	Flight School	R-4/GA-O	R481005Z
13	Pro Trans Plus	Commercial Vehicle Repair Garage	R-4/GA-O	R481005Z
14	Blue Line Print & Design	Sign Shop	R-4/GA-O	R481005Z, PNW85001
15	Precision Repair Works Inc.	Contractor Equipment Yard	R-4/GA-O	R481005Z, PNW85001
16	Walker Metal Works	Light Manufacturing	R-4/GA-O	R481005Z
17	RV Builder	Airplane Repair/Manufacturing	R-4/GA-O	R481005Z
18	Watts Upfitting	Commercial Vehicle Repair Garage	R-4/GA-O	R481005Z, PNW85001
19	Hangar Open Performance	Commercial Vehicle Repair Garage	R-4/GA-O	R481005Z, R497006, VR0006
20	First Logistex	Battery Company	R-4/GA-O	R481005Z, VA97006
21	Zebra Productions	Contractor Equipment Yard	R-4/GA-O	R481005Z, V96007, R497003
22	Window Well Covers	Contractor Equipment Yard	R-4/GA-O	R481005Z, R498004, PPR00003
23	Gene Kear Aircraft Painting	Airplane Repair/Manufacturing	R-4/GA-O	R481005Z, R486015
24	Veteran Towing	Contractor Equipment Yard	R-4/GA-O	R481005Z

Hunter Hamilton
13555 PIPER LN, Peyton, CO, 80831
hunternc@gmail.com
6/25/2024

El Paso County Land Development

Dear Sir/Madam,

I am writing to express my support for the variance application submitted by ACCUFIX, an automotive shop located adjacent to the Meadow Lake Airport within the residential through-the-fence land.

ACCUFIX plays a crucial role in our community by not only providing top-tier automotive services but also offering invaluable support to owners of experimental aircraft when needed. Their unique positioning and expertise have made them an indispensable resource for various local government agencies, including the El Paso County Sheriff's Office, the local SWAT team, and the City of Colorado Springs.

Having ACCUFIX at Meadow Lake Airport has proven to be beneficial for both the airport and the broader community. Their operations contribute significantly to the local economy, as evidenced by their inclusion in the 2020 and 2025 Colorado Aviation Economic Impact Study (CEIS). The income and employment opportunities generated by ACCUFIX have positively impacted our region and highlighted the importance of their presence at the airport.

The continued success of ACCUFIX is intertwined with the success of Meadow Lake Airport. Granting this variance would not only support their business growth but also enhance the airport's role as a pivotal economic hub. The collaboration between ACCUFIX and local agencies underscores their reliability and commitment to public service, further justifying the need for this variance.

I am proud to have ACCUFIX as part of our airport community, and I believe that their expansion and ongoing operations will continue to bring numerous benefits to Meadow Lake Airport and the surrounding area.

Thank you for considering this request. I strongly ask you to approve the variance application for ACCUFIX.

Sincerely,



Hunter Hamilton

John Watts
8242 Cessna Dr
719.492.3767
7/9/2024

El Paso County Land and Development

Subject: Support for Variance Request for ACCUFIX (Sund Estate Management)

Dear El Paso County Land and Development,

I am writing to express my strong support for the variance request submitted by ACCUFIX for their property located at 8308 Cessna Dr. As a contracted service provider to both the county and the city, their continued operation and expansion are vital to the community.

ACCUFIX plays an indispensable role in maintaining and servicing the vehicles of our local law enforcement agencies, including the police and sheriff departments. Their expertise in ensuring these vehicles are operational and reliable is crucial for public safety and effective law enforcement.

Furthermore, ACCUFIX provides specialized ballistic upfitting services for SWAT vehicles and other government entities. This highly specialized work ensures that our emergency response teams are well-equipped to handle critical situations, thereby enhancing the safety and security of our community.

Granting this variance will not only support a local business that contributes significantly to public safety but also ensure that our law enforcement agencies continue to receive the high-quality service they depend on. ACCUFIX has demonstrated a commitment to excellence and a dedication to supporting our community, making them an invaluable asset.

I urge you to consider the positive impact this variance will have on our community and approve ACCUFIX's request. Thank you for your time and consideration.

Sincerely,

John Watts

A handwritten signature in black ink, appearing to read 'John Watts', with a long, sweeping horizontal line extending to the right.