



# William Guman & Associates, Ltd.

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Colorado Springs City Councilman 1993-2001  
Colorado Springs Planning Commissioner 1992-1993  
Regional Building Commissioner 1997-2001

URBAN PLANNING | COMMUNITY DESIGN | LANDSCAPE ARCHITECTURE | ENTITLEMENT

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## MEADOW LAKE INDUSTRIAL PARK REZONE

**CS – Commercial Services and I-2 Limited Industrial to GA-O – General Aviation Overlay  
[Meadow Lake Airport]**

### LETTER OF INTENT

❑ **OWNER/APPLICANT AND CONSULTANT:**

**Owners:**

Dorothy B. Ventimiglia Trust  
P.O. Box 618  
Larkspur, CO 80118-0618  
Parcel Number: 4300000553; 4300000548

Kevin O’Neil  
P.O. Box 1385  
Colorado Springs, CO 80903-1385  
Parcel Number: 4300000552

GRR Partners Inc., LLC  
Attn: Rob Wurl  
794 W. Solana Cir.  
Solana Beach, CA 92075  
Parcel Number: 4300000551

**Applicant:**

William Guman & Associates, Ltd.  
Attn: Bill Guman  
731 N Weber St., Suite 10  
Colorado Springs, CO 80903  
Phone: (719) 633-9700

**El Paso County Planner:**

Kari Parsons  
El Paso County Development Services  
2880 International Circle  
Colorado Springs, CO 80910

GA-O is an overlay district. You are not replacing the CS and I-2 designations. You are applying the GA-O as an overlay over these districts. Revise letter throughout to reflect this.

Phone: (719) 520-6300

If you choose to keep the map as showing PUD as the existing zoning, then the letter needs to be revised as well.

- ❑ **TOTAL NUMBER OF ACRES IN THE REQUESTED AREA:** 254.85 Acres

- ❑ **SUBDIVISION DATA:**

The project is approximately 10 miles east of Colorado Springs situated northeast of Falcon, Colorado in eastern El Paso County. The project is located at the northwest corner of Curtis Road and Falcon Highway. The site is bounded by Curtis Rd. to the east, Falcon Highway to the south, and the Meadow Lake Airport to the north and west.

The site is 254.50 Acres and currently zoned CS – Commercial Services and I2 – Limited Industrial. The RZP plan proposes to add a General Aviation Overlay zone over the entire site to allow development of mixed-use commercial, industrial, and open space. There are no proposed residential units. Future site-specific Development Plan submittals will further define uses that are compatible within a GA-O – General Aviation Overlay zone district that address lot sizes, interior roadways, specific uses, use-mix ratios, open space areas, and how water/ wastewater services will be provided.

- ❑ **EXISTING AND PROPOSED FACILITIES, STRUCTURES, ROADS, ETC.:**

The existing land use for the site is vacant and contains a central drainage way flowing from northwest to southeast. The site contains dirt access points used for ranching purposes, native stands of vegetation, and utility easements. There is an existing drainage/ stock pond in the northwest corner of the site. Existing homes on large, multi-acre sites are located south of the site across Falcon Highway and the existing Meadow Lake Airport is adjacent to the northern and western boundaries. Any existing off-site uses, residences, outbuildings, dirt roads, access locations, etc., are scheduled to remain and will not be relocated or removed to accommodate the subject GA-O requirements.

- ❑ **REQUEST AND JUSTIFICATION FOR GA-O ZONING:**

The GA-O Zoning District is intended to apply to land within and surrounding airports to protect those airports using non-instrument runways for general aviation purposes.

**Meadow Lake Airport GA-O Allowed Uses:**

The following uses are allowed in the non-residential area of the Meadow Lake Airport included in the GA-O Zoning District, in addition to those uses allowed in the underlying base zoning district:

- Aero club facilities
- Aircraft maintenance facilities
- Airfields and landing strips
- Airport terminals, related supporting facilities

LOI for CS and I-2 projects indicate no current residences exist on property

- Aviation control towers
- Hangars and tie-down facilities
- Navigation instruments and aids
- Aviation related businesses

This is not the correct Code section. GA-O standards are Sec. 4.3.2.

