

Cerro Gordo County Planning & Zoning Staff Report SPECIAL USE

Case No.: Case No. 19-10	Date of Application: September, 4, 2018
Use Request: 20.2(B) Airport, heliport, or private landing field	Owner: LNI Clear Lake Properties, LLC (in process to sell to applicant)
Current Zoning: A-1 Agricultural	Petitioner: Andy and Jamie Meyer
Address: 5016 225 th Street Clear Lake, IA 50428	Size of Special Use: 2,800'x75' private airstrip
Legal: Lots 1,2, & 4, Nelson Acres Subdivision	Size of Parcel: 68.94 acres
	Hearing Date: September 25, 2018

BACKGROUND INFORMATION:

1) PURPOSE OF SPECIAL USE REQUEST -

The Meyers propose to operate a private airplane runway just north of Clear Lake and Ventura near US Highway 18. The property is currently in agricultural production (See Figure 1). The proposed grass-runway will be approximately 2,800 feet long by 75 feet wide, designed for smaller airplanes such as ultralights or propeller planes. The runway will run in a northeasterly to southwesterly direction—from close to the northeast corner of Lot 2 near 260th Street to the southwest corner of Lot 1 just off of Dogwood Avenue, just north of the trees grove to the west See (Figures 1 & 2). Generally, planes will take off in a westerly direction.

There are no specific plans at this time for the exact location of future hangars, bulk storage fuel tanks, or other structures typically associated with an airstrip. If the Special Use Permit (SUP) is approved, the Meyers state that plans are to get the runway seeded, either by this Fall or next Spring. This may also include a hangar or storage building next Spring as well.

Additionally, the Meyers plan to develop their own acreage, building a new house and farmstead. This will likely be located near the existing driveway access along 260th Street entering Lot 2 near the northeast end of the airstrip (See Figure 2 & 3). However, these plans are not directly associated with the proposed special use.

2) EXISTING LAND USE AND ZONING CLASSIFICATION OF PROPERTY –

The whole property is currently used to grow crops and zoned A-1 Agricultural.

3) LAND USE AND ZONING CLASSIFICATION OF SURROUNDING PROPERTY

Property to the north, west, and east is all zoned A-1 Agricultural. Land to the west and north is primarily in agricultural production. The nearest residence is located at 4346 260th, just across the road from the applicant property. The residence is approximately 600 feet from the edge of the runway, using the County's GIS system to measure the approximated distance (See Figure 4). The next closest rural residence is about 1,050 feet to the east from the edge of the runway (See Figure 5). The Galilean Lutheran Church is approximately 450 feet south and east of the proposed airstrip (See Figure 6).

The applicant property abuts the city limits of Clear Lake to the south and the city limits of Ventura to the southwest. The proposed airstrip is about 500 feet to the edge of the closest property of Lakeview Meadows Subdivision in Clear Lake and the Clark and West 1st Addition in Ventura (See Figure 7). The Cities of Ventura and Clear Lake have been given the opportunity to provide comment. The City of Ventura state that they have no concerns. Any comments received from the city of Clear Lake will be shared with the Board at the hearing.

GENERAL FINDINGS:

1) HARMONY AND ACCORD WITH GENERAL PRINCIPLES AND PROPOSALS OF ZONING ORDINANCE -

Airports and landing fields are allowed by Special Use Permit in agricultural, industrial, and C-2 General Commercial Districts. All of the property for the proposed use is zoned A-1 Agricultural. Article 7 of the Zoning Ordinance states A-1 Districts are intended for continued agricultural uses. This proposed use will take approximately 5 acres of farmland out of production for the airstrip alone.

The future planned home, hangars, and farm structures may more than double that number. However, the areas not to be used for the special use and homestead is planned to stay as farmland for the foreseeable future, and the planned acreage is planned for residence and agricultural purposes.

2) COMPATIBILITY OF USE WITH APPEARANCE AND ESSENTIAL CHARACTER OF AREA -

For safety reasons, a private landing strip such as this usually does not involve above ground structures except for airplane hangars, windsocks, and the like. In general, there are no tall structures that make this use incompatible in appearance with the agricultural and urban fringe character of the area (See enclosed parcel highlight and site plan).

3) IMPACT ON EXISTING AND FUTURE USES, VICINITY, AND COMMUNITY AS A WHOLE -

Noise and safety are the biggest concerns when considering a use such as a landing strip. The planes for the operation have turboprop engines, which range between 83-102 decibels. This is generally somewhat louder than a large riding lawnmower. At those sound levels, the effect of noise from the operation should not have a significant or lasting impact on the nearest neighbors.

There are significant natural buffers and other barriers between the runway and nearby residences and uses. There are thick stands of trees and vegetation between the closest rural residences and the nearby adjacent church property (See Figures 8-11). These should act as sufficient buffers and screening from any potential noise or visual impacts.

The subdivisions within Clear Lake and Ventura have a significant separation from the proposed special use, separated by US Highway 18 and the Iowa, Chicago, and Eastern Railroad and having some screening from existing tree lines and vegetation (See Figure 7 and the enclosed site plan). It is difficult to foresee any more noise impacts from the small engine planes that will be used than already exists from the highway or trains on the railroad running through the area.

No new buildings are proposed for the site currently. However, the applicants state a new agricultural residence, farm buildings, and airplane hangar are planned for the future. A condition of the SUP should be that a Zoning Permit Application be filed for any future development on the site and be in compliance with applicable FAA requirements for building near a runway.

With the operation of airstrips, having bulk storage fuel storage tanks onsite is common. While no bulk storage tanks are currently planned, this is a possibility for the future. Meeting all permitting and standards of the Iowa Code, the DