



Vertex Consulting Services
5825 Delmonico Drive, Suite
320
Colorado Springs, CO 80919
719-733-8605

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

October 29, 2024

it appears previous staff, no longer with County, didn't upload all staff comments from review 1; we apologize. Please address comments.

OWNER:
TTW Properties LLC
27310 McClaskey Road
Calhan, CO 80808
(719) 683-5030
john@wattsupfitting.com

Enclosures:

List of Current Clients (Governmental Contracts)
Approved Plat Waiver (PNW85001)
Surrounding Commercial Uses Map
Letters of Support
Watts Upfitting Sponsorships
1981 R-4 Zoning Board of County Commissioners Staff Report

was specific to a flight operation / LEAD Ultralight aircraft operation has nothing to do with a garage- as mentioned a few times this does not support a non aviation use

Planner:

Vertex Consulting Services, LLC, Nina Ruiz
5825 Delmonico Drive, Suite 320
Colorado Springs, CO 80919
719-733-8605
Nina.ruiz@vertexcos.com

add other parcel that the cars park on for the employees that work for the garage repair shall be included in variance

Tax Schedule Nos:

4304002047

Acreeage:

2.25 Acres

plus parking area

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 TTW Properties LLC, 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.

use is for upto 60 of governmental customers vehicles only please in request

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. Repair and storage of heavy trucks, recreational vehicles, and trailers shall only be permitted in association with a governmental contract on the site.

Engineering requested statement to clarify ground disturbance was not occurring in request in review 1.

Use Description:

The business, Watts Upfitting, contracts with local police, sheriff, fire, military, and EMS agencies in the area, (see attached current client list). They are a local family-owned and operated small business in El Paso County. They upfit emergency responder vehicles with innovative emergency warning lights,

prisoner partitions, K9 equipment, gun racks, emergency communication devices and reflective safety decals. They also provide on-call services to repair equipment in order to keep responder vehicles operating and in service. 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 first responders.

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. 2 in 1975. The plat included the following note, restricting the land uses permitted by the underlying A-3, OA-G zone:

“All lots in this subdivision will be utilized for hangars and tie-down areas.”

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 R-4 zone.]

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 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.

incorrect- clearly the LOI in support of the application PNW85 was aviation related

staff does not agree with this please remove

There are other commercial businesses within the Meadow Lake Filing 1 subdivision and the other surrounding subdivisions. [See attached Commercial Uses Map identifying the numerous other commercial operations in place today]. Over the years several other 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 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. These other uses will likely be required by El Paso County Planning to obtain approval of a variance of use, regardless of prior actions taken by the Board of County Commissioners.

A waiver of the plat note requiring "All lots in [the] subdivision be utilized for hangars and tie-down areas" was approved by the Board of County Commissioners on March 14, 1985 following the R-4 zoning. This plat note waiver resolution did not include any conditions of approval for an expiration, did not limit the use to the current property owner, or condition specifying uses were to be further restricted. In the late '90's a prior property owner began utilizing the property for a non-aviation related use for the Department of Defense (DOD). When the property owner purchased the property in 2021 the site was utilized for both aviation (hangar) use and non-aviation uses. Over time, as leases have expired, the property owner has expanded the business into additional space previously occupied by airplane tenants. These tenants all left on good terms with the lease ending as they began leases elsewhere. The property owner still leases airplane spaces onsite today. The property owner was not aware that expansion into other portions of the building was not permitted.

staff does not agree with this interpretation as stated previously

The property owner purchased the property after reviewing the Title Commitment. The Title Commitment included the Board of County Commissioner Resolution approving the plat note waiver. Knowing that the property had been utilized for uses other than "hangars and tie downs" since the waiver approval in 1985 and not knowing that current practices overrode the prior plat note waiver the current property owner purchased the land and continues the business there today. A notice of violation has not been issued for the property to date. The property owner learned of the current interpretations and practices during as a result of the Sund Variance of Use request that was recently approved. The property owner wished to be proactive and reached out to Planning to determine the proper process to legalize the use.

