

Planning and Community Development

Meggan Herington, AICP, Executive Director
 Planning and Community Development
 2880 International Circle
 Colorado Springs, CO, 80910
PLNWEB@ElPasoCO.com
PlanningDevelopment.ElPasoCO.com

Board of County Commissioners
 Holly Williams, District 1
 Carrie Geitner, District 2
 Bill Wysong, District 3
 Cory Applegate, District 4
 Cami Bremer, District 5

TO: El Paso County Planning Commission
Thomas Bailey, Chair

FROM: Kari Parsons, Principal Planner
Joe Sandstrom, Associate Engineer

RE: Project File Number: VA247
Project Name: Watts Variance of Use
Parcel Numbers: 4304002047 and 4304002189

OWNER:	REPRESENTATIVE:
TTW Properties, LLC, 27310 McClaskey Road Peyton, CO 80808	Vertex Consulting Services, LLC 455 Pikes Peak Avenue, Suite 101 Colorado Springs, CO 80903-3672

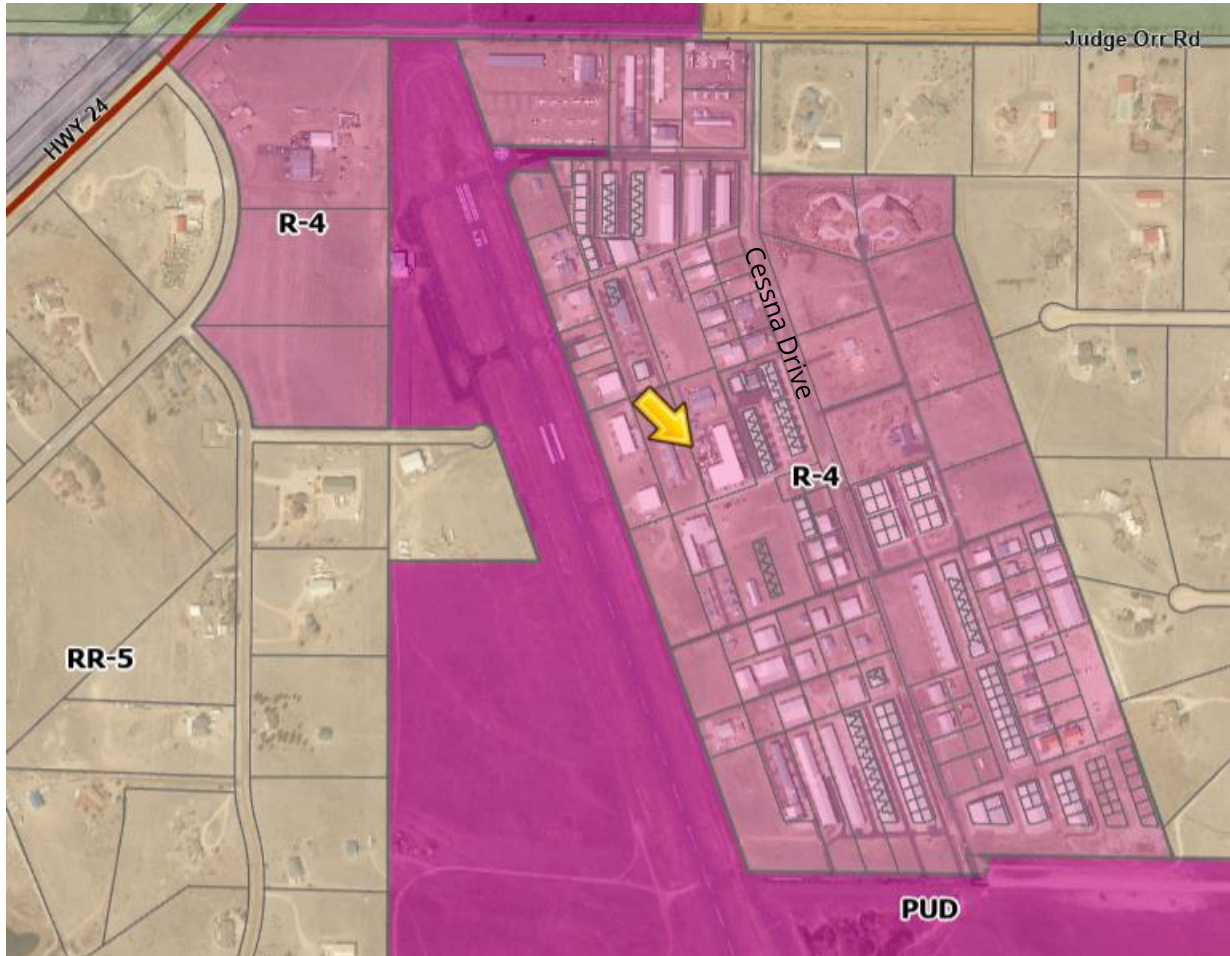
Commissioner District: 2

Planning Commission Hearing Date:	1/16/2025
Board of County Commissioners Hearing Date:	2/13/2025



EXECUTIVE SUMMARY

A request by TTW Properties, LLC for approval of a Variance of Use to allow a commercial vehicle repair garage in the R-4 (Planned Development) Zoning District. The property is located within Meadow Lake Airport, is within the GA-O (General Aviation Overlay District) and is south of Judge Orr Road and east of Highway 24.



Vicinity Map

A. WAIVERS AND AUTHORIZATION

Waiver(s): There are no waivers associated with this request.

Authorization to Sign: There are no documents associated with this application that require signing.

2880 INTERNATIONAL CIRCLE
OFFICE: (719) 520 – 6300



COLORADO SPRINGS, CO 80910
PLNWEB@ELPASOCO.COM

B. APPROVAL CRITERIA

Pursuant to Section 5.3.4, Variance of Use of the Land Development Code (As Amended), the Planning Commission and Board of County Commissioners evaluate each proposed Variance of Use for general compliance with the review criteria in this Code and the development standards that apply to all development. The Planning Commission and Board of County Commissioners may consider the following criteria in approving a Variance of Use:

- The strict application of any of the provisions of this Code would result in peculiar and exceptional practical difficulties or undue hardship.
- 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 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 will comply with all applicable requirements of this Code and all applicable County, State and federal regulations except those portions varied by this action;
- The proposed use will not adversely affect wildlife or wetlands;
- The applicant has addressed all off-site impacts;
- The site plan for the proposed Variance of Use will provide for adequate parking, traffic circulation, open space, fencing, screening, and landscaping; and/or
- 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.

C. LOCATION

North:	R-4 (Planned Development)	Meadow Lake Airport
South:	R-4 (Planned Development)	Meadow Lake Airport
East:	R-4 (Planned Development)	Meadow Lake Airport
West:	R-4 (Planned Development)	Meadow Lake Airport

D. BACKGROUND

The General Aviation Overlay District was adopted for the Meadow Lake Airport property in 1970 expanding the uses on the property to include airport-related uses in

2880 INTERNATIONAL CIRCLE
OFFICE: (719) 520 – 6300



COLORADO SPRINGS, CO 80910
PLNWEB@ELPASOCO.COM

addition to the underlying Agricultural 5-acre (A-3) Zoning District uses. In 1970, a 196-acre portion of the Meadow Lake Airport was rezoned from A-3 (Agriculture) to R-4 (Planned Development) in support of the development of the Meadow Lake Airport as a private airport. The subject properties were platted in 1975, as Block 1, Lot 3, and Block 1, lot 7, Meadow Lake Airport Filing No. 2. A Final Plat note restricted these lots to hangars and tie-downs only. The 1975 Final Plat implemented the 1970 R-4 Zoning District.

In 1981, the Board approved a Rezoning to R-4 for 210 acres which included the 1975 R-4 Zoning District boundary and land zoned A-3. The 1981 R-4 Zoning District is the current Zoning District of the subject properties of the requested Variance of Use.

In 1985, the Board of County Commissioners approved a Plat Note Waiver (PNW85001) to allow for “conduct activities pertinent to the operations associated with an ultralight aircraft company” as stated in the 1985 Letter of Intent.

In 2001, EW Defense Systems, Inc. purchased the property “to support a former Lockheed Martin hardware/software suite that trains military pilots how to avoid being hit by surface to air missiles.” This use was determined to be an allowed use within the R-4 zoning district by the Planning Department. Staff does not know when this operation ceased.

The applicant purchased the property in 2021. The applicant has requested a variance for a vehicle repair garage for up to 60 customer vehicles stored outside when not being repaired in the existing hangar buildings on the 2.5-acre site, and a designated off-site parking area for employees as depicted on the Site Plan submitted in support of the Variance of Use request. The applicant has submitted the lease for the employee parking on the adjacent property. There is not an active Code Enforcement case for the vehicle repair garage. Meadow Lake Airport Association has provided comments identifying concerns about the impacts to the surrounding properties within the airport due to the size of the requested non-aviation related business.

E. ANALYSIS

Land Development Code and Zoning Analysis

The applicant is proposing a Variance of Use to allow for a commercial vehicle repair garage within the R-4 (Planned Development) Zoning District. The Letter of Intent in support of the 1981 R-4 Zoning District specifically, states “*Land in the R-4 Zone will be restricted to airport-*

2880 INTERNATIONAL CIRCLE
OFFICE: (719) 520 – 6300



COLORADO SPRINGS, CO 80910
PLNWEB@ELPASOCO.COM

related uses.” The letter also identifies that all uses in the PBP (Planned Business Park) would be allowed uses (a nomenclature change now identifies PBP as Community Commercial (CC) Zoning District). The 1981 R-4 Zoning District Development Plan indicates airport-related commercial uses allowed within the PBP Zoning District, including but not limited to commercial uses such as aircraft hangars, repair shops, restaurants, gas pumps, offices, and motels that support the Meadow Lake Airport are allowed.

The Land Development Code, Chapter 4, Section 4.3.2 states the following:

The GA-O Zoning District regulations apply in combination with base zoning district regulations, recorded plats, and all other applicable standards of this Code. When GA-O Zoning District standards conflict with the underlying base zoning district standards or other regulations of this Code, the regulations of the GA-O Zoning District will always govern. When no special GA-O Zoning District standards are specified, all other applicable regulations of this Code will govern.

Use Restrictions. *No building or land may be used and no building may be erected, converted, or structurally altered except in accordance with the following requirements.*

Meadowlake Airport GA-O Uses. *The following uses are allowed in the non-residential area of the Meadowlake 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*
- *Aviation control towers*
- *Hangars and tie-down facilities*
- *Navigation instruments and aids*
- *Aviation related businesses*

The requested Variance of Use to allow for a commercial vehicle repair garage in the R-4 (1981) Zoning District is similar to a recently approved Variance of Use for government only commercial vehicle repair garage other commercial uses in the airport as identified in the applicant’s Letter of Intent. The Land Development Code defines “Vehicle Repair Garage, Commercial” as:

2880 INTERNATIONAL CIRCLE
OFFICE: (719) 520 – 6300



COLORADO SPRINGS, CO 80910
PLNWEB@ELPASOCO.COM

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.

The Code is silent as it pertains to defining aircraft repair or an aircraft and airport. Furthermore, a repair shop for an automobile has similar characteristics and impacts to adjacent properties as a repair shop that supports aviation. Recreational Vehicle or large truck repair will be limited to government vehicles only on the site as depicted on the attached Site Plan. The applicant has indicated that all operations for the repair garage do not impact the surrounding properties within the airport. If the Variance of Use is approved, the underlying R-4 (1981) Zoning District and General Aviation Overlay District would still govern the remaining properties within the Meadow Lake Airport's boundaries. As indicated in the applicant's Letter of Intent, it should be noted that several commercial businesses do not support the Meadow Lake Airport or aviation-related uses, and also operate within the airport's boundary. Those properties may also need to obtain a Variance of Use to legalize their respective uses.

A referral was sent to the Meadow Lake Airport Association (MLAA) for review and comment; objection to this requested Variance of Use has been made by the MLAA; they also provided comments (see attachment).

If the Variance of Use is approved by the Board of County Commissioners, the existing plat restriction, and R-4 Zoning limiting the use to hangars and aircraft, would be null and void for Block 1, Lot 3, and Block 1, lot 7, (parking lease area only) Meadow Lake Airport Filing No. 2.

F. MASTER PLAN ANALYSIS

1. Your El Paso County Master Plan

a. Placetype Character: Employment Center

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.

2880 INTERNATIONAL CIRCLE
OFFICE: (719) 520 – 6300



COLORADO SPRINGS, CO 80910
PLNWEB@ELPASOCO.COM

Proximity to other transportation hubs, such as Meadow Lake 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.

Recommended Land Uses:

Primary

- Light Industrial/Business Park
- Heavy Industrial
- Office

Supporting

- Commercial Retail
- Commercial Service
- Restaurant

b. Area of Change Designation: Minimal Change: Undeveloped

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.

c. Key Area Influences: The property is not located within a key area.