Per EPCLDC Section 4.2.6.D, addition of the GA-O General Aviation Overlay zone for the proposed Meadow Lake Industrial Park is to accommodate the proposed uses as identified on the Zoning and Conceptual Plan drawings. The Meadow Lake Industrial Park was previously approved in 2008 for Planned Unit Development (PUD). The uses as originally approved by the El Paso County Board of Commissioners included 190 Acres of commercial/ industrial uses and 37 Acres of open space/ no-build areas. As the economy slowed beginning in 2008, the previously approved industrial park lost momentum and the approved PUD was allowed to expire. Due to the expiration of the originally approved PUD, the Meadow Lake Industrial Park is once again being resubmitted for review and approval for similar uses to the approved plan. The new proposal includes improved road circulation design, protection of existing natural drainage ways, and a better mix of proposed uses.

The GA-O zone as proposed addresses objectives in encouraging growth of industrial, neighborhood commercial, and commercial office space within the Falcon area as there has been little development of this kind east of Highway 24. The use-mix seeks to accommodate the anticipated growth and demand for a greater variety of neighborhood commercial space in this area, various office type space, and industrial related uses along Curtis Road. The expansion of Curtis Road to State Highway 24, and beyond to Stapleton Road, will bring more traffic directly adjacent to this site offering opportunities for commercial and industrial related activities to be successful.

The previously approved industrial and commercial zoning uses of the Meadow Lake Industrial Park site are intended to accommodate aviation-related businesses that serve the adjacent Meadow Lake Airport. The types of uses envisioned include gas stations, small strip retail type buildings, and perhaps standalone food restaurants. Additional commercial type uses that will draw on a more regional scale may include various administrative, professional and personal service offices, and wholesale commercial services. These larger uses can utilize the surrounding roadway traffic system to draw consumers to the site from across the Falcon area. Industrial zoning uses are intended to accommodate a limited group of professional, administrative, research and manufacturing uses, light industrial and manufacturing activities, warehousing, indoor storage facilities and outdoor storage facilities that may lend themselves well to supporting general aviation needs. Industrial uses may also include aviation related activities such as airplane hangars, terminals, and airplane taxi-way uses particularly along the borders with the Meadow Lake Airport where direct access is achievable.

Refer to project numbers for CS and I-2 rezoning projects for clarity.

This does not appear relevant.

Any intended uses containing the use, handling, or storage of hazardous materials or explosive shall not be permitted.

This doesn't really say anything. The purpose of GA-O is to be able to encourage aviation-related uses. This seems like more of a commercial development. Remove the last two sentences here.

A review of current El Paso County Zoning Districts in the greater Falcon Area indicate several areas of currently zoned Industrial Parcels; however, many of these parcels currently have uses on them such as metropolitan district functions, Falcon School District #49 Administration Offices, Mountain View Electric Offices, among others. The nearest industrial zoned district is the Falcon Industrial Park (Zoned M) located at the southwest corner of Judge Orr Road and State Highway 24. This zoned industrial park is approximately 96 Acres in size and could be considered a competitor for the Meadow Lake Industrial Park. However, given the size of the parcel, immediate adjacency to urban residential development, and no current direct access to Highway 24; the site may be limited in what could potentially be developed under the industrial zoning. The Meadow Lake Industrial Park offers an opportunity within a few minutes' drive of the greater Falcon area population to incorporate consumer and entrepreneurial driven services that may not be permitted currently within the area.

The Meadow Lake Industrial Park seeks to capitalize on the expanding community and lack of industrial and commercial services-based zoning having a General Aviation – Overlay designation in the Falcon/ Peyton communities. This project will seek to achieve a high quality of design that complements and enhances the surrounding area while mitigating and minimizing potential impacts. This may be achieved through a coordinated approach to site design and development standards.