The Planning and Community Development Department does not interpret the prior plat note waiver as allowing for non-aeronautical uses and is requiring a variance of use to legalize the use. The property owner relied upon the records included within the Title Commitment and the knowledge that the property has historically been utilized, at least in part, by non-aeronautical uses, they purchased a unsuspecting buyers. With this knowledge, they did not believe it was necessary to request a zoning verification letter from El Paso County regarding the use. That being said, they purchased the land in 2021 prior to the change in interpretation and practices. Even if they had requested a determination in 2021, the outcome of that determination would have likely reflected compliance with the practices in place at the time. This sequence of events, and prior assumptions, presents a practical difficulty for the current owner.

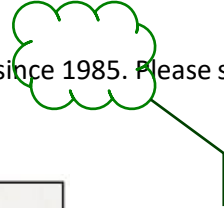
this is not factual- and misleading- prior management had set up special uses for meadowlake which is not the process PCD requires...

- **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;

The property has been utilized for uses other than “hangars and tie-downs” since 1985. Please see the below map and table identifying the numerous commercial uses in the area:



85 was for aviation related uses to occur other than hangar and tiedown. The DOD contractor was next use correct....



CALHAN POLICE DEPT.



Chief of Police Dave Weinberger

556 Colorado Avenue, P. O. Box 236 Calhan, CO 80808-0236 Phone: 719-347-2586 Fax: 719-347-2581

12/05/2024

RE: Watts Upfitting

To Whom It May Concern,

I am writing to express my support and sincerest affection for John Watts and the employees at Watts Upfitting. Upfitting is the process that emergency vehicles must undergo to follow state law and to ensure that emergency vehicles have the necessary items to perform their tremendous duties.

As a former law enforcement officer, John knows the value of having good equipment and the need for good personnel and trained technicians to properly install it. Watts Upfitting has been providing this service for several years now and has quickly established itself as the premier upfitting company for fire/EMS, law enforcement, and first responders in the region. Watts has provided services to the Colorado Springs Police Department, the El Paso County Sheriff's Office, the Calhan Police Department, and many more, including several state and federal agencies.

Meadow Lake provides the perfect environment for development, installation, training, and testing. Being in a location that is secure, centrally located, and has the space needed to accommodate multiple agencies is of paramount importance to the agencies Watts serves. This ensures that agencies can maintain their fleets and reduces the amount of downtime our vehicles have. This correlates with response times, the number of officers we can have on patrol, and the number of resources/services we can offer our communities.

We look forward to working with Watts in the future for all our upfitting needs and we encourage and hope that Meadow Lake will continue to be the center for support for this amazing service and company.

If you have any questions or concerns, please feel free to contact me. My e-mail is police@calhan.co or via telephone at 719-347-2586.

Sincerely,

A handwritten signature in black ink, appearing to read 'David Weinberger', with a long horizontal flourish extending to the right.

David Weinberger
Chief of Police
Calhan Police Department



Sheriff Tom Nestor

Undersheriff Gordon D. Nall

SHERIFF

LINCOLN COUNTY, COLORADO

**103 3rd Avenue / P.O. Box 10, Hugo, CO. 80821
Phone: (719) 743-2426 Fax: (719) 743-2392**

To Whom It May Concern,

I am writing to express my strong support for Watts Upfitting and their vital role in ensuring public safety through the proper upfitting of emergency vehicles. I also want to highlight that Meadow Lake Airport is an ideal location for their operations and further development.

Emergency vehicles rely on advanced lighting systems to alert other road users, improve visibility, and ensure the safety of first responders and the communities they serve. Watts Upfitting has proven itself as a leader in providing innovative, durable, and high-performance lighting solutions tailored to meet the demanding requirements of emergency response. Their products are critical for enabling effective and safe operations, especially in high-stakes scenarios.

The choice of Meadow Lake Airport as a location for operations is perfect for several reasons. Its accessibility and infrastructure make it a strategic hub for servicing emergency vehicles across the region. Additionally, the airport provides ample space and resources to accommodate the technical needs of manufacturing, testing, and distribution, ensuring a streamlined process for delivering these essential systems.

By upfitting emergency vehicles with reliable lighting solutions from Watts Upfitting at Meadow Lake Airport, we can enhance the readiness and performance of emergency responders while minimizing downtime and long-term maintenance costs. This combination of state-of-the-art technology and strategic location will serve as a cornerstone for advancing public safety initiatives.

I strongly encourage decision-makers to support this initiative and recognize the significant value that Watts Upfitting brings to our emergency response capabilities. If you have any questions or need further details, please do not hesitate to contact me.