Analysis:

Meadow Lake is a public-use airport and a general aviation reliever airport for Colorado Springs Municipal Airport. It is the largest privately owned airport in Colorado. As the Master Plan notes, there are several aviation-related businesses on the airfield including flying schools and aircraft maintenance facilities. As indicated by the applicant's Letter of Intent there are also several non-aviation businesses occurring within the airport's boundaries. The airport



is designated as an Employment Center Placetype. The vehicle repair shop is a supporting use within the Placetype.

The Master Plan identifies the area as “Minimal Change, Undeveloped.” The Meadow Lake Airport is not anticipated to change overall uses, but rather continue to develop as an airport with associated uses from the current designation which is consistent with the minimal change. The request for the vehicle repair business Variance of Use within the airport boundaries may support aviation uses if they began to service aircraft in addition to automobiles. Currently, the repair business primarily works on government automobile and recreational vehicles.

2. Water Master Plan Analysis

The El Paso County Water Master Plan (2018) has three main purposes; to better understand present conditions of water supply and demand; identify efficiencies that can be achieved; and encourage best practices for water demand management through the comprehensive planning and development review processes. Relevant policies are as follows:

The Water Master Plan includes demand and supply projections for central water providers in multiple regions throughout the County. The property is located within Planning Region 3 of the Plan, which is an area anticipated to experience growth by 2040.

Region 3 contains four growth areas west of Falcon projected to be completed by 2040. Other areas of 2040 growth are projected for the north-central part of the region west of Highway 24 extending from Falcon to 4-Way Ranch. North of Falcon along Highway 24, growth is projected by 2060 on both sides of the highway. Just west of Falcon, another small development is projected by 2060 on the north and south sides of Woodmen Road. On the east side of Highway 24, three separate areas of growth are projected for development by 2060, with the largest of the three spanning from south of Judge Orr Road to east of Peyton Highway into Region 4c.

The following information pertains to water demands and supplies in Region 3 for central water providers:

The Plan identifies the current demand for Region 3 to be 4,494 acre-feet per year (AFY) (Figure 5.1) with a current supply of 7,164 AFY (Figure 5.2).

2880 INTERNATIONAL CIRCLE
OFFICE: (719) 520 – 6300



COLORADO SPRINGS, CO 80910
PLNWEB@ELPASOCO.COM

The projected demand in 2040 for Region 3 is at 6,403 AFY (Figure 5.1) with a projected supply of 7,921 AFY (Figure 5.2) in 2040. The projected demand at build-out in 2060 for Region 3 is at 8,307 AFY (Figure 5.1) with a projected supply of 8,284 AFY (Figure 5.2) in 2060. This means that by 2060 a surplus of 32 AFY is anticipated for Region 3.

At this time, the Meadow Lake Area is not served by a central water provider. Many of the existing structures do not have water. Individual on-site wells provide water to some of the structures. Findings of sufficiency with respect to water quality, quantity, and dependability are not required with consideration of a Variance of Use.

3. Other Master Plan Elements

The El Paso County Wildlife Habitat Descriptors (1996) identifies the parcels as having a low wildlife impact potential.

The Master Plan for Mineral Extraction (1996) identifies no significant resources in the area of the subject parcels.

G. PHYSICAL CHARACTERISTICS

1. Transportation

The property is located west of Cessna Drive and south of Judge Orr Road. A Traffic Impact Study was not required pursuant to ECM B.1.2.D as the proposed use will not exceed the existing trip generation by more than 10 peak hour trips or 100 daily trip ends. There are no offsite improvements required.

The property will be subject to the El Paso County Road Impact Fee program (Resolution 19-471).

2. Drainage

The property is located within the Solberg Ranch Drainage Basin, which is a studied drainage basin with drainage basin fees, and no bridge fees. Drainage basin and bridge fees are not assessed with Variance of Use applications. The applicant is not proposing any alterations, additions, or additional disturbance with this land use approval; therefore, a drainage report is not required at this time. No disturbance is proposed and there are no anticipated drainage impacts to the downstream or surrounding properties.

2880 INTERNATIONAL CIRCLE
OFFICE: (719) 520 – 6300



COLORADO SPRINGS, CO 80910
PLNWEB@ELPASOCO.COM

H. SERVICES

1. Water

Water is provided by an onsite well.

2. Sanitation

Wastewater is provided by an onsite wastewater system.

3. Emergency Services

The property is within the Falcon Fire Protection District. Falcon has provided a comment letter and have stated they have no concerns with the Variance of Use.

4. Utilities

Mountain View Electric Association (MVEA) provides electric service and Colorado Springs Utilities provides natural gas service to the existing structures.

5. Parks/Trails

Land dedication and fees in lieu of park land dedication are not required for a Variance of Use application.

6. Schools

Land dedication and fees in lieu of school land dedication are not required for a Variance of Use application.

I. APPLICABLE RESOLUTIONS

See attached resolution.

J. STATUS OF MAJOR ISSUES

No Major Issues are associated with the request.

K. RECOMMENDED CONDITION AND NOTATIONS

Should the Planning Commission and Board of County Commissioners find that the request meets the criteria for approval outlined in Section 5.3.4, Variance of Use, of the El Paso County Land Development Code (As Amended), staff recommends the following conditions and notations:



CONDITIONS

1. Additional aviation-related repair is allowed on the subject properties pursuant to the General Aviation Overlay District and the 1982 R-4 (Planned Development) Zoning District.
2. Uses are limited to the Site Plan submitted in support of the Variance of Use.
3. A Site Development Plan is required to be submitted for review and approval to the Planning and Community Development Department within 45 days of the Board of County Commissioner’s approval.
4. Applicant shall be required to pay Road Impact Fees in accordance with the El Paso County Road Impact Fee Program (Resolution No. 19-471). Road Impact Fees shall be paid at time of building permit or within thirty days of Site Development Plan application approval if no building permit is required.

NOTATIONS

1. The Board of County Commissioners may consider revocation and/or suspension if zoning regulations and/or Variance of Use conditions/standards are being violated, preceded by notice and public hearing.
2. If the Variance of Use is discontinued or abandoned for two (2) years or longer, the Variance of Use shall be deemed abandoned and of no further force and effect.

L. PUBLIC COMMENT AND NOTICE

The Planning and Community Development Department notified 60 adjoining property owners on December 23, 2024, for the Planning Commission and Board of County Commissioners meetings. Responses will be provided at the hearing.

M. ATTACHMENTS

- Letter of Intent
- Site Plan
- Meadow Lake Airport Association Letter
- Draft Resolution





Vertex Consulting Services

5825 Delmonico Drive

Colorado Springs, CO 80919

719-733-8605

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

October 29, 2024

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)
2001 Administrative Determination
1981 R-4 Zoning Board of County Commissioners Staff Report
Surrounding Commercial Uses Map
Letters of Support
Watts Upfitting Sponsorships

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

Tax Schedule Nos: 4304002047, 4304002189

Acreeage: 2.25 Acres and Parking Lease 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.

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.
3. Non-employee vehicle storage shall be limited to no more than 60 and shall be limited to the area depicted on the site plan.

Use Description:

The business, Watts Upfitting, contracts with local police, sheriff, fire, military, and EMS agencies in the area, (see attached current client list). A few aviation and airport-related clients include the Colorado Springs Airport, Defense Counterintelligence and Security Agency, Department of National Defense, Meadowlake Airport Association, Peterson Air Force Base, United States Department of Homeland Security, United States Air Force, United States Space Force, United States Secret Service.

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.]

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.

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. The associated BoCC resolution did not include any conditions of approval for an expiration, did not limit the use to the current property owner, did not refer to the letter of intent or site plan, and did not condition specifying uses were to be further restricted. In 2001 a prior property owner began utilizing the property for a non-hangar related use for the Department of Defense (DOD). EW Systems manufactured trailers utilized by the DOD for security training. The 2001 administrative determination identified that because the product was in support of aviation, the use was allowed. Several of the Watts Upfitting clients are airports (passenger & military) and support airport safety. The property owner believed their use would be considered airport-related similar to EW Systems and would be a permitted use.

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.

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, knowing that they serve aviation-related clients, 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 uses other than hangars and tie-downs, they purchased as unsuspecting buyers. Watts Upfitting serves several aviation-related clients. 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.

- ***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:



	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

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]. PCD will review the landscape plan with the site development plan approval if the variance of use is approved.

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
PC Report Packet
Page 20 of 78
All 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

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.

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.

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

I, Ardis W. Schmitt, County Clerk and Ex-officio Clerk to the Board of County Commissioners in and for the County of El Paso, State of Colorado, do certify that the foregoing Resolutions were copied from the record of the proceedings of the Board of County Commissioners for said El Paso County, under date of March 14, 1985

IN WITNESS WHEREOF, I have hereunto set my hand and affixed the seal of said County at Colorado Springs, Colorado, this 25th day of March, 1985.



Ardis W. Schmitt
County Clerk

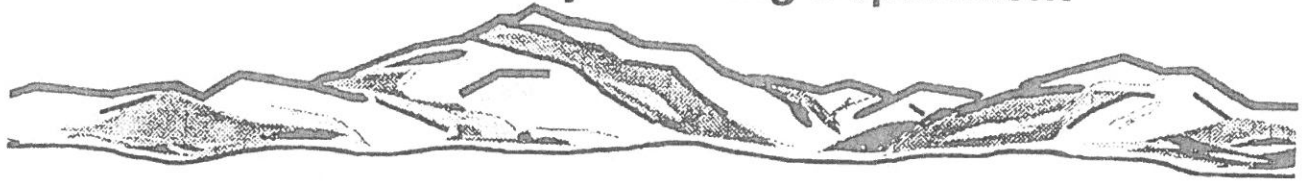
By Robert F. Gilbert
Deputy County Clerk

Kenneth G. Rowberg
Planning Director

TA

Carl F. Schueler
Assistant Director

El Paso County Planning Department



September 19, 2001

Via FAX: 550-8376

Jamie L. Johnston, President
EW Defense Systems, Inc.
5745 Industrial Place, Unit G
Colorado Springs, Colorado 80916

RE: 8242 Cessna Drive

You have requested zoning information for the above-described property. This 2.25-acre parcel, also known as Tax Parcel No. 42040-02-047, is zoned R-4 (Planned Development) District and OA-G (Airport – General Aviation) Overlay District.

Originally, this property was limited in use to hangars and tie-down areas, pursuant to a note on the Meadowlake Airport Filing No. 2 Subdivision. However, on March 14, 1985, the Board of County Commissioners approved a waiver of the aforementioned plat note for the property located at 8242 Cessna Drive. Enclosed is a copy of the Board's Resolution approving said waiver.

As a result of this March 14, 1985, Board of County Commissioners action, uses on the subject property are those identified in the R-4 (Planned Development) District and the OA-G (Airport – General Aviation) Overlay District.

Your letter, dated August 21, 2001, describes businesses which are related to aircraft operations which are identified as additional Permitted Uses within the OA-G (Airport – General Aviation) Overlay District. As a result the Planning Department considers the operations conducted by EW Systems as allowable at 8242 Cessna Drive with the following conditions:

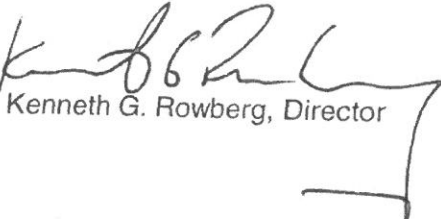
1. No use may be made of land within any zone established by this resolution in such a manner as to create electrical interference with radio communication between the airport and aircraft, make it difficult for flyers to distinguish between airport lights and others, result in glare in the eyes of flyers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

For your information, this approval is limited to the application of El Paso County Zoning Regulations. Compliance with other regulations including, but not limited to, building and fire codes and Health Department requirements should also be addressed.

Jamie L. Johnston, President
EW Defense Systems, Inc.
September 19, 2001
Page 2

Should you have any questions or if I can be of further assistance, please contact me at (719) 520-6300.

Sincerely,



Kenneth G. Rowberg, Director

cc: File: PNW-95-001

Enclosure

Jamie Johnston

From: Mark Gebhart [MarkGebhart@elpasoco.com]
Sent: Thursday, August 30, 2001 12:58 PM
To: 'jamiejohnston@ewsys.com'
Cc: Ken Rowberg
Subject: RE: Potential MeadowLake Business

It appears the use as you propose will be allowed under the zoning and plat of the property. If you need written confirmation, please contact ken rowberg, the Planning Director, who has copies of your e-mails and previous files on the property.

-----Original Message-----

From: Jamie Johnston [mailto:jamiejohnston@ewsys.com]
Sent: Wednesday, August 29, 2001 7:46 AM
To: markgebhart@co.el-paso.co.us
Subject: FW: Potential MeadowLake Business
Importance: High

Dear Mr. Gebhart,

We appear to be closing in on a deal to purchase this property. Are we perhaps close to a final determination by the El Paso County Zoning board, approving the location of our business to the Meadowlake Airport? We have heard from the Airport Association, and Mr. Mark Shook stated we had their approval to relocate to Meadowlake. If you have any questions or concerns, feel free to contact me at (719) 596-5429.