□ **Approval Criteria for GA-O Zoning:**

In accordance with Section 4.2.6(D) of the El Paso County Land Development Code, the proposed GA-O zoning for the Meadow Lake Industrial Park advances the stated purposes set forth by the county for development within the proximity of the Meadow Lake Airport.

Not the correct Code reference. GA-O standards are Sec. 4.3.2.

The Meadow Lake Industrial Park GA-O zone is in general conformance with the requirements of the El Paso County Land Development Code and Falcon/ Peyton Small Area Master Plan. The adopted Small Area Master Plan identifies the existing *Meadow Lake Airport Area Section 4.4.3* as an important node within the future of the Falcon Area. The area is identified as an appropriate location for non-residential uses and better suited as a center for mixed-use commercial and industrial zoning, including industrial uses which may be compatible with airport operations. The general uses as shown on the GA-O plan include provisions within the industrial and commercial services labeled areas to allow for aviation related activities such as airplane hangars or airplane taxi-way connections and desired uses within the Meadow Lake Airport General Aviation – Overlay zone as previously described. The *Falcon/ Peyton Small Area Master Plan Section 4.4.7 Stapleton –Curtis Corridor* recommendations further emphasizes this area to be a focal point for commercial

This is great justification  
for the CS rezoning. Not  
for the GA-O overlay.

and mixed-use development. Finally, the proposed Meadow Lake Industrial Park meets the goals of Section 4.5 General Policies: *Commercial & Employment Centers and Uses 4.5.2.5* that calls for additional secondary commercial centers at designated intersections with major arterial roadways which include Curtis Road and Falcon Highway.

The proposed application is in compliance with the requirements for a GA-O zone district and all applicable statutory provisions. The Meadow Lake Industrial Park will not otherwise be detrimental to the health, safety, or welfare of the present or future inhabitants of El Paso County. Preliminary development standards have been identified to ensure adequate setbacks, buffers, and safety concerns will be met. In combination with future GA-O Development Plan submittals, the Meadow Lake Industrial Park development will further address specific criteria not able to be addressed with this conceptual zoning plan set forth by the EPC Land Development Code.

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. The existing Meadow Lake Airport and FAA governs the type of development that may occur on this parcel, such as prohibiting residential uses. Both Curtis Road and Falcon Highway will serve as natural buffers to the residential zone districts adjacent to the site. Coupled with additional landscape setback areas, the project will not have a negative impact upon the existing and future development of the surrounding area. Many of the open space uses are intended to serve as landscape buffers and setbacks providing an appropriate transition of existing and proposed uses. The plan shows a minimum 50' Landscape Setback/ Buffer around the perimeters of the site. Additionally, increased building setbacks may be required depending on the location and type of use being proposed, such as a 125' building setback for light industrial uses when adjacent to a residential zone. General development standards have been indicated on the plans with more detailed development standards to be provided with future site-specific uses within the previously approved I-2, CS zone districts.

The plan is incorporating approximately 37 acres of open space, including landscape buffers along Curtis Road and Falcon Highway. Much of the open space provided is intended to serve as landscape buffers and setbacks, landscape screening, drainage facilities, and preservation of the existing drainage way found centrally within the site. Due to the nature of commercial, industrial and airport related operations, the majority of the open space will be deemed unusable and no internal pedestrian corridors will be incorporated. While there will be no internal pedestrian corridors, there will be pedestrian connectivity incorporated along the perimeter roadways to serve as connectors to adjacent developments and regional trail corridors. As more specific development occurs additional landscaping, buffering, and open space area may be incorporated within the site.

None of this seems to be relevant to the application of the GA-O overlay. You need to explain how the additional uses allowed in the GA-O overlay are compatible with the CS and I-2 zoning.

Remove this.