Sincerely,
Tom Nestor
Lincoln County Sheriff
Lincoln County Sheriff's Office (719) 743-2426

Signature:

Badge #:

Date:

	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	Walker Metal Works	Light Manufacturing	R-4/GA-O	R481005Z
15	RV Builder	Airplane Repair/Manufacturing	R-4/GA-O	R481005Z
16	Accufix	Commercial Vehicle Repair Garage	R-4/GA-O	2024 Variance
17	Hangar Open Performance	Commercial Vehicle Repair Garage	R-4/GA-O	R481005Z, R497006, VR0006
18	First Logistex	Battery Company	R-4/GA-O	R481005Z, VA97006
19	Zebra Productions	Contractor Equipment Yard	R-4/GA-O	R481005Z, V96007, R497003
20	Window Well Covers	Contractor Equipment Yard	R-4/GA-O	R481005Z, R498004, PPR00003
21	Gene Kear Aircraft Painting	Airplane Repair/Manufacturing	R-4/GA-O	R481005Z, R486015
22	Veteran Towing	Contractor Equipment Yard	R-4/GA-O	R48:E2381005Z

The Meadow Lake area is characterized as light industrial uses. 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, Watts Upfitting, contracts with the local military installations, CSPD, SWAT, El Paso Sheriff, Fire Departments, and numerous other emergency responders (see attached current client list). They upfit emergency responder vehicles with innovative emergency warning lights, prisoner partitions, K9 equipment, gun racks, emergency communication devices and reflective safety decals. They also provide on-call services to repair equipment in order to keep responder vehicles operating and in service. 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.

- ***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. All repair and manufacturing occur inside of the building.

- ***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, such as airplane repair and manufacturing.

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

Approximately 1-3 vehicles are dropped off every 2 weeks. Typically, when a vehicle is dropped off the same agency representative picks up another completed vehicle (e.g. Sherriff Deputy drops off a Tahoe needing updating and picks up an upgraded Tahoe for El Paso County Sherriff). It takes several weeks to customize each vehicle per the entities requests, resulting in numerous vehicles being stored onsite awaiting repair. The applicant has placed a condition on the site plan limiting the total number of vehicles being stored onsite to 60, and limited to those areas depicted.

Watts Upfitting has Staged Parking Plan Coordination in Place. Please see below letter for reference:



Subject: Staged Parking Plan Coordination

To Whom It May Concern,

We are reaching out to provide clarity regarding our staged parking plan and the proactive measures we take to ensure a seamless process for vehicle arrivals and departures.

Our team works closely with our customers and dealership partners to coordinate and schedule vehicle arrival dates effectively. This collaboration allows us to mitigate potential congestion and maintain an organized flow of vehicles on our premises. We actively coordinate with our customers to properly stage vehicles at necessary locations prior to arriving at our location. Most of our local agencies stage vehicles at their premises prior to their scheduled upfit. By aligning schedules and sharing updates, we can better accommodate vehicle arrivals. Vehicle departures take place as soon as a vehicle is completed.

We are committed to finding solutions that work for everyone and maintaining an efficient and reliable system. We are here to assist and ensure a smooth experience.

Thank you for your understanding as we work together to ensure everyone's success.

Sincerely,

John Watts

that assumes allowed uses ; this is a variance; this is not across the board and reviewed case by case w/ each application; new applications new buildings & new uses do require a LS or an alternative LS plan

The Land Development Code requires one parking space per employee plus 3 spaces per bay or stall. There will be a maximum of 24 employees total, not just on any given shift, and 8 bays. A parking easement has been provided for employee parking on the adjacent lot. The site plan depicts 55 parking spaces total, however, this number of spaces is never occupied.

A traffic impact study is not required pursuant to ECM Appendix B, ECM Chapters 1.6 and 1.16 as the proposed variance of use will not result in traffic in excess of 100 ADT or 10 trips at the peak hour, there are no additional minor or major roadways being proposed, there will be no change in the type of traffic to be generated, the variance of use will not result in a change to the LOS for Judge Orr Road or any other nearby County roadways, and there is no proposed access onto a State Highway. The variance of use is anticipated to result in an average of 50 additional trips per day.

No screening, open space, fencing, or landscaping are required for properties within the Meadow Lake Airport pursuant to the 1981 R-4 zoning [See page 14 of 1981 staff packet].