Sincerely,

Jamie Johnston
EW Systems

-----Original Message-----

From: Jamie Johnston [mailto:jamiejohnston@ewsys.com]
Sent: Tuesday, August 21, 2001 3:12 PM
To: markgebhart@co.el-paso.co.us
Cc: falconflier@aol.com
Subject: Potential MeadowLake Business

Dear Mr. Gebhart,

EW Defense Systems, Inc. would like to purchase the LEAF Building currently for sale at 8242 Cessna Dr., Peyton, Colorado. Kaiser Real Estate stated this facility is available for aviation purposes only. We would like a determination from you that our business qualifies before we extend an offer to the current owner.

EW Defense Systems, Inc. supports a former Lockheed Martin hardware/software suite that trains military pilots how to avoid being hit by surface to air missiles. Each suite of hardware contains \$3M dollars of specialized

computer gear packed into tractor trailers that collect electronic countermeasure data from aircraft jamming pods. Twenty of these systems were built in the mid 1980's by Lockheed Martin and distributed to military training ranges throughout the world. The closest one to Colorado Springs is in La Junta, Colorado, but others exist at the Smoky Hill ANG Range in Salina, Kansas; Belle Fourche, SD; the Melrose Training Range outside Cannon AFB, NM; Dugway Proving Grounds, Utah, the Grasmere Range outside Mountain Home, ID; Poinsette Electronic Combat Range outside Shaw AFB, SC; Harrison, AR; and other various ranges in Germany, Australia, England and Korea.

EW Systems also currently maintains the U.S. Government Avionics Planning Baseline database. This database schedules all projected upgrades and replacements for military avionics systems. Data is collected from the Presidential Budget and from each Air Logistic Command and updated on an annual basis. The database is utilized by both military and commercial planners for marketing and budgeting purposes. This service has been provided by an employee of EW Defense Systems, Mr. Wayne Johnston, for the past 15 years.

Recently EW Systems was given exclusive rights to support the Tactical Radar Threat Generator, a small mobile unit capable of producing a single simulated threat used at aircraft training ranges throughout the world. This system is a modified F5 Radar system, and since it is aircraft related, all spares must be ~~built by a government certified avionics machine shop.~~ EW Systems subcontracts this work from a local certified machinist who has been through this avionics certification process, and if we purchase this facility, we would like to sublease approximately 6,000 sq. ft. of our area to him, so we have ready access to certified avionics machine capability. He has machined parts for a number of military and space based aircraft, including the space shuttle. He would be available for other avionics machining services, if any MeadowLake Airport tenant required his services.

We understand the 8242 Cessna Dr. facility has 6 attached T-hangers. It is our intent to continue to rent that hangar space to the current tenants.

EW Systems has a combined staff of 12 software and hardware engineers. Projected sales are expected to be \$3M for the year 2001. Our product line is considered to be a classified piece of Air Force equipment, and we are interested in this particular facility because the equipment discussed can be housed inside this building while upgrades and renovations are underway. Both the security system, the video surveillance, and the burglar alarm system are welcomed features. Our current location is along the City Airport/PAFB runway, and we feel the proximity to another airfield would be welcomed by our Air Force customers.

With your permission, EW Systems would like to extend an offer to Kaiser Commercial Brokerage for this particular piece of property. We will hold our offer until we have confirmation from you that our business falls within the avionics requirements.

Sincerely,

Jamie L. Johnston
President

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



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,

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:



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

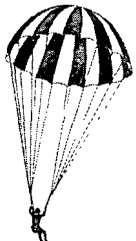
September 4, 1981

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.

Acres:

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

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

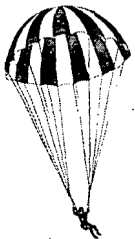
Proposed Zoning: R-4 (Planned Unit Development) * OA-G.

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

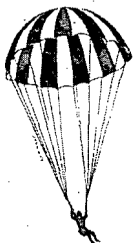
Submittals:

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

Raymond C. Renneberger
Vice-President



Linda C. Renneberger
Treasurer



William A. Hampton
Secretary

MEADOW LAKE AIRPORT

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

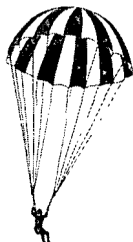
During discussions between the Land Use Department and the developer, it was agreed that many present and proposed land uses on properties as shown on the Meadow Lake Sketch Plan are not adequately addressed under the A-3 zone. Although the OA-G overlay zone allows airport related land uses, developmental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

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

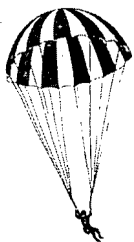
The R-4 zone was established to provide a greater variety of principal and accessory uses in the development of land and to address the advantages resultant from technological change. While primarily a residential zoning, all commercial uses outlined in the PBP zone are permitted. Repair shops, warehouses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



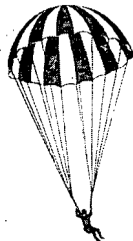
Everett R. Conover
President



Raymond C. Renneberger
Vice-President



Linda C. Renneberger
Treasurer



William A. Hampton
Secretary

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.

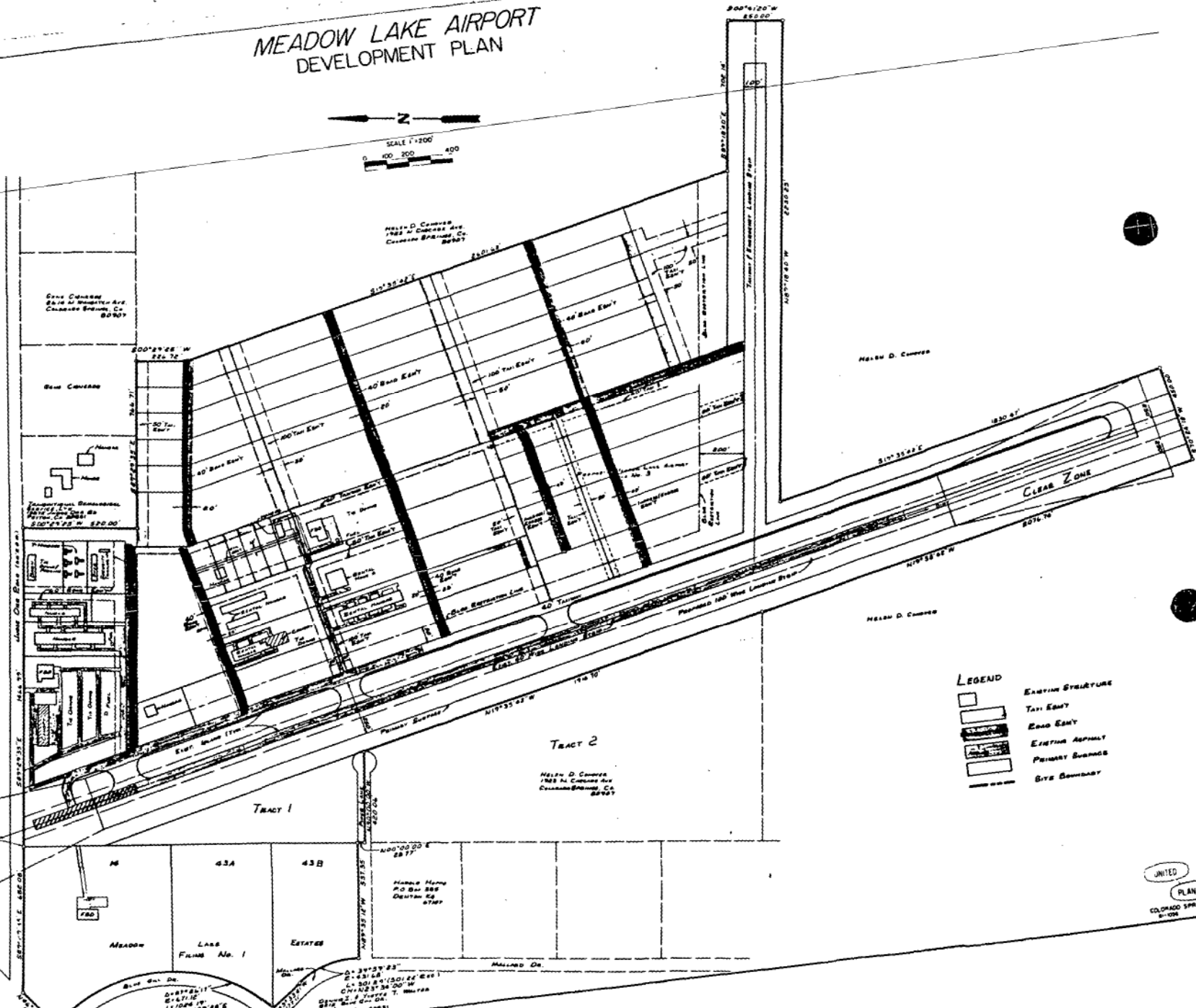
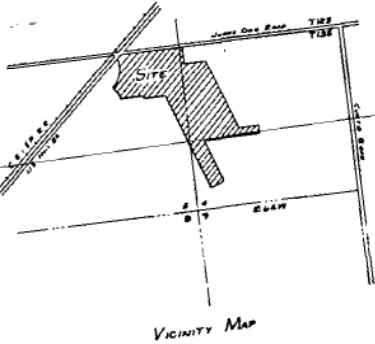
The Soil Conservation Service has provided a reclamation plan for disturbed areas at Meadow Lake Airport. Our development plan does not require landscaping of building sites. Most landscaping, in fact, is not recommended due both to the necessity of free space for wing clearances and weather conditions.

Yours Truly,



Gary Conover, Secretary The Meadow Lake Airport Development Corp.

MEADOW LAKE AIRPORT DEVELOPMENT PLAN



- LEGEND**
- EXISTING STRUCTURE
 - TAXI EMT
 - EMT EMT
 - EXISTING ASPHALT
 - PRIMARY BUILDING
 - SITE BOUNDARY

-16



planners · consultants · engineers

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

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

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

THAT PORTION OF THE WEST HALF OF SECTION 4 AND THE NORTHEAST QUARTER OF SECTION 5, TOWNSHIP 13 SOUTH, RANGE 64 WEST OF THE 6TH P.M., EL PASO COUNTY, COLORADO, MORE PARTICULARLY DESCRIBED AS FOLLOWS: BEGINNING AT THE NORTHWEST CORNER OF MEADOW LAKE AIRPORT FILING NO. 1 AS RECORDED IN PLAT BOOK D-2 AT PAGE 62 OF THE RECORDS OF SAID COUNTY, THENCE S89°29'35"E, 1466.99 FEET ALONG THE NORTH LINE OF SAID MEADOW LAKE AIRPORT FILING NO. 1 TO THE NORTHWEST CORNER OF LOT 1, BLOCK 1; THENCE S00°29'25"W, 520.00 FEET TO THE SOUTHWEST CORNER OF SAID LOT 1; THENCE S89°29'35"E, 766.71 FEET ALONG THE SOUTH LINE OF SAID BLOCK 1; THENCE S00°29'25"W, 226.72 FEET; THENCE S19°35'42"E, 2601.63 FEET TO A POINT ON THE EASTERLY BOUNDARY LINE OF SAID MEADOW LAKE AIRPORT FILING NO. 1 (THE FOLLOWING SIX (6) COURSES ARE ALONG THE EASTERLY, SOUTHERLY AND WESTERLY BOUNDARY LINES OF SAID MEADOW LAKE AIRPORT FILING NO. 1); (1) THENCE S89°18'40"E, 702.14 FEET; (2) THENCE S00°41'20"W, 250.00 FEET; (3) THENCE N89°18'40"W, 2230.25 FEET; (4) THENCE S19°35'42"E, 1830.47 FEET; (5) THENCE S70°24'18"W, 450.00 FEET; (6) THENCE N19°35'42"W, 2076.74 FEET TO THE SOUTHEAST CORNER OF TRACT 2; THENCE N19°35'42"W, 1914.70 FEET ALONG THE EASTERLY LINE OF SAID TRACT 2 TO THE NORTHEAST CORNER THEREOF; THENCE N90°00'00"W, 420.06 FEET ALONG THE CENTERLINE OF PIPER LANE TO THE WEST BOUNDARY LINE OF SAID MEADOW LAKE AIRPORT FILING NO. 1, SAID POINT BEING ON THE EAST BOUNDARY LINE OF THE VACATION AND REFILEING OF A PORTION OF MEADOW LAKE ESTATES NO. 1 AS RECORDED IN PLAT BOOK I-2 AT PAGE 91 OF SAID RECORDS; THENCE N00°00'00"E, 28.77 FEET TO THE SOUTHEAST CORNER OF BLOCK 6B OF SAID VACATION AND REFILEING OF A PORTION OF MEADOW LAKE ESTATES NO. 1 (THE FOLLOWING SEVEN (7) COURSES ARE ALONG THE SOUTHERLY, WESTERLY AND NORTHERLY BOUNDARY LINES OF SAID BLOCK 6B); (1) THENCE N89°35'12"W, 537.35 FEET; (2) THENCE ALONG THE ARC OF A CURVE CONCAVE TO THE SOUTHWEST, SAID CURVE HAVING A CHORD BEARING OF N23°34'00"W, A CENTRAL ANGLE OF 39°59'23", A RADIUS OF 431.68 FEET FOR AN ARC DISTANCE OF 301.29 FEET (301.22 RECORDED); (3) THENCE N43°33'41"W, 177.11 FEET; (4) THENCE ALONG THE ARC OF A CURVE CONCAVE TO THE WEST, SAID CURVE HAVING A CHORD BEARING OF N00°09'28"E, A CENTRAL ANGLE OF 87°26'17", A RADIUS OF 671.12 FEET FOR AN ARC DISTANCE OF 1024.19 FEET; (5) THENCE N43°33'41"W, 88.88 FEET; (6) THENCE N46°26'19"E, 212.61 FEET; (7) THENCE S89°29'35"E, 682.08 FEET TO THE POINT OF BEGINNING AND CONTAINING 210.540 ACRES, MORE OR LESS.