Applying the General Aviation – Overlay zone to Meadow Lake Industrial Park will not overburden the capabilities of existing or planned roads, utilities, and other public facilities including but not limited to energy providers, water supply, and sanitation services. All required public services and facilities should be available to the ZCP area. These services will be provided to support the development when needed. At this time a provider of water/ wastewater services has not yet been identified; however, server provider options are discussed below. The GA-O proposed zoning uses do not permit the use of any area containing a commercial mineral deposit in a manner which would unreasonably interfere with present or future extraction of such deposit unless acknowledged by the mineral rights owner.

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 into subsequent GA-O Development Plans. It is understood that an approved Development Plan is required before any building permits or use permits may be issued within a GA-O zoning district.

The applicant acknowledges that certain representations indicated graphically and by notion on the accompanying GA-O RZP may be conceptual in nature and are subject to change based upon market and development trends. Amendments to the GA-O RZP will be made by the owner and applicant and submitted accordingly to El Paso County for further review and consideration.

This applies in any zoning district. GA-O is not a zoning district. It is an overlay.

□ **SECTIONS OF THE COUNTY LDC AND POLICY PLAN THAT SUPPORT THIS RZP R**

This is irrelevant.

Under Section 5.3.5 (B) of the Land Development Code, the County’s approval (Map Amendment) requires a finding that the following four criteria have been met:

- 1. *The application is in general conformance with the El Paso County Policy Plan including applicable Small Area Plans or there has been a substantial change in the character of the neighborhood since the land was last zoned.*

The application conforms to the *El Paso County Master Plan* for the project area, including conformance with the *Falcon/Peyton Small Area Master Plan*.

- 2. *The rezoning is in compliance with all applicable statutory provisions, including but not limited to C.R.S. §30-28-111 §30-28-113, and §30-28-116.*

The rezoning is in compliance with all statutory provisions required, including C.R.S §30-28-111, §30-28-113, and §30-28-116.

You do not provide an analysis of these statutes.

3. *The proposed land use or zone district is compatible with the existing and permitted land uses and zone districts in all directions.*

GA-O zoning is compatible with adjoining zone districts because it i) will not have negative drainage impacts on the existing neighborhoods because storm water will be retained onsite or appropriately discharged in conformance with plans approved by the County; ii) will not have significant traffic impacts on the surrounding neighborhood, as shown by the Applicant's traffic report; and iii) the project introduces a land use that is compatible with current land use policies for the adjacent Meadow Lake Airport and Falcon/Peyton communities.

4. *The site is suitable for the intended use, including the ability to meet the standards as described in Chapter 5: Use and Dimensional Standards of the Land Development Code, for the intended zone district.*

The site is suitable for the intended GA-O use and proposes uses that are compatible with Meadow Lake Airport, as defined in Chapter 4.3.2 – General Aviation – Overlay of the Land Development Code specifically for this Airport.

Existing public infrastructure and services, such as roads, utilities, water, sanitation, fire, and drainage will be used to the extent available and adequate to meet the needs of the new development. New infrastructure, to include drainage improvements, roadways, utilities, erosion control, etc. will be planned and installed in accordance with standards of the Land Development Code (LDC), Engineering Criteria Manual and Drainage Criteria Manual (ECM).

#### **ADHERENCE WITH THE EL PASO COUNTY POLICY PLAN**

**Policy 6.1.5** - *Support the development of well-planned [mixed use](#) projects which promote all, or most, of the following objectives:*

- integrate employment, housing, shopping, schools and other use
- accommodate multi-modal transportation linkages
- allow for variations in design and character

**Policy 6.1.6** - *Direct development toward areas where the necessary urban-level supporting facilities and services are available or will be developed concurrently.*

The Project proposes to provide the GA-O – General Aviation - Overlay to all industrial and commercial services development of business and retail lots that are immediately adjacent to the Meadow Lake Airport. Utilities and road infrastructure needed to serve the new lots,

such as new roads, drainage and detention facilities, erosion control, etc. will be constructed as part of the development.