Taxiway easements have been established along the northern and western property boundaries [See site plan]. These taxiway easements are not obstructed with any structures, fencing, or vegetation that would preclude airplane wings from traversing the length of easement. The current property owners have been significantly impacted by the trespassing of vehicles parking within the taxiway easement (non-employee, non-customer, not associated with the business). Meadowlake Airport lacks adequate parking, resulting in many members seeking parking elsewhere in areas they perceive as being "parking spaces". The property owner took it upon himself to ensure this trespass comes to an end, knowing that it creates a challenge for airplanes. The property owner paid for the purchase and installation of several "no-parking" signs along the north and western edge of his property [see photo below for example]. Trespassing has continued and vehicles not associated with the business (other MLA members) have continued to park here despite the "no parking" signs. The property owner has and will continue to request the other MLA members move their vehicles when this trespass occurs.



(Photo of no-parking signs placed by Watts Upfitting)

- ***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 a permitted individual onsite well and septic [Permit No. ON0050753]. The property is within the Falcon Fire Protection District [see attached inspection report]. El Paso Sherriff's Department will respond to any emergency.

Access is taken from Cessna Drive. The property owner has paid to maintain and upgrade the surrounding private roadways, even though other owners and users also utilize these roads [See attached proof of payment].

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.



Academy School District 20
Alamosa Police Department
American Medical Response
Aurora Public Schools
Bureau of Indian Affairs Office of Justic Services – Wind River Police Department
Big Sandy Alumni Association (Big Sandy Schools)
Bisbee Police Department
Black Forest Fire Department
Black Hills Energy
Bureau of Land Management
Burlington Police Department
Calhan Fire Department
Calhan Police Department
Canon City District Attorney's Office
Canon City Fire Department
Canon City Police Department
Cascade Volunteer Fire Department
Center Colorado Police Department
Chaffee County Sheriff's Office
Cherry Hills Village Police Department
City of Colorado Springs (Police Department)
City of Colorado Springs (Public Works)
City of Dumas
City of Fort Morgan
City of Fountain (Police Department)
City of Golden (Police Department)
City of Kerrville
City of Lone Tree



City of Monte Vista
Colorado Department of Corrections
Colorado Department of Transportation
Colorado Division of Wildlife
Colorado Springs Airport
Colorado Springs Fire Department
Colorado Springs Internet Crimes Against Children Task Force
Colorado Springs School District 11
Colorado University Anschutz
Defense Counterintelligence and Security Agency
Del Norte Police Department
Department of National Defense
Divide Fire Protection District
Dodge City of McKinney
Douglas County Sheriff's Office
Douglas County Search and Rescue
East Grand Fire Protection District
El Paso County Department of Public Works
El Paso County Department of Transportation
El Paso County Hazmat
El Paso County Search and Rescue
El Paso County Sheriff's Office
El Paso County Wildland Fire
Elbert County Office of Emergency Management
Elbert County Sheriff's Office
Ellicott Fire Protection District
Englewood Public Works
Evraz



Fairplay Police Department
Falcon Fire Department
Falcon School District 49
Florence Police Department
Florissant Volunteer Fire Department
Fort Carson Fire Department
Fort Carson Police Department
Fountain Fire Department
Four Mile Fire Protection District
Franktown Fire Department
Fredonia Marshal's Office
Fremont County Office of Emergency Management
Fremont County Search and Rescue
Fremont County Sheriff's Office
Front Range Fire Rescue
Gilpin County Sheriff's Office
Global Medical Response
Grand County Sheriff's Office
Green Mountain Falls Marshal
Gunnison County Coroner
Gunnison County Sheriff's Office
Gunnison Police Department
Gunnison Valley Health Paramedics
Hanover Fire Department
Hinsdale County Sheriff's Office
Huerfano County Sheriff's Office
Hugo Fire Department
Hugo Marshall's Office



Jefferson County Sheriff's Office

Jefferson County Sheriff's Office (Nebraska)