PROPOSED ESTATES  Existing A-3 OA-6 overlay

PROPOSED AIRPORT  Proposed R-4 OA-6 overlay

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

ML Air 1

ML Air 2

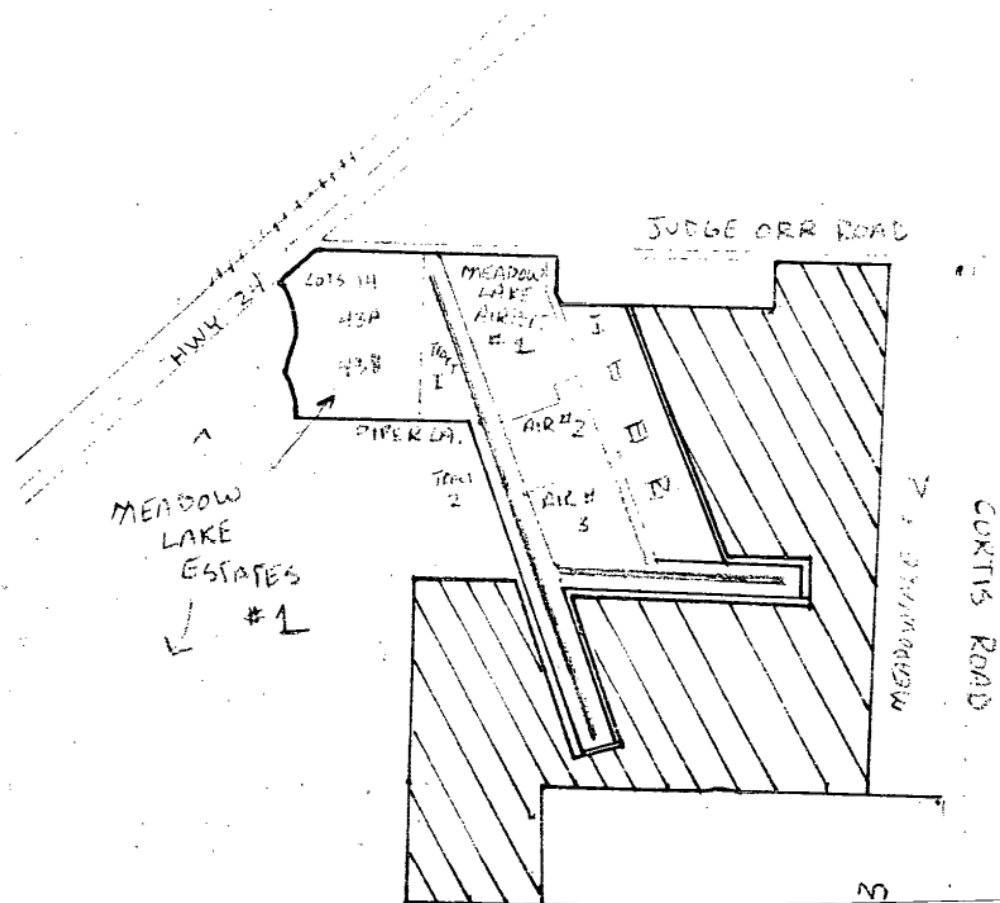
Proposed ML AIR 3

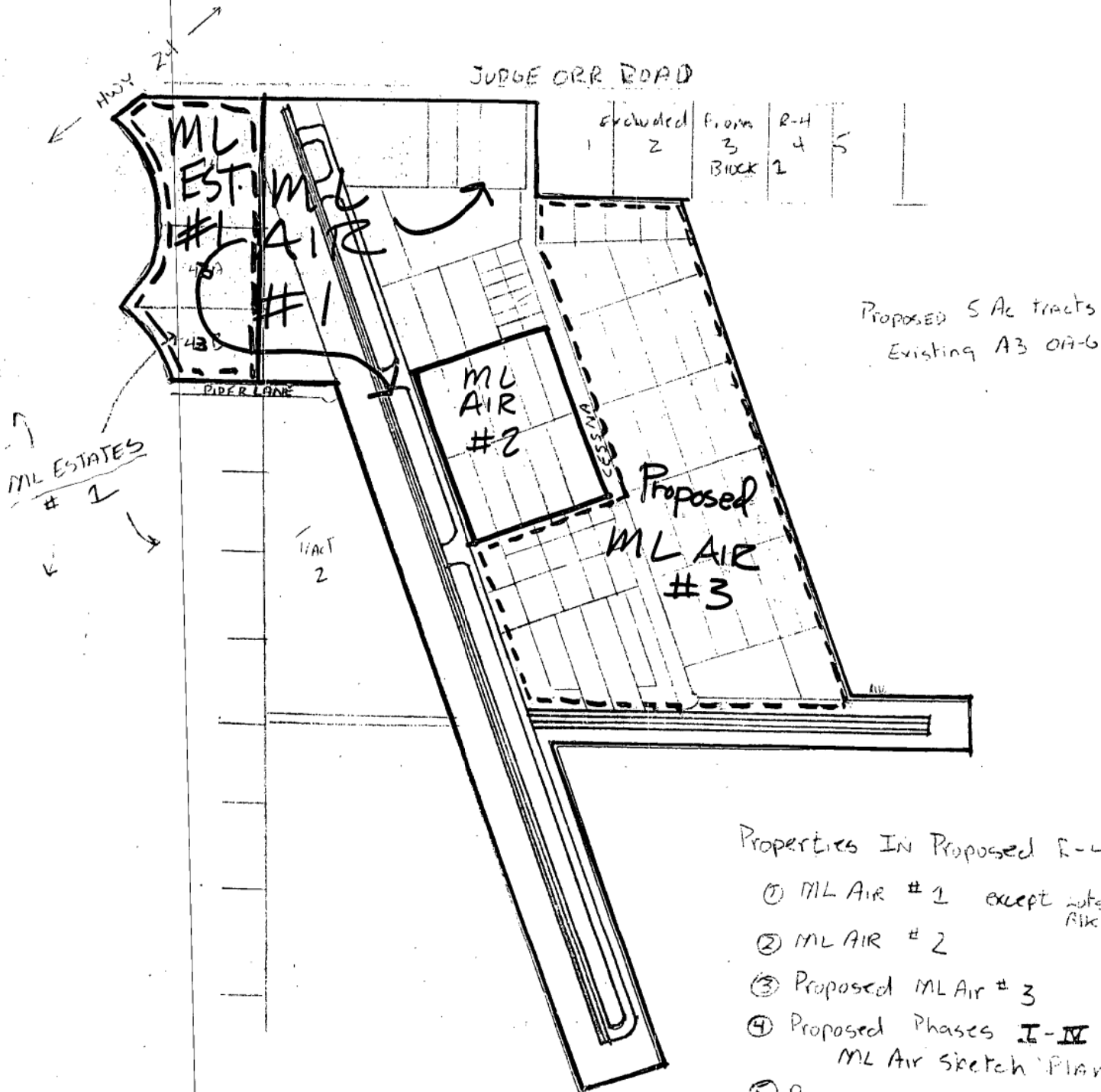
Proposed ML AIR PHASES

Air strips I - IV

Taxi ways

Airport property





Properties in Proposed R-4

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

SECTION 17

PLANNED UNIT DEVELOPMENT DISTRICT (R-4)

A. PURPOSE

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

B. PERMITTED PRINCIPAL USES

1. Dwelling, single (1 family)
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.

~~64~~

22

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:

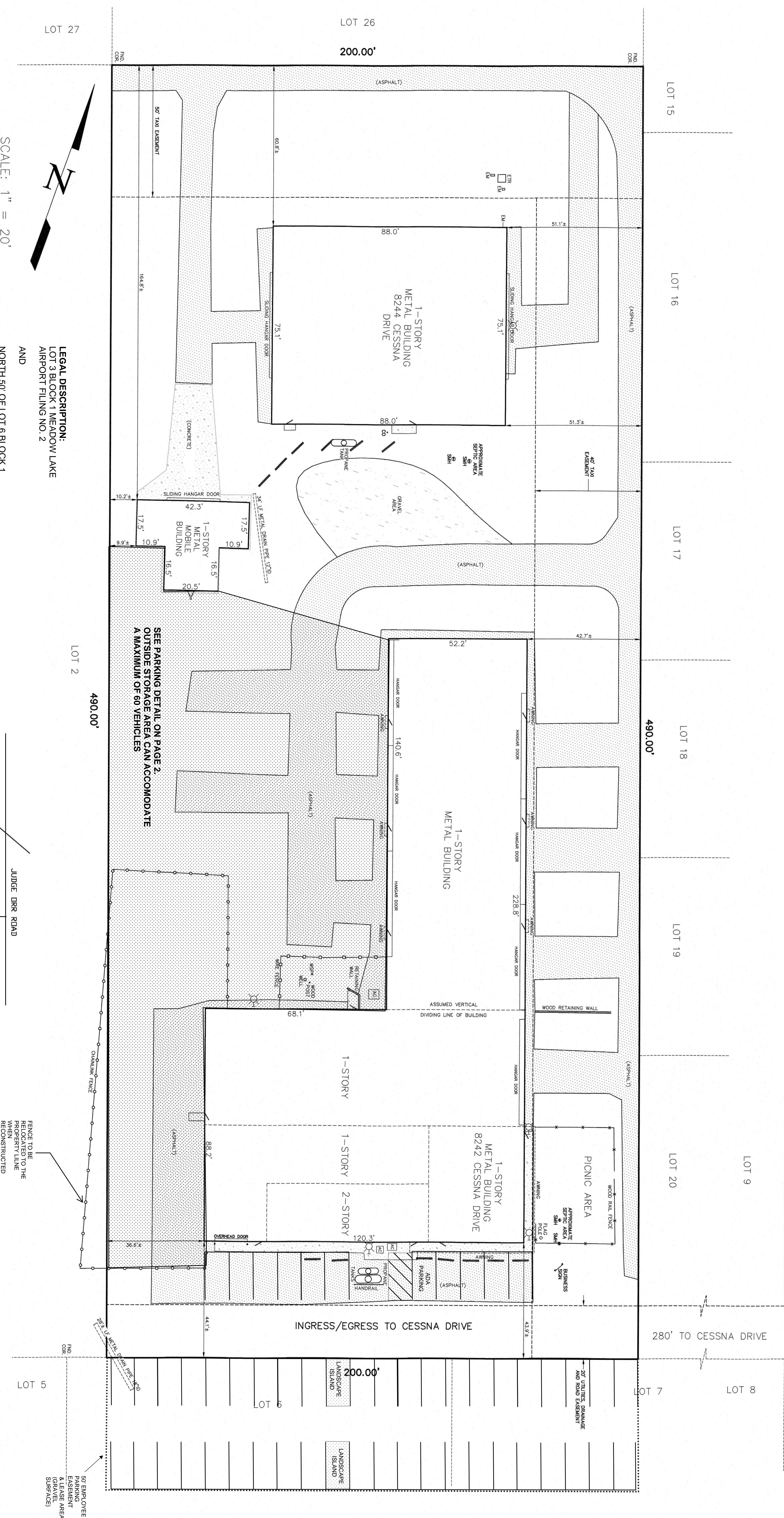
Commissioner Campbell	aye
Commissioner Petterson	aye
Commissioner Smith	aye
Commissioner Woodward	aye
Commissioner Haase	aye
Commissioner Miles	aye
Commissioner Berge	aye
Commissioner McIntire	aye
Commissioner Field	aye
Commissioner Tregarthen	aye

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

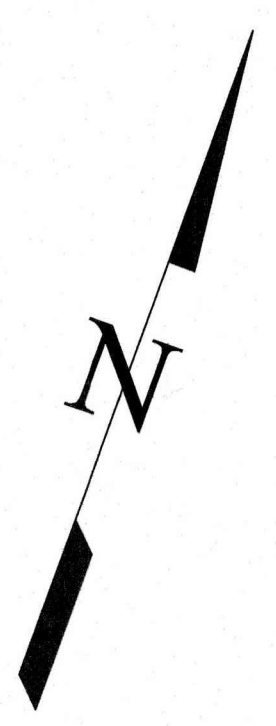
8242-8244 CESSNA DRIVE VARIANCE OF USE SITE PLAN