**Policy 6.1.8** - *Encourage incorporating buffers or transitions between areas of varying use or density where possible.*

Existing jurisdictional and non-jurisdictional wetlands will be used as buffers between residential lots.

**Policy 6.2.2**

*Promote the unique identity of neighborhoods through the use of focal points, parks, trails and open spaces, preservation of significant natural features, compatible location and design of mixed uses, and promotion of pedestrian and other non-motorized means of travel.*

Previously, you explain that there will be no pedestrian trails within the development.

The Applicant proposes to incorporate pedestrian trails in various part of the proposed development to promote non-motorized multi-modal transportation linkages within the development.

**Policy 6.2.12** - *Ensure that proposed zone changes and/or use variances in established neighborhoods are of compatible scale and physical character.*

The proposed rezone to the GA-O zone district will permit for development that is compatible with the character and use of the adjacent Meadow Lake Airport.

Jurisdictional and non-jurisdictional wetlands within the floodplain areas of the site will be preserved as open space no-build areas, which will also lend themselves well toward sustaining the rural nature and character and maintaining the integrity of the surrounding community.

**Policy 6.4.6** - *Allow for the accommodation of necessary supporting commercial uses within or in proximity to rural residential areas in a manner that preserves the rural character of these areas.*

❑ **LAND TO BE SET ASIDE AS OPEN SPACE:**

The proposed Meadow Lake Industrial Park GA-O site contains no known historic, cultural, aesthetic, archaeological, or significant natural features within the planning area. Open space/ no-build areas to be determined at future levels of development planning will help to reduce the visual impacts of new development by retaining nodes of open space to preserve identified view corridors. Existing areas disturbed by new development will be re-

vegetated with indigenous plant materials to help restore some of the natural aesthetics presently found throughout the site.

A Metropolitan District or Business/ Industrial Park Association may be created in order to own and maintain the proposed common open spaces, pedestrian corridors, and any other future project amenities. Any required landscape buffers and setbacks around the perimeter of the site and along selected residential roadways will be further refined with more detailed submittals. Conceptually, as part of the overall internal circulation system, pedestrian walkways may be provided along the existing drainage way; however, they will not serve as regional trail connections. Per the EPC Parks Master Plan as found on the county's website, there is a secondary regional trail proposed through both the Meadow Lake Airport's and Meadow Lake Industrial Park's site to be located along the existing drainage way. Due to the proposed uses for both the airport and proposed industrial park, it is recommended that this secondary regional trail be relocated along Curtis Road. There are inherent dangers and hazards presented with both airport and industrial related uses in which pedestrian cross connectivity should be limited or avoided. Relocating the proposed secondary regional trail along Curtis Road would serve the same intent of moving pedestrians to the southeast and would parallel the proposed bike lane along Curtis Road.

Common area landscaping guidelines may be created with future development plan submittals to encourage a unified theme throughout the industrial park area.

❑ **SUBDIVISION SERVICES:**

The Meadow Lake Industrial Park may be provided natural gas by Black Hills Energy who has adequate capacity to serve the site. The site is also located within the service area of the Mountain View Electric Association, Inc., who has indicated their service lines are available and have adequate capacity to serve the project.

The Meadow Lake Industrial Park development is situated entirely within the Falcon School District No. 49 jurisdiction. The proposed GA-O will have a beneficial effect on the school district by providing additional tax revenue through the commercial and industrial uses.

The development area is under the jurisdiction of the El Paso County Sheriff's Department.

❑ **MUNICIPAL SERVICES (Water/ Wastewater Services):**

The GA-O RZP proposes that the Meadow Lake Industrial Park be evaluated for possible annexation into one of several metropolitan districts surrounding the area to provide water and wastewater services. At this time, a specific metropolitan district cannot be identified due to several factors including supply/ capacity, existing intergovernmental agreements, infrastructure costs, and the timing of the development. The Meadow Lake Industrial Park ownership group has reached out to different metropolitan districts within close proximity

to the site, including the nearby Saddlehorn Ranch Metropolitan District, Bobcat Meadows Metropolitan District, the 4-Way Ranch Metropolitan District, Woodmen Hills Metropolitan District, Falcon Highlands Metropolitan District, and the Meridian Service Metropolitan District.