La Jara Police Department

La Plata County Fleet

Lake County Search and Rescue

Lake County Sheriff's Office

Lake George Fire Department

Lamar Police Department

Landis & Gyr

Lewis Palmer School District 38

Lincoln County Coroner

Lincoln County Office of Emergency Management

Lincoln County Sheriff's Office

Manitou Springs Police Department

Martin Marietta

Meadow Lake Airport Association

Mesa County Sheriff's Office

Metro One Ambulance Service

Mineral County

Moffat County Sheriff's Office

Montezuma County Sheriff's Office

Monument Fire Protection District

Monument Police Department

Moore County Sheriff's Office

Morrison Police Department

Mountain View Electric

National Park Service

National Search and Rescue



Northeast Teller County Fire Protection District
Northrop Grumman Corp
Oracle
Ouray County Sheriff's Office
Pagosa Springs Fire Protection
Palmer Lake Fire Department
Palmer Lake Police Department
Park County School District
Park County Search and Rescue
Park County Sheriff's Office
Peterson Air Force Base OSI
Peterson Fire Department 21CES
Peyton Fire Department
Pikes Peak Community College
Prowers County
Pueblo Chemical Depot
Pueblo County Sheriff's Office
Pueblo Police Department
Pueblo West Fire Department
Rio Grand County Sheriff's Office
Rocky Mountain Protective Services
ROI Fire and Ballistics
Salida Police Department
Security Fire Department
Simla Police Department
Southern Colorado Interagency Wildland Fire Team
Strasburg Fire Protection District
Stratton Volunteer Fire Department



Sugar Loaf Fire Department

Summit County Road and Bridge

Summit County Transit Department

Sutton County Sheriff's Office

Teller County Sheriff's Office

The Broadmoor

Tombstone Marshals Office

Town of Calhan

Town of Palisade

Town of Palmer Lake

Town of Westcliffe

Tri-County Fire Department

United States Air Force 10th Security Forces Squadron (USAFA)

United States Air Force 21st Security Forces Squadron (Peterson SFB and CMSFS)

United States Air Force Academy Office of Special Investigations (OSI)

United States Army 4th Infantry Division

United States Army Criminal Investigation Department (CID)

United States Department of Homeland Security Investigations (HSI)

United States Department of Homeland Security Immigration and Customs Enforcement (ICE)

United States DOT Office of Inspector General

United States Drug Enforcement Agency

United States Evans Army Hospital

United States Federal Bureau of Investigation (FBI)

United States NORAD USNORTHCOM

United States Secret Service

United States Space Command

United States Space Force 50th Security Forces Squadron (Schriever SFB)



Ute Pass Regional Health Service District

Weld County Sheriff's Office

Wellton Police Department

Wet Mountain Fire Protection District

Widefield School District No. 3

Willcox Police Department

Wink Police Department

Woodland Park Police Department

Woodmoor Public Safety

Woolpert, Inc.

01246942

1985 MAY -7 PM 1:14

ARJIS 11.11.11

Commissioner Klotz moved adoption of the following Resolution:

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

RESOLUTION NO. 85-103, Land Use-67

WHEREAS, William and Diane Raisner did file an application with the Land-Use Department of El Paso County on or about January 4, 1985, for the approval of the waiver of the plat notation on a specific lot in Meadow Lake Airport Filing #2 in the unincorporated area of El Paso county, as more particularly described below; and

WHEREAS, a public hearing was held by the El Paso County Planning Commission on February 20, 1985, upon which date the Planning Commission did by formal resolution recommend approval of the subject waiver with conditions; and

WHEREAS, a public hearing was held by this Board on March 14, 1985; and

1. That proper posting, publication and public notice was provided as required by law for the hearings before the Planning Commission and the Board of County Commissioners of El Paso County.
2. That the hearings before the Planning Commission and the Board of County Commissioners were extensive and complete, that all pertinent facts, matters and issues were submitted and that all interested parties were heard at those hearings.

NOW, THEREFORE, BE IT RESOLVED, that the waiver of a plat notation, stating that all lots in this subdivision will be utilized for hangars and tie-down areas, on Lot 3, Block 1, Meadow Lake Airport Filing #2, El Paso County, as recorded in Book C-3, at Page 2 of the records of the El Paso County Clerk and Recorder be approved;

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

1. No Certificate of Occupancy will be issued until adequate signage is developed and installed. Said signs shall clearly identify and designate the roadways versus the taxiways.

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

DONE THIS 14th day of March, 1985, at Colorado Springs, Colorado.