CESSNA DRIVE



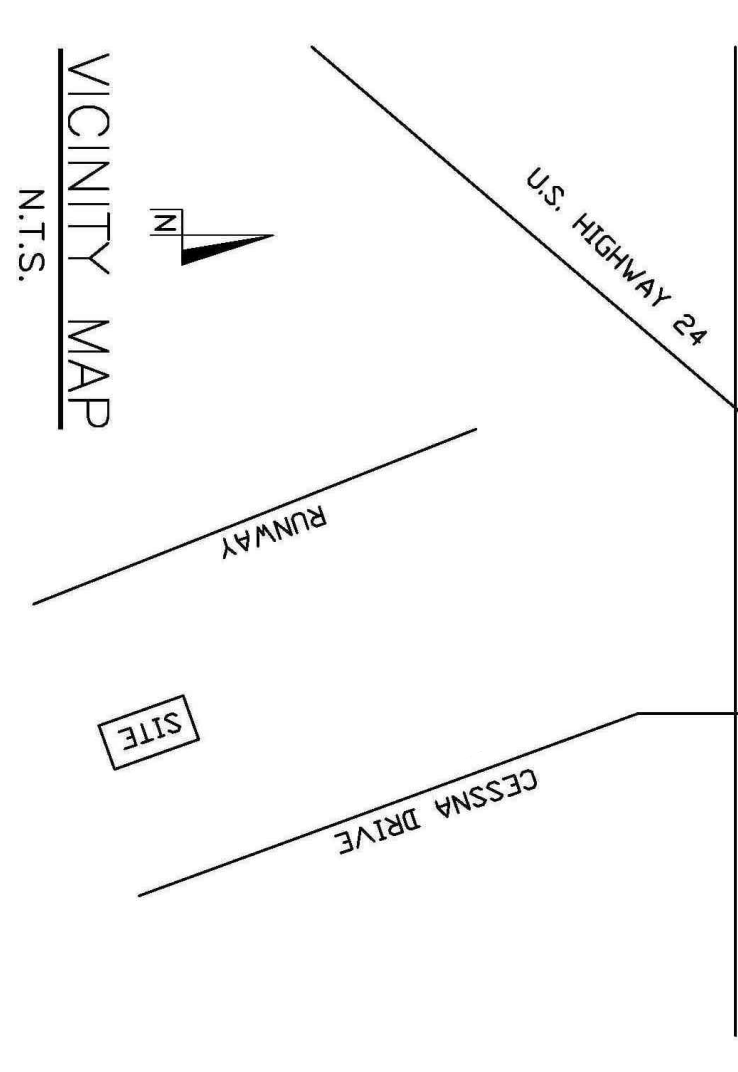
LEGAL DESCRIPTION:
 LOT 3 BLOCK 1 MEADOW LAKE
 AIRPORT FILING NO. 2
 AND
 NORTH 50' OF LOT 6 BLOCK 1
 MEADOW LAKE AIRPORT
 FILING NO. 2
 (PARKING AGREEMENT)

SCALE: 1" = 20'



- LEGEND:**
- CONCRETE
 - GRAVEL
 - WATER SPOCKET
 - ELECTRIC TRANSFORMER
 - AIR CONDITIONER PAD
 - CLEAN OUT
 - ELECTRIC METER
 - ODD STOP
 - BUILDING MARKING
 - FOUND PROPERTY CORNER
 - EGRESS DOOR
 - BOLLARD
 - SEPTIC TANK MANHOLE
 - 18 X 18 PARKING SPACE
 - WALL MOUNT LIGHT
 - NON-Employee VEHICLE STORAGE (MAXIMUM 40 VEHICLES)

SEE PARKING DETAIL ON PAGE 2
 OUTSIDE STORAGE AREA CAN ACCOMMODATE
 A MAXIMUM OF 60 VEHICLES



GENERAL NOTES

PROPERTY ADDRESS: 8242-8244 Cessna & 8130 Cessna
 PARCEL NUMBER: 430402047 & 430402189
 ZONING: R-4, GAO
 LOT SIZE: 2.25 AC
 TOTAL BUILDING SF: 24,500 SF
 LOT COVERAGE: 25%

EMPLOYEE PARKING REQUIREMENT:
 1 space per employee on maximum shift;
 plus 3 spaces per bay or shift
 Employees: 24, 10 on a shift
 -Number of bays: 8
 Total parking required: 45 spaces
 EMPLOYEE PARKING PROVIDED: 55 spaces

REQUEST:
 1. Request approval of a variance of use to allow a Commercial Vehicle Repair Garage in the R-4, GAO 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 tender 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.
 3. Non-employee vehicle storage shall be limited to no more than 60 and shall be limited to the area depicted on the site plan.

ROAD IMPACT FEE:
 The owner agrees on behalf of himself and any successors and assigns that they shall be required to pay the impact fees in accordance with the El Paso County Road Impact Fee Program Resolution (Resolution No. 19-47/1), or any amendments thereto, within 30 days of approval of the site development plan.

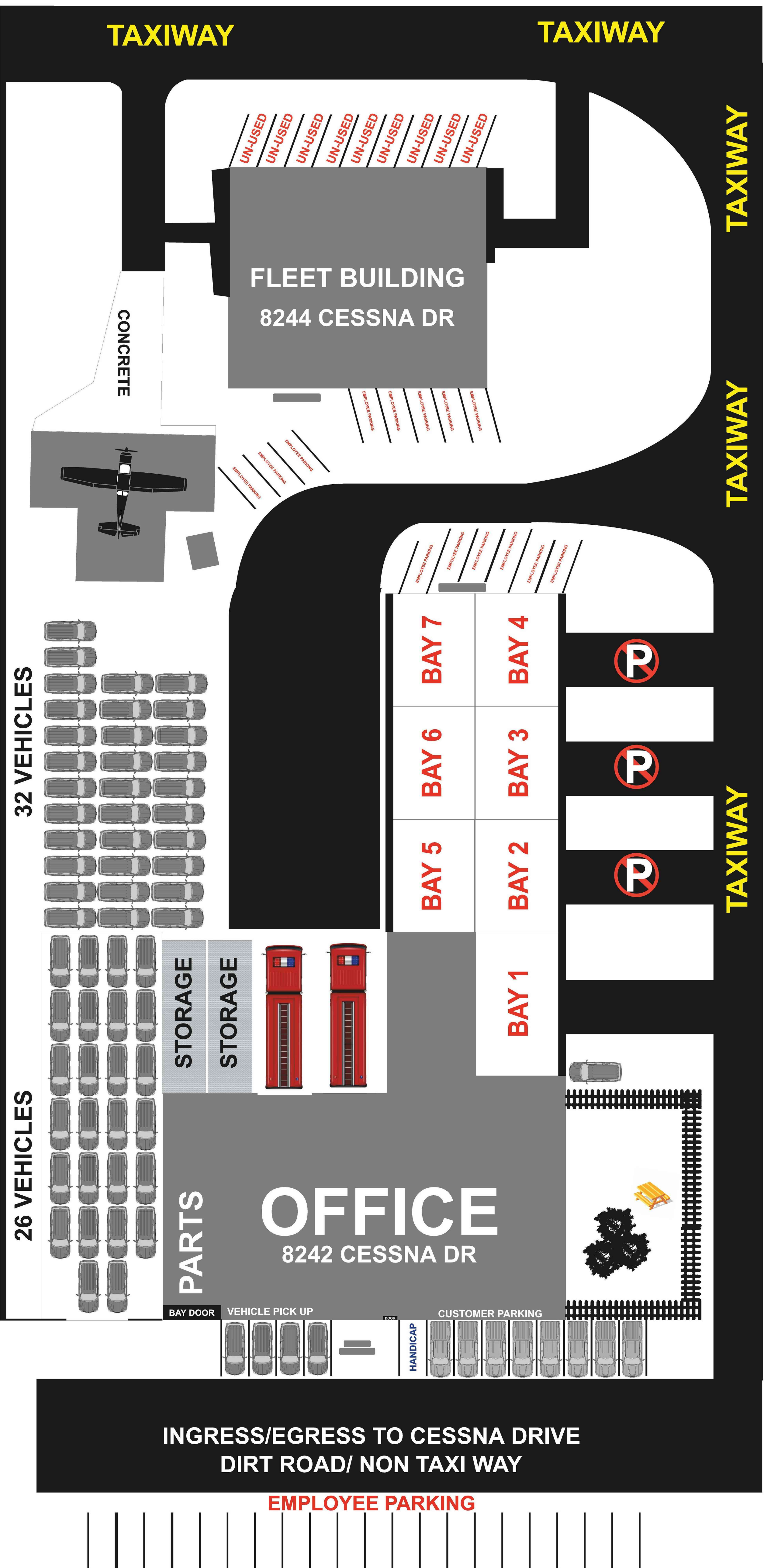
NO.	REVISION/ISSUE	DATE

TTM PROPERTIES, LLC
 27310 MCCASKIE ROAD
 CALHAN, CO 80808
 (719) 683-5030
 JOHN@WATTSUPPLYING.COM

VERTIEX
 Consulting Services
 455 E. Pikes Peak Avenue, Suite 101
 Colorado Springs, Colorado 80903
 719-753-8805

PROJECT NO. VA247	SHEET 1 OF 2
DATE 10.28.24	APPROVED NR
PREPARED CAD	

8242-8244 CESSNA DRIVE VARIANCE OF USE SITE PLAN



GENERAL NOTES

PROPERTY ADDRESS: 8242-8244 Cessna Drive
 PARCEL NUMBER: 4304002047
 ZONING: R-4, GA-O
 LOT SIZE: 2.25 AC
 TOTAL BUILDING SF: 24,500 SF
 LOT COVERAGE: 25%

EMPLOYEE PARKING REQUIREMENT:
 1 space per employee on maximum shift;
 plus 3 spaces per bay or shift
 -Employee: 24, 10 on a shift
 -Number of bays: 8
 Total parking required: 45 spaces
 EMPLOYEE PARKING PROVIDED: 55 spaces

REQUEST:
 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.
 3. Non-employee vehicle storage shall be limited to no more than 60 and shall be limited to the area depicted on the site plan.

ROAD IMPACT FEE:
 The owner agrees on behalf of him/herself and any successors and assignees that they shall be required to pay traffic impact fees in accordance with the El Paso County Road Impact Fee Program Resolution (Resolution No. 19-471) or any amendments thereto, within 30 days of approval of the site development plan.

NO.	REVISION/ISSUE	DATE

TTW PROPERTIES, LLC
 27310 MCCLASKIE ROAD
 CALHAN, CO 80808
 (719) 683-3030
 JOHN@WATTSUPPTING.COM

VERTIEX
 Consulting Services
 455 E. Pikes Peak Avenue, Suite 101
 Colorado Springs, Colorado 80903
 719.753.8805

PROJECT NO. VA247	SHEET 2 OF 2
DATE 10.28.24	APPROVED
PREPARED NR	CAD

Meadow Lake Airport Association

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

Date: November 28, 2024

To: El Paso County Planning and Community Development Department

Subj: **Request for Variance of Use**

Ref: (a) VA 247: 8242/8244 Cessna Dr, Lot 3 Blk 1 Meadow Lake Airport Fil No 2, 43040-02-047

(b) ACRP Report 114: "Guidebook for Through-the-Fence Operations"

Owner: TTW Properties LLC

Zoning: R-4 GA-O [see Land Development Code para 4.4.4. and 4.3.2.(F)(1)]

The Meadow Lake Airport Association cannot support this application.

1. Background. This property was originally developed in the 1990's by the Raisner family (dba: "Leading Edge Airfoils") as an ultralight aircraft manufacturing, sales, training, and maintenance business. The main production building included seven "T-hangers" leased to aircraft customers and other airplanes. The property included two older outlying buildings that also hangared aircraft. (aeronautical use)

After Bill's death in an ultralight accident, the Johnston family purchased the property in 2001 to manufacture target simulators for military air-to-ground training ranges ("EW Systems"). One hangar was used by Mr. Johnston for his personal airplane, and the other eight continued with aircraft tenants. (aeronautical use)

In 2021, TTW Properties, LLC purchased the property and converted the main building into a vehicle modification business ("Watts Upfitting"). Through the past three years, this business has progressively evicted the tenant aircraft from most of the hangars to provide room for growth of this non-aeronautical business.

2. General Discussion. The Meadow Lake Airport Development Corporation was formed in 1969 by the Renneberger and Conover families to develop and market the properties adjacent to their Meadow Lake Estate subdivision. Meadow Lake Airport was created as a "Through-the-Fence" model; i.e. all hangars and support facilities are on private property with access "through-the-fence" to the runway complex. Meadow Lake Airport Filing No. 1 (1970) and subsequent filings, formalized this concept with the platted subdivisions, and envisioned aeronautical uses of the properties (plat notes). This intent was formalized with El Paso County in the 1970s and 80's with establishment of a General Aviation Overlay zoning within the County Land Development Code.