Meadow Lake Industrial Park maintains and owns all water rights beneath the property, which may be considered for use in exchange for annexation into one or more of the surrounding existing metropolitan districts.

- As development projections become better known, the surrounding metropolitan districts will be further engaged to determine the best possible solution. While there are potentially several options to consider for water and wastewater services for the Meadow Lake Industrial Park development, another available option could include the formation of the Meadow Lake Industrial Park Metropolitan District. This could include construction of an onsite treatment plant and establishing a service agreement with a neighboring metropolitan district to accept and treat flows. The feasibility of this has not yet been explored.
- Finally, there is also the potential to combine services from different entities through intergovernmental agreements. For instance, obtain potable water service from the Saddlehorn Ranch Metropolitan District #1 and wastewater treatment service from Meridian Service Metropolitan District. A more complete analysis, report of the water and wastewater systems, and letters of intent to serve will be completed with future, more detailed Development Plan submittals.
- **FIRE PROTECTION SERVICES:**  
The Falcon Fire Protection District (FFPD) provides services including fire suppression, fire prevention and education, emergency medical response, code enforcement and hazardous material response. The FFPD currently is a combination of career and volunteer staff and has 26 career firefighter/ emergency medical technicians (EMTs) and 12 volunteer-reserve firefighters/ EMTs. It also supports a reserve emergency medical services program comprised of 7 EMTs who respond to emergency medical calls. All alarm responses are made within an 8-minute average for District 1 and the department operates from four stations for the protection of residents and businesses.

The district's stations include:

- Falcon Fire Headquarters Building, also includes Station 3, located at 7030 Old Meridian Road and is staffed by three-four Falcon firefighters/EMTs.
- Station 1, the newest station, located at Meridian Ranch Boulevard and Stapleton Drive. It is staffed 24/7 with four firefighters on each of the three shifts.

- Station 2, on North Meridian Road in the north end of the District, is not staffed.
- Station 6, on Jones Road in the south end of the District, is not staffed.

The Meadow Lake Industrial Park is located within District 1 approximately 5 miles from the new Station 1 and approximately 3.5 miles from Station 3/ Headquarters.

FFPD has a new insurance rating (ISO) of 5 for all properties located within five road miles of any station and within 1,000 feet of a fire hydrant. It has an insurance rating of 7 for all properties located within five road miles of any station but beyond 1,000 feet of a fire hydrant; and an insurance rating of 10 for properties located outside the five road-mile area. The FFPD is supported by a property tax rate of 8.612 mills.

To help assure timely responses in outlying areas, select volunteers are equipped to respond directly to the scene of an emergency bringing medical supplies, oxygen, and automatic defibrillators. All volunteers are issued their own protective equipment and will frequently report directly to the scene of a fire emergency to provide valuable information to responding firefighters and immediate protective actions as required.

□ **MINERAL EXTRACTION:**

The El Paso County *Master Plan for Mineral Extraction* identifies the site as being in the Upland Deposits evaluation study area. The Upland Deposit areas contain sand and gravel with silt and clay. These deposits are typically remnants of older streams deposited on topographic highs or bench like features. The purpose of the *Master Plan for Mineral Extraction* is to address mineral resource protection requirements identified in the Preservation of Commercial Mineral Deposits Act of 1973, provide guidance to the county's governing bodies in evaluating land use proposals that involve mineral processing, and to serve as a general reference describing mining in El Paso County. The mineral extraction master plan does not identify the site as having any significant mining resources of note nor is there any existing mining on site. Therefore, the proposed development would not limit or impact any proposed future commercial mineral resource extraction operations.