THE BOARD OF COUNTY COMMISSIONERS
OF EL PASO COUNTY, COLORADO

ATTEST:

Donis Hardy
Deputy County Clerk

By [Signature]
Chairman

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

Commissioner Whittemore	aye
Commissioner Klotz	aye
Commissioner Morrison	aye
Commissioner Meier	aye
Commissioner Harris	aye

The Resolution was adopted by unanimous vote of the Board of County Commissioners of the County of El Paso, State of Colorado.

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	Spring 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	Walker Metal Works	Light Manufacturing	R-4/GA-O	R481005Z
15	RV Builder	Airplane Repair/Manufacturing	R-4/GA-O	R481005Z
16	Accufix	Commercial Vehicle Repair Garage	R-4/GA-O	2024 Variance
17	Hangar Open Performance	Commercial Vehicle Repair Garage	R-4/GA-O	R481005Z, R497006, VR0006
18	First Logistex	Battery Company	R-4/GA-O	R481005Z, VA97006
19	Zebra Productions	Contractor Equipment Yard	R-4/GA-O	R481005Z, V96007, R497003
20	Window Well Covers	Contractor Equipment Yard	R-4/GA-O	R481005Z, R498004, PPR00003
21	Gene Kear Aircraft Painting	Airplane Repair/Manufacturing	R-4/GA-O	R481005Z, R486015
22	Veteran Towing	Contractor Equipment Yard	R-4/GA-O	R48:E2381005Z



Watts Upfitting is honored to provide sponsorships for the following:

Alzheimer's Association Charity

County Sheriff's of Colorado

Colorado Springs Police Foundation

Colorado State Patrol

Elbert County Sheriff's Office Annual Charity Golf Tournament

El Paso County Fair and Event Center

El Paso County Junior Livestock Sale

El Paso County Search and Rescue

Park County Nate Carrigan Scholarship Fund

Pikes Peak Fire Chiefs Council

Pikes Peak or Bust Rodeo Foundation - First Responder's Night

Pikes Peak Range Riders Foundation

Police Foundation of Colorado Springs

Responders Relief Foundation

Shield 616

Town of Calhan

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

MEADOW LAKE AIRPORT

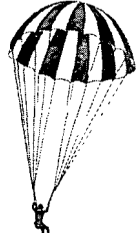
September 4, 1981

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.

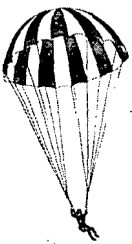


Raymond C. Renneberger
Vice-President

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

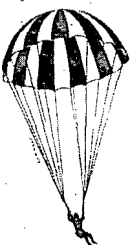
Present Zoning: A-3 * OA-G (General Aviation Overlay).

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



Linda C. Renneberger
Treasurer

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.



William A. Hampton
Secretary

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

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.

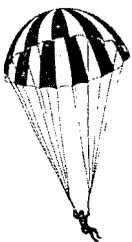
The R-4 zone was established to provide a greater variety of principal and accessory uses in the development of land and to address the advantages resultant from technological change. While primarily a residential zoning, all commercial uses outlined in the PBP zone are permitted. Repair shops, warehouses (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.



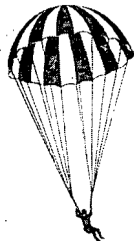
Everett R. Conover
President



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

(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.

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

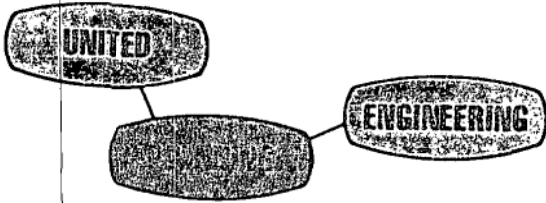
Parking around business operations shall meet the requirements of the Land Development Code. Parking for personal hangars, rental hangars and tie-downs should never pose a problem because users park their car in the space vacated by the aircraft.

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.