The Meadow Lake Airport Association was established in 1972 to maintain and operate the Meadow Lake Airport runway complex, but has no authority over the TTF hangar complex. Only El Paso County has zoning or Code Enforcement jurisdiction over these privately properties. This is exactly the basis for concern and contention with the FAA over "Through-the Fence" operations, as expressed in Reference (b), page 14:

"A non-commercial aeronautical TTF development being used strictly for aeronautical activities typically creates minimal operational issues. The primary issue arises when a non-commercial aeronautical TTF entity engages in commercial non-aeronautical activities on

the TTF property (e.g., non-aeronautical office and customer space, etc.) as the employees and customers of the TTF entity are typically unfamiliar with airport and aircraft operations which, in turn, can create safety, utility, and efficiency issues for the airport - much like the guests of homeowners at a residential TTF property."

At a previous Planning Commission hearing for the Sund/Acufix variance request, one commissioner noted that "it's quite a mess out there, but it's not our job to clean it up." We disagree. Neither the FAA, CDOT/Aeronautics, nor the MLAA have "authority" over these properties. We rely on El Paso County to exercise control, with coordination of the MLAA, as expressed in the County Master Plan.

3. Counterpoints (to applicant's submittals):

This business is an obvious asset to the community and County, but there is NO aeronautical benefit to its presence in the hangar complex at Meadow Lake Airport and it does not belong on an airport due to the safety issues caused by the traffic it generates through the frequent delivery of vehicles and parts which have to pass through active taxiways. Unlike the previous applicant (Sund/Accufix) who purchased a property not currently suitable for aviation use, this applicant has evicted long-standing aircraft tenants to use the nine aircraft hangars for their vehicle repair operations.

MLAA has expressed concerns to the applicant about vehicles blocking taxiways of adjoining property hangars, delivery transports blocking the private road Cessna Drive and creating damage to the roadway surface that was not designed for heavy traffic.

The following documents were included in the Applicant's submission:

Additional Exhibits. Court Case. This case was about restrictions to an ingress/egress easement and application of the avigation easement to restrictions to aircraft operation. It has no bearing on zoning or use of property.

Letter of Intent.

- ***The variance of use is generally consistent with applicable Master Plan:*** see comments at Enclosure (1). It should be noted that the Meadow Lake Airport Association and the Colorado Division of Aeronautics strongly objected to the County Master Plan lack of "compatible land use" planning for the airport area. We were ignored and this application is an example of our concerns.
- ***The site plan for the proposed variance of use will provide for adequate parking, traffic circulation, open space, fencing, screening, and landscaping:***

Applicant states "a condition on the site plan limiting the total number of vehicles being stored onsite to 40, and limited to those areas depicted." We counted many more onsite this week. See photos at Enclosure (2).

The FAA has determined that vehicle parking lots are a "non-aeronautical activity", which puts the adjacent lot described in the parking plan also in violation the County GA-O zoning allowances.

In addition, Cessna Drive, a private roadway owned and maintained by the MLAA, was not designed for the traffic resulting from this business. We have seen significant increased erosion of the pavement and increase stress on the access gate due to the employee and customer traffic resulting from this business.

- **Your El Paso County Master Plan Analysis:** Throughout the Master Plan there are discussions of encouraging light industry adjacent to and in the vicinity of Meadow Lake Airport (pages 68, 71, 88, 154, 155). We agree that these goals and activities would be consistent with “compatible land use” adjacent to the airport, but are definitely NOT consistent with guidelines and zoning for properties on the airport or with TTF access; i.e. the hangar complex at Meadow Lake.

The Introduction to the County Master Plan states: *“Your El Paso Master Plan is general in nature—it cannot tackle every issue in sufficient detail to determine every type of necessary action. The Plan’s intent is to identify key areas of focus, define a vision for future growth and development, and provide guidance for County actions and investments over the next 20 years. In areas where more detailed information and recommendations are needed, the plan may identify additional steps or actions to address those needs.”*

The airport (with aeronautical businesses) may be consistent with objectives of the Employment Center placetype, but an industrial park in a hangar complex is contrary to federal objectives for operations, safety and security on an airport. Reference (b), page 73:

“Incompatible land use can threaten the safety, utility, and efficiency of an airport and the health, safety, and general welfare of the public. As part of the assessment process, a determination needs to be made as to whether or not the TTF operation is compatible with adjacent land uses.”

Adoption of the layered approach to zoning of the Meadow Lake Airport Influence Area above would bring the County Land Development Code into compliance with federal guidelines.

Area of Change Analysis. We disagree with the consultant’s analysis that approval of the application “matches the commercial and industrial character of Meadow Lake Airport.” This is an aeronautical facility with aeronautical zoning guidance. Only through the reluctance of Code Enforcement to enforce the platted and codified zoning have non-aeronautical uses been overlooked.

Placetype Analysis. The consultant states that the Employment Center placetype identifies commercial and industrial as acceptable uses of land in the area. While true in the generic sense, Reference (b), pages 78-80 further qualify that *“Depending on the proximity of the TTF operation, impacts relating to safety, security, noise, odors, fumes, dirt, dust, and glare should be considered as well.”* As expressed above, this operation has created many incompatible effects on the airport community.

Lease Agreement. The FAA has determined that vehicle parking lots are a “non-aeronautical activity”, which puts this lot also in violation of the County GA-O zoning allowances.

Proof of Payment for MLA Road Upgrade.

- Transaction List 1 is not for MLAA maintenance. It may have been for the private ingress/egress easement used by Watts Upfitting or their ramp areas.
- Transaction List 2 is for annual assessments paid to the MLAA that all properties pay. These funds are used for administration of the Association, which includes

operation and maintenance of airport and association facilities including Cessna Drive and its access control gate.

Watts Upfitting Current Client List. This illustrates value of the business to the County, but does not justify location on an airport.

4. Summary.

El Paso County established the GA-O zoning requirements for Meadow Lake Airport in the 1970 and 80's.

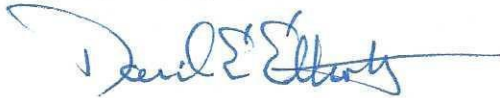
In 1989, Meadow Lake Airport was designated by the FAA as a General Aviation Reliever Airport, subject to FAA regulations, policies, and guidelines. FAA guidelines provide requirements for aeronautical use of airport properties, and guidance for compatible land use adjacent to the airport as part of FAR part 77.

CRS 43-10-113. Safe Operating Areas Around Airports requires "2. *Government entities with zoning and building permit authority shall adopt and enforce, at a minimum, rules and regulations to protect the land areas defined in 14 CFR part 77.*"

Continued approval of non-aeronautical activities at Meadow Lake Airport is directly contrary to State and Federal guidelines and the investment that over 200 private parties have made in this airport.

The Request for Variance of Use of Reference (a) must be denied in accordance with properly established and documented Meadow Lake Airport Filing No 2 Plat Notes, El Paso County Land Development Code GA-O zoning restrictions and Colorado Revised Statutes.

Respectfully,



David E. Elliott
President, MLAA Board of Directors
cell: (719) 339-0928 email: falcon20flier@msn.com

Encl: (1) Variance of Use Application – Meadow Lake Airport Commercial Uses
(2) Photos of 8242/8244 Cessna Drive

Copy: Nina Ruiz, Vertex Consulting Services
FAA Denver Airport District Office
Colorado Division of Aeronautics
Justin Walker, MLAA attorney

(Enclosure 1)

Variance of Use Application – 8242/8244 Cessna Drive
Exhibit - “Meadow Lake Airport Commercial Uses”

The following comments are noted to the “commercial uses” listed:

1. **Tire King of Falcon** commercial vehicle repair ... non-aeronautical use - no complaints received ... preliminary discussions to build additional hangar structures on property (dependent on reroute of Blue Gill Drive)
2. **Smith Farms** agritainment .. not an airport property or airport access
3. **EAA Chapter 72** 501c3 social organization leasing the MLAA hangar for aviation activities ... not a commercial business
4. **Springs Aviation** flight school / contract FBO (Fixed Base Operator) leasing MLAA hangar ... serves transient aircraft visiting the airport and community
5. **Freeflight Composites** aircraft maintenance ...
6. **The Flight School at Colorado Springs** flight school ... 1 airplane, 1 instructor
7. **Pearce Aircraft** aircraft maintenance ...
8. **Avionics Upgrades** aircraft maintenance ...
9. **GZ Customs** vehicle repair ... non-aeronautical use - no complaints received
10. **Structural Steel Solutions** light manufacturing ... hangar & hangar door construction & repair
11. **Falcon Ultralight** aircraft repair/flight school ... 1 aircraft, 1 instructor
12. **Verlin’s Aviation** aircraft maintenance (not a flight school) ... 1 partially retired mechanic
13. **Pro Trans Plus** vehicle repair ... 1 mechanic, multiple t-hangars ... non-aeronautical use ... numerous complaints about customers blocking taxiways and hazardous speeding on Cessna Drive
14. **Blue Line Print & Design** sign shop ... unknown entity ?
15. **Precision Repair Works** contractor equipment yard ... unknown entity ?
16. **Walker Metal Works** light manufacturing ... provides sheet metal products for hangars ... reported to have been evicted by Watts Upfitting
17. **RV Builder** aircraft manufacturing & repair ...
18. **Watts Upfitting** vehicle repair/modification ... non-aeronautical use - numerous complaints about blocking hangar ramps and taxiways, evicting aircraft to expand their business, hazardous operation of vehicles
19. **Hangar Open Performance** vehicle repair ... non-aeronautical use ... complaints received about speeding on roads, taxiways, runway

- 20. **First Logistics** battery (emergency power supply) contractor ... formerly based two aircraft on the property ... non-aeronautical use - no complaints received
- 21. **Zebra Productions** storage for stage lighting and sound production ... non-aeronautical use - no complaints received
- 22. **Colorado's Finest Window Well Covers** storage and fabrication ... non-aeronautical use - no complaints received
- 23. **Gene Kear Aircraft Painting** aircraft painting ...
- 24. **Veteran's Towing** vehicle equipment storage yard ... non-aeronautical use - numerous complaints about speeding, junk auto storage, overflow onto taxiway easements & neighboring lots, unleashed guard dogs







Meadow Lake Airport Association

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

Date: November 28, 2024

To: El Paso County Planning and Community Development Department

Subj: **Land Development Code Update – Meadow Lake Airport Influence Area**

Ref: (a) Land Development Code para 4.4.4. and 4.3.2.(F)(1)]
(b) VA 245: Variance of Use - 8204/8208 Cessna Drive
(c) VA 247: Variance of Use - 8242/8244 Cessna Drive
(d) ACRP Report 114: “Guidebook for Through-the-Fence Operations”
(e) ACRP Report 206: “Guidebook for Effective Land Use Compatibility Planning Strategies for General Aviation Airports”

1. Background.

The Meadow Lake Airport Development Corporation was formed in 1969 by the Renneberger and Conover families to develop and market the properties adjacent to their Meadow Lake Estate subdivision in Falcon, Colorado. Meadow Lake Airport was created as a “Through-the-Fence” model; i.e. all hangars and support facilities are on private property with access “through-the-fence” to the runway complex, including some residential properties. Meadow Lake Airport Filing No. 1 (1970) and subsequent filings, formalized this concept with subdivision plats and envisioned aeronautical uses of the properties (plat notes). This concept was formalized with El Paso County in the 1980’s with establishment of a General Aviation Overlay zoning within the County Land Development Code.

The Meadow Lake Airport Association (MLAA) was established in 1972 to maintain and operate the Meadow Lake Airport runway complex. The original understanding (through the 1990s) was that the MLAA Board of Directors and the Architectural Control Committee also had authority over the hangar complex at Meadow Lake. But the subdivision plats and property deeds make no mention of the MLAA or its Bylaws.

Only El Paso County actually has zoning or Code Enforcement jurisdiction over the hangar properties, even though the MLAA has responsibility to the FAA for this portion of “the airport”. This is exactly the basis for concern and contention with the FAA over “Through-the Fence” operations, as expressed in Reference (d), page 14:

“A non-commercial aeronautical TTF development being used strictly for aeronautical activities typically creates minimal operational issues. The primary issue arises when a non-commercial aeronautical TTF entity engages in commercial non-aeronautical activities on the TTF property (e.g., non-aeronautical office and customer space, etc.) as the employees and customers of the TTF entity are typically unfamiliar with airport and aircraft operations which, in turn, can create safety, utility, and efficiency issues for the airport- much like the guests of homeowners at a residential TTF property.”

2. General Discussion. Central to this discussion is the definition of “airport”, and accompanying land use guidelines for “through-the-fence” operations.