□ **WAIVER/ DEVIATION REQUESTS:**

A deviation request is being submitted for the three-quarter movement intersection of Radburn Drive along Falcon Highway for its proximity to existing McCandish Road to the west. The proposed Radburn Drive does not meet the minimum ¼ mile spacing as required along Rural Minor Arterial Roadways from McCandish Road. Due to the unique parcel shape, there are limitations for access spacing along Falcon Highway and the site simply cannot accommodate meeting the ¼ mile access spacing from both Curtis Road and McCandish Road. Additionally, this intersection is required in order to provide more than one ingress/ egress from the site in the event of an emergency along Curtis Road that may

Please revise the road name so that it is consistent with the Traffic Study. Note the traffic study indicates this road as Sharpstown Drive. Revise accordingly. Additionally, Please see comments on the TIS regarding deviations.

limit site access. The deviation for the proposed three-quarter movement access will not adversely affect safety or operations.

- ❑ **TOTAL RESIDENTIAL UNITS AND DENSITIES FOR EACH DWELLING TYPE:** There are no residential units proposed within the Meadow Lake Industrial Park.
- ❑ **COMMERCIAL SITES PROPOSED:**  
Refer to the project summary above and to the Zoning and Conceptual Plan drawings for more detailed information regarding proposed commercial and industrial sites.
- ❑ **PROJECT PHASING AND SCHEDULE OF DEVELOPMENT:**  
The owners request that the requirement of a Phasing Plan under Section 4.2.6-E16. be deferred until future GA-O Development Plan submittals occur. The reason for request of deferral is due to the Meadow Lake Industrial Park phasing being subject to variation depending on market conditions and consumer demand of the parcels being offered. An important factor to development growth and speed has to do with water/ wastewater services sequencing. Once an initial parcel has been identified for development, a reasonable phasing plan can then be outlined because a point of origin for growth can be established. Development scheduling and build-out may also overlap one another to allow constant development and growth of the site as market and growth trends dictate. By allowing differing areas of development to coincide and overlap with one another, the industrial park may better capture the market with various lot sizes, accesses, and use offerings.
- ❑ **PROPOSED USES, RELATIONSHIP BETWEEN USES AND DENSITIES:**  
See the submitted Zoning Plan for proposed uses, use relationships and densities.
- ❑ **AREAS OF REQUIRED LANDSCAPING:**  
See the 'Land to be Set Aside for Open Space' section above and the Zoning and Conceptual Plan for general open space areas. More detail including landscaped areas, easements and buffers, and detention facilities will be provided with future GA-O Development Plan submittals.
- ❑ **PROPOSED ACCESS LOCATIONS:**  
The Meadow Lake Industrial Park is bordered by two major transportation corridors, Curtis Road along the east boundary and Falcon Highway to the south. Curtis Road currently has a 60' wide ROW and is proposed to be a Rural Minor Arterial (100' R.O.W.). The proposed RZP illustrates additional right-of-way to be dedicated for future expansion. There are two proposed access locations into the industrial park off of Curtis Road. A full-movement intersection is proposed at Curtis Road and Sunriver Drive as well as Suncadia Drive and

The MTCP indicates Curtis as a Principal Arterial (180' ROW). Please revise.

See comments in the TIS. The access points do not meet the 1/2 mile intersection criteria for a principal arterial.

Curtis Road. Both of these intersections meet EPC Engineering Manual Criteria for intersection spacing.

Falcon Highway, along the south, also has an existing 60' ROW and is proposed to be upgraded to a Rural Minor Arterial with a 100' ROW. The proposed RZP illustrates additional right-of-way to be dedicated for future expansion.

Aviation related activities such as airplane hangars, terminals, and airplane taxi-way uses, which are supported in the Land Development Code for a General Aviation – Overlay zone, particularly along the borders with the Meadow Lake Airport will be afforded direct access to Airport runways via a *taxiway*. This will be developed in conjunction with Meadow Lake Airport, who will grant an easement to Meadow Lake Industrial Park.

A Traffic Impact Study has been prepared for the Meadow Lake Industrial Park and is included with this submittal.

**END.**