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

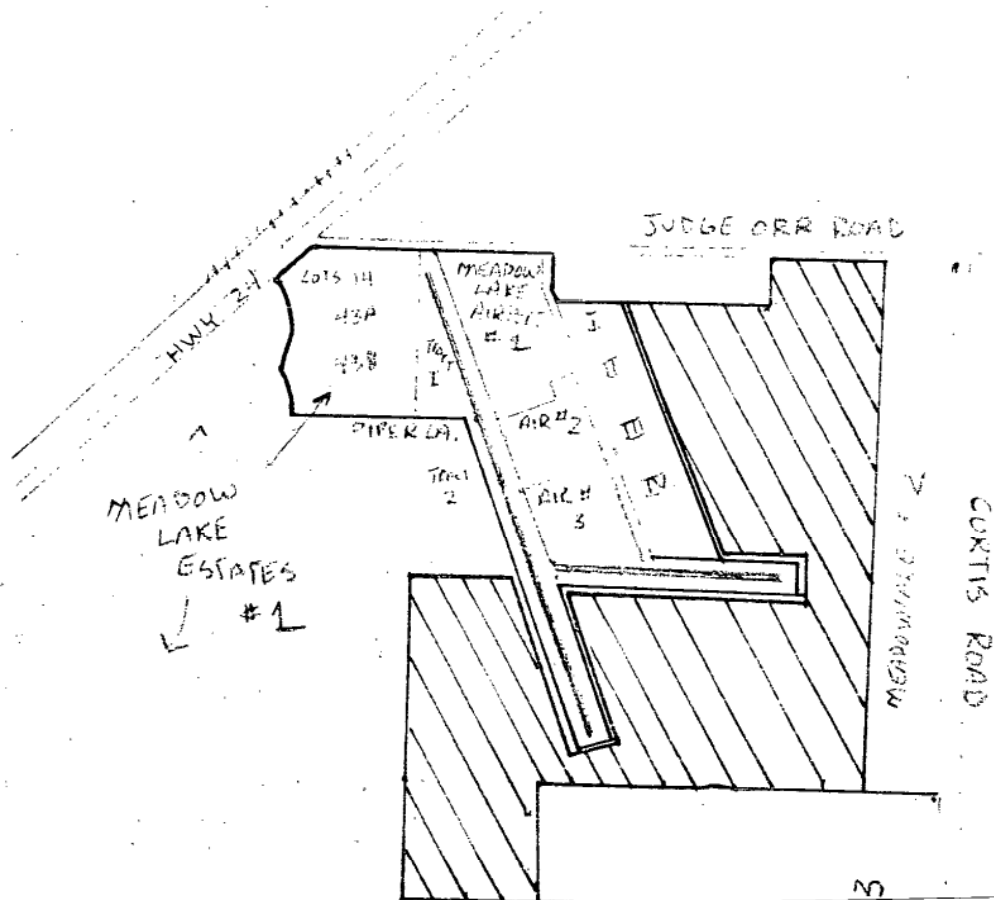
Proposed ML AIR 3

Proposed ML AIR PHASES

Air strips I - IV

Taxi ways

Airport property

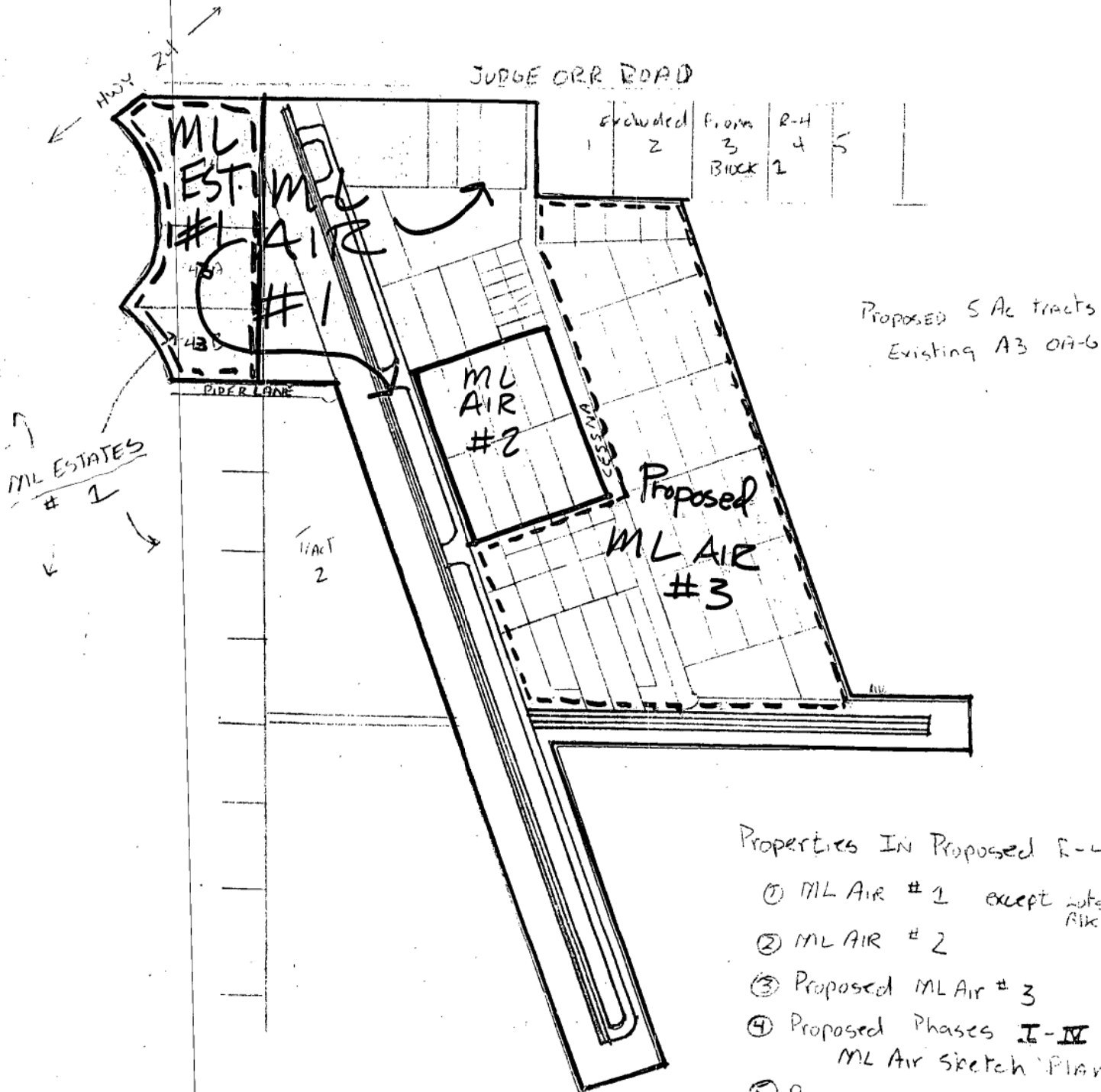


MEADOW
LAKE
ESTATES
#1

MEADOW LAKE
#1
Tract
Concrete

MEADOW LAKE #1
Concrete & Gravel

18-1



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

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

V2_LOI comments.pdf Markup Summary

dsdparsons (14)

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it appears previous staff, no longer with County, didn't upload all staff comments from review 1; we apologize. Please address comments.

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it appears previous staff, no longer with County, didn't upload all staff comments from review 1; we apologize. Please address comments.

8 Sponsorship
g Board of County Commissioners Staff Report

ing Services, LLC, Nina Ruiz
in Drive, Suite 302
pk, CO 80919

add other parcel that the cars park on for the employees that work for the garage repair shall be included in variance

www.com

Development District Obsolete), GA-O (General Aviation

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add other parcel that the cars park on for the employees that work for the garage repair shall be included in variance

removal Contracts)
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see Map

was specific to a flight operation / LEAD Ultralight aircraft operation has nothing to do with a garage as mentioned a few times this does not support a non aviation use

County Commissioners Staff Report

LLC, Nina Ruiz
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use is for upto 60 of governmental customers vehicles only please in request

ir Garage in the
mercial Vehicle

Engineering
requested statement to clarify ground disturbance was not occurring in request in review 1.

2. Repair

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Engineering requested statement to clarify ground disturbance was not occurring in request in review 1.

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staff does not agree with this please remove

Subject: Planner
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incorrect- clearly the LOI in support of the application PNW85 was aviation related

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staff does not agree with this interpretation as stated previously

Subject: Group
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this is not factual- and misleading- prior management had set up special uses for meadowlake which is not the process PCD requires...

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85 was for aviation related uses to occur other than hangar and tiedown. The DOD contractor was next use correct....

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Subject: Planner
Page Label: 10
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that assumes allowed uses ; this is a variance; this is not across the board and reviewed case by case w/ each application; new applications new buildings & new uses do require a LS or an alternative LS plan

attach the LOI that went with this PNW for context or remove resolution please

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