In the basic form, an airport is defined by its property boundaries. This commonly fenced-in property boundary contains all aeronautical operations: runways, taxiways,

ramps, terminals, hangars, and support facilities. The airport operating authority has responsibility and control over all these land areas. Lots, hangars, buildings, etc. are leased to tenants, but the airport authority maintains control of the properties. This the normal FAA model.

The combined properties owned by the Meadow Lake Airport Association are now defined by Schedule No 43000-00-563 and No 43050-05-109. These two property schedules contain the runway-taxiway complex and public ramp areas. All other properties with airport access are privately owned, even though we consider these as part of the "airport". They are Meadow Lake Airport subdivision filings. Neither the FAA, CDOT/Aeronautics, nor the MLAA have "authority" over these properties. We rely on El Paso County to exercise control, with coordination of the MLAA as expressed in the County Master Plan.

MLAA will be working with County Planning and Community Development and their consultant to refine the Land Development Code zoning of the Meadow Lake Airport Influence Area. We recommend that the GA-O be defined with multiple zones. Reference (d) (page 53) and *ACRP Report 27: "Enhancing Airport Land Use Compatibility"* [Reference (e)] suggest a multi-layered approach:

- Zone A: Airport property requiring coordination with FAA to develop (County approval has already been granted with anticipated projects via the "1041 Permit".
- Zone B: TTF properties requiring County (and MLAA) coordination for development and use.
- Zone C: Properties underlying the Runway Protection Zone, Primary and Approach surfaces, with MLAA/FAA coordination.
- Zone D: Properties underlying the Horizontal and Conical surfaces, with MLAA/FAA coordination

ACRP Reports 77 and 114 provide appropriate land uses (zoning) in these areas. This would also bring El Paso County into compliance with CRS 43-10-113 and FAA Compatible Land Use planning guidelines).

Your El Paso County Master Plan Analysis: Throughout the Master Plan there are discussions of encouraging light industry adjacent to and in the vicinity of Meadow Lake Airport (pages 68, 71, 88, 154, 155). We agree that these goals and activities would be consistent with "compatible land use" adjacent to the airport ("outer zone"), but are definitely NOT consistent with guidelines and zoning for ON the airport; i.e. the hangar complex at Meadow Lake ("inner zone").

The Introduction to the County Master Plan states: *"Your El Paso Master Plan is general in nature—it cannot tackle every issue in sufficient detail to determine every type of necessary action. The Plan's intent is to identify key areas of focus, define a vision for future growth and development, and provide guidance for County actions and investments over the next 20 years. In areas where more detailed information and recommendations are needed, the plan may identify additional steps or actions to address those needs."*

The airport may be consistent with objectives of the Employment Center placetype (for aeronautical businesses), but an industrial park is contrary to federal objectives for

operations, safety and security of an airport. Again, from Reference (d), page 73: *"Incompatible land use can threaten the safety, utility, and efficiency of an airport and the health, safety, and general welfare of the public. As part of the assessment process, a determination needs to be made as to whether or not the TTF operation is compatible with adjacent land uses."*

Adoption of the layered approach to zoning of the Meadow Lake Airport Influence Area above would bring the County Land Development Code into compliance with federal guidelines.

The Employment Center placetype identifies commercial and industrial as acceptable uses of land in the area. While true in the generic sense, Reference (d), pages 78-80 further qualify that *"Depending on the proximity of the TTF operation, impacts relating to safety, security, noise, odors, fumes, dirt, dust, and glare should be considered as well."* As expressed above, this operation has created many incompatible effects on the airport community.

3. Summary.

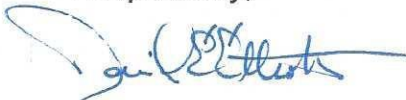
El Paso County established the GA-O zoning requirements for Meadow Lake Airport in the 1980's.

In 1989, Meadow Lake Airport was designated by the FAA as a General Aviation Reliever Airport, subject to FAA regulations, policies, and guidelines. FAA guidelines provide requirements for aeronautical use of airport properties, and guidance for compatible land use adjacent to the airport as part of FAR part 77.

CRS 43-10-113. Safe Operating Areas Around Airports requires *"2. Government entities with zoning and building permit authority shall adopt and enforce, at a minimum, rules and regulations to protect the land areas defined in 14 CFR part 77."*

References (d) and (e) provide a zonal approach to Compatible Land Use on and around airports [see example at Enclosure (1)]. MLAA recommends these references be used as guide for updating the El Paso County Land Development Code.

Respectfully,

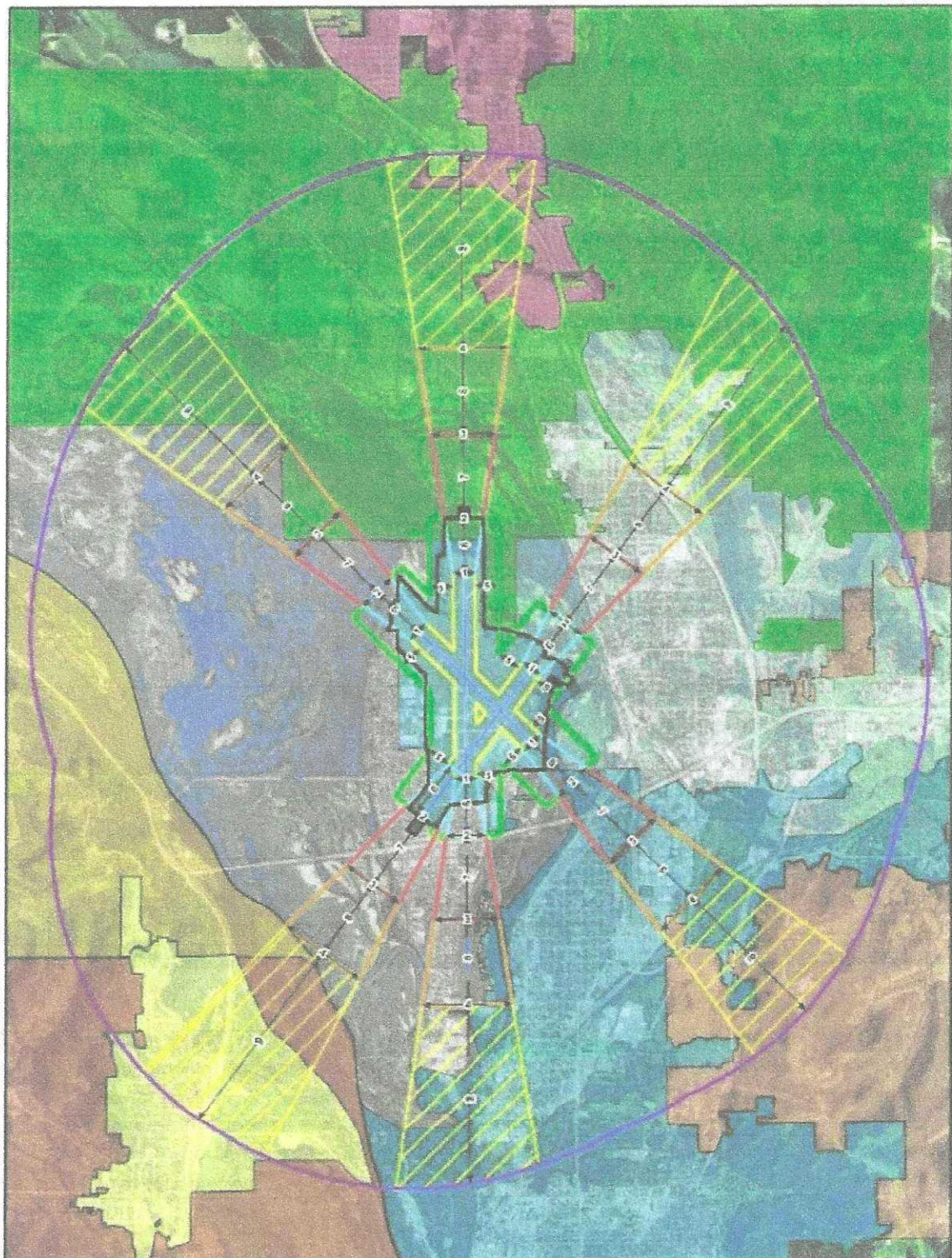


David E. Elliott
President, MLAA Board of Directors
cell: (719) 339-0928 email: falcon20flier@msn.com

Encl: (1) ACRP Report 114, Figure 4-3: Sample Airport Land-Use Compatibility Map

Copy: Justin Walker, MLAA attorney
FAA Denver Airport District Office
Colorado Division of Aeronautics

Figure 4-3: Sample Airport Land-Use Compatibility Map



ZONING OVERLAY DISTRICT

- Zone A
- Zone B1
- Zone B2
- Zone B3
- Zone C
- Zone D
- Primary Surface
- Runway Centerline
- Property Boundary

WISCONSIN

- City of La Crosse
- City of Onalaska
- Town of Onalaska

- Town of Campbell
- Town of Medary
- Village of Holmen

MINNESOTA

- City of La Crescent
- Town of Dresbach
- Town of La Crescent

Meadow Lake Airport Association

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

Date: December 20, 2024

To: El Paso County Planning and Community Development Department

Subj: **Request for Variance of Use, Revised**

Ref: (a) VA 247: 8242/8244 Cessna Dr, Lot 3 Blk 1 Meadow Lake Airport Fil No 2, 43040-02-047

(b) MLAA letter dated November 28, 2024

Owner: TTW Properties LLC

Zoning: R-4 GA-O [see Land Development Code para 4.4.4. and 4.3.2.(F)(1)]

The Meadow Lake Airport Association cannot support this application. The concerns and objections expressed in Reference (b) still apply. The following comments are offered in addition to Reference (b):

1. Counterpoints to applicant's revised submittals:

Letter of Intent.

- **Justification.**

Page 3, para 1: *"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 in Meadow Lake Airport Filing 1."* MLAA is unaware of any such applications or approvals, and applicant has not offered an examples as evidence to support such a claim.

Page 3, para 2: The resolution approved by the Board of County Commissioners in 1985 was to William and Diane Raisner. As stated in Reference (b), the Raisner family (dba: *"Leading Edge Airfoils"*) developed the property as an ultralight aircraft manufacturing, sales, training, and maintenance business. The main production building included seven "T-hangers" leased to aircraft customers and other airplanes. The property included two older outlying buildings that also hangared aircraft. (aeronautical use)

After Mr. Raisner's death in an ultralight accident, the Johnston family purchased the property in 2001 to manufacture target simulators for military (DoD) air-to-ground training ranges (*"EW Systems"*). One hangar was used by Mr. Johnston for his personal airplane, and the other eight hangars continued with aircraft tenants. (aeronautical use)

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

The use intended is much too large for the space available. Applicant has requested additional space from neighboring lots, and has only obtained temporary use of the lot to the south for his employee parking. Exhibit A depicts a 50' Parking Easement on the neighboring lots to the south of the subject property. This 200 foot parcel covers the north portion of Lot 7, Block 1, Meadow Lake Filing No.2. Lots 6 and 7 were merged to create the High Altitude Aero Condominiums. Ryan

Schneider, owner/developer of that hangar complex plans to build out the entire property for the condominium association. His statement attached to this variance application IS NOT a long term lease or commitment.

In addition, the revised site plan for the primary lot indicates nine “un-used” parking spaces along the north side of the “Fleet Building”. Meadow Lake Airport is designed to Group 1 Airport Design Group (ADG) standards. Taxiways for Group 1 have an Object Free Area (OFA) of 89 feet (44.5’ either side of the taxiway centerline). Meadow Lake was designed with easements for the east-west access taxiways to be 100 feet wide, centered on the property boundaries (50 feet inside each property). Therefore, the spaces indicated on the site plan cannot be used for parking since they would violate the FAA Object Free Area (OFA) requirements for a Group 1 taxiway.

2. General Discussion.

El Paso County established the GA-O zoning requirements for Meadow Lake Airport in the 1980’s, at the request of the airport developer and in accordance with the County approved Meadow Lake Airport sub-division plats.

In 1989, the FAA designated Meadow Lake Airport a General Aviation Reliever Airport. This designation made the airport eligible for Airport Improvement Program grants and the MLAA to date has accepted twenty-nine (29) such grants. Acceptance of these grants subject the sponsor (MLAA) to comply with thirty-nine (39) Grant Assurances and FAA policies and regulations. The assurances are used by the FAA provide requirements for aeronautical use of airport properties, and guidance for compatible land use adjacent to the airport as part of FAR part 77.

In conjunction with the FAA Reliever designation, the Colorado Division of Aeronautics also provides grants to Meadow Lake Airport. CDOT grant assurances duplicate federal requirements.

In addition, CRS 43-10-113 “Safe Operating Areas Around Airports” directs requirements for protective status on to local authorities: “2. *Government entities with zoning and building permit authority shall adopt and enforce, at a minimum, rules and regulations to protect the land areas defined in 14 CFR part 77.*” This requirement generated creation of Appendix B of the El Paso County Land Development Code, to wit: “*Matters of State Interest*”, Chapter 7: Airports. Meadow Lake applied for, and El Paso County granted a 1041 Permit in February 2023. This recognizes the County’s obligation to comply with state, and therefore federal guidelines with respect to Meadow Lake Airport.

Throughout the 1041 application process (2013-2022), MLAA had numerous discussions with various personnel from El Paso County Planning Department and the R-4 zoning was always dismissed as obsolete and no longer in use. We find it very interesting that those very people (now Vertex Consultants) are now attempting to use that obsolete zoning to justify a variance to established County zoning for Meadow Lake Airport.

The County zoning reference provided by applicant defines “*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.*” Although applicant’s property is “Thru-The-Fence” by

FAA standards, the entire hangar complex at Meadow Lake Airport is within the County definition of Airport and therefore subject to County airport zoning restrictions.

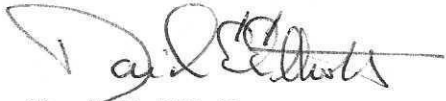
3. Summary.

The El Paso County Land Development Code already has GA-O aeronautical use restrictions for Meadow Lake Airport, based on the developers' application for same, in accordance with the County approved sub-division plat(s).

Approval of non-aeronautical activities at Meadow Lake Airport is directly contrary to State and Federal guidelines and the investment that over 200 private parties have made in this airport.

The Request for Variance of Use of Reference (a) must be denied in accordance with properly established and documented Meadow Lake Airport Filing No 2 Plat Notes, El Paso County Land Development Code GA-O zoning restrictions and Colorado Revised Statutes requiring compliance with federal regulations.

Respectfully,



David E. Elliott

President, MLAA Board of Directors

cell: (719) 339-0928 email: falcon20flier@msn.com

Copy: Nina Ruiz, Vertex Consulting Services
FAA Denver Airport District Office
Colorado Division of Aeronautics
Justin Walker, MLAA attorney

VARIANCE OF USE (RECOMMEND APPROVAL)

_____ moved that the following Resolution be adopted:

BEFORE THE PLANNING COMMISSION

OF THE COUNTY OF EL PASO

STATE OF COLORADO

RESOLUTION NO. VA247
WATTS VARIANCE OF USE

WHEREAS, TTW Properties, LLC did file an application with the El Paso County Planning and Community Development Department for approval of a Variance of Use to allow a commercial vehicle repair garage in the R-4 (Planned Development) Zoning District for property in the unincorporated area of El Paso County as described in Exhibit A, which is attached hereto and incorporated herein by reference; and

WHEREAS, a public hearing was held by this Commission on January 16, 2025; and

WHEREAS, based on the evidence, testimony, exhibits, consideration of the Master Plan for the unincorporated area of the County, presentation and comments of the El Paso County Planning and Community Development Department and other County representatives, comments of public officials and agencies, comments from all interested persons, comments by the general public, and comments by the El Paso County Planning Commission members during the hearing, this Commission finds as follows:

1. The application was properly submitted for consideration by the Planning Commission;
2. Proper posting, publication, and public notice were provided as required by law for the hearing before the Planning Commission;
3. The hearing before the Planning Commission was extensive and complete, that all pertinent facts, matters, and issues were submitted and that all interested persons and the general public were heard at that hearing;
4. All exhibits were received into evidence;
5. The proposed land use does not permit the use of an 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. All data, surveys, analyses, studies, plans, and designs as are required by the State of Colorado and El Paso County have been submitted, reviewed, and found to meet all sound planning and engineering requirements of the El Paso County subdivision regulations; and
7. For the above-stated and other reasons, the proposed Variance of Use is in the best interest of the health, safety, morals, convenience, order, prosperity, and welfare of the citizens of El Paso County.

WHEREAS, when approving a Variance of Use, the Planning Commission and Board of County Commissioners may consider criteria found in Section 5.3.4.C of the El Paso County Land Development Code ("Code") (as amended):

1. The strict application of any of the provisions of the Code would result in peculiar and exceptional practical difficulties or undue hardship;
2. The Variance of Use is generally consistent with the applicable Master Plan;
3. 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;
4. 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;
5. The proposed use will comply with all applicable requirements of the Code and all applicable County, State, and Federal regulations except those portions varied by this action;
6. The proposed use will not adversely affect wildlife or wetlands;
7. The applicant has addressed all off-site impacts;
8. The site plan for the proposed Variance of Use will provide for adequate parking, traffic circulation, open space, fencing, screening, and landscaping; and/or
9. 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.

NOW, THEREFORE, BE IT RESOLVED, the El Paso County Planning Commission recommends that the petition of TTW Properties, LLC for approval of a Variance of Use to allow a commercial vehicle repair garage in the R-4 (Planned Development) Zoning District be approved by the Board of County Commissioners with the following condition and notations:

CONDITIONS

1. Additional aviation-related repair is allowed on the subject properties pursuant to the General Aviation Overlay District and the 1982 R-4 (Planned Development) Zoning District.
2. Uses are limited to the Site Plan submitted in support of the Variance of Use.
3. A Site Development Plan is required to be submitted for review and approval to the Planning and Community Development Department within forty-five (45) days of the Board of County Commissioner’s approval.
4. Applicant shall be required to pay road impact fees in accordance with the El Paso County Road Impact Fee Program (Resolution No. 19-471). Road impact fees shall be paid at time of building permit or within thirty days (30) of Site Development Plan application approval if no building permit is required.

NOTATIONS

1. The Board of County Commissioners may consider revocation and/or suspension if zoning regulations and/or Variance of Use conditions/standards are being violated, preceded by notice and public hearing.
2. If the Variance of Use is discontinued or abandoned for two (2) years or longer, the Variance of Use shall be deemed abandoned and of no further force and effect.

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

_____ seconded the adoption of the foregoing Resolution.

The roll having been called, the vote was as follows: (circle one)

Thomas Bailey	aye / no / non-voting / recused / absent
Sarah Brittain Jack	aye / no / non-voting / recused / absent
Jim Byers	aye / no / non-voting / recused / absent
Jay Carlson	aye / no / non-voting / recused / absent
Becky Fuller	aye / no / non-voting / recused / absent
Jeffrey Markewich	aye / no / non-voting / recused / absent
Eric Moraes	aye / no / non-voting / recused / absent
Bryce Schuettpelz	aye / no / non-voting / recused / absent
Wayne Smith	aye / no / non-voting / recused / absent
Tim Trowbridge	aye / no / non-voting / recused / absent
Christopher Whitney	aye / no / non-voting / recused / absent

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

DONE THIS 16th day of January 2025 at Colorado Springs, Colorado.

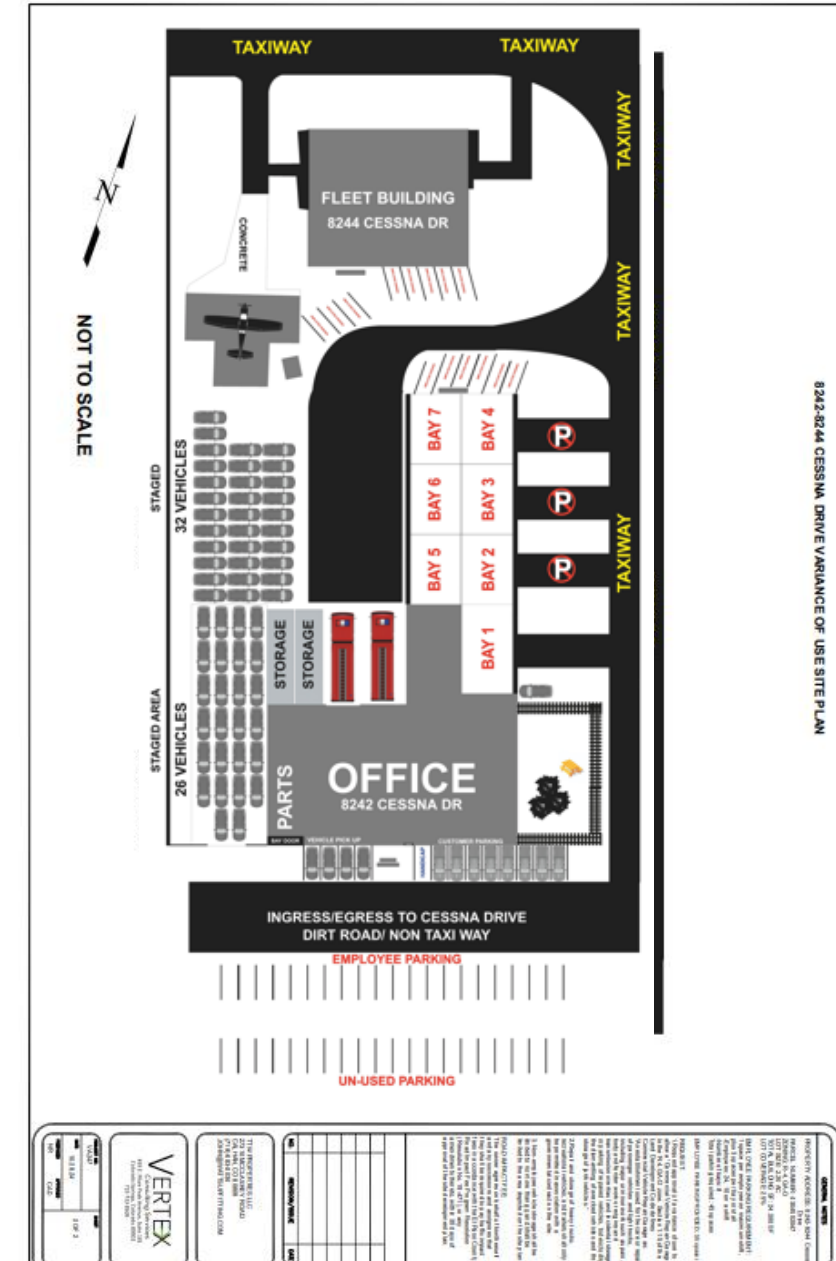
EL PASO COUNTY PLANNING COMMISSION

By: _____
Chair

EXHIBIT A

Legal Description

LOT 3 BLK 1 MEADOW LAKE AIRPORT FIL NO 2 and a portion of the lease area on LOT 7, BLOCK 1,
MEADOW LAKE AIRPORT FIL. NO. 2



8242-8244 CESSNA DRIVE VARIANCE OF USE SITE PLAN

GENERAL NOTES

1. THE CLIENT HAS REPRESENTED THAT ALL INFORMATION PROVIDED TO THE CONSULTANT IS TRUE AND ACCURATE.
2. THE CONSULTANT HAS CONDUCTED VISUAL GENERAL VERIFICATION ONLY AND HAS NOT CONDUCTED A SURVEY OR MEASUREMENTS OF THE PROPERTY.
3. THE CONSULTANT HAS CONDUCTED VISUAL GENERAL VERIFICATION ONLY AND HAS NOT CONDUCTED A SURVEY OR MEASUREMENTS OF THE PROPERTY.
4. THE CONSULTANT HAS CONDUCTED VISUAL GENERAL VERIFICATION ONLY AND HAS NOT CONDUCTED A SURVEY OR MEASUREMENTS OF THE PROPERTY.
5. THE CONSULTANT HAS CONDUCTED VISUAL GENERAL VERIFICATION ONLY AND HAS NOT CONDUCTED A SURVEY OR MEASUREMENTS OF THE PROPERTY.
6. THE CONSULTANT HAS CONDUCTED VISUAL GENERAL VERIFICATION ONLY AND HAS NOT CONDUCTED A SURVEY OR MEASUREMENTS OF THE PROPERTY.
7. THE CONSULTANT HAS CONDUCTED VISUAL GENERAL VERIFICATION ONLY AND HAS NOT CONDUCTED A SURVEY OR MEASUREMENTS OF THE PROPERTY.
8. THE CONSULTANT HAS CONDUCTED VISUAL GENERAL VERIFICATION ONLY AND HAS NOT CONDUCTED A SURVEY OR MEASUREMENTS OF THE PROPERTY.
9. THE CONSULTANT HAS CONDUCTED VISUAL GENERAL VERIFICATION ONLY AND HAS NOT CONDUCTED A SURVEY OR MEASUREMENTS OF THE PROPERTY.
10. THE CONSULTANT HAS CONDUCTED VISUAL GENERAL VERIFICATION ONLY AND HAS NOT CONDUCTED A SURVEY OR MEASUREMENTS OF THE PROPERTY.

DATE: 12/15/2023
 SHEET: 1 OF 2
 PROJECT: 2304

VERTEX
 CONSULTING GROUP
 11111 VERTEX DRIVE
 FORT WORTH, TEXAS 76120
 TEL: 817.289.4422
 WWW.VERTXCORP.COM

THE INFORMATION ON THIS PLAN IS THE PROPERTY OF VERTEX CONSULTING GROUP. IT IS TO BE USED ONLY FOR THE PROJECT AND SITE SPECIFICALLY IDENTIFIED HEREON.

NO.	REVISION/DATE	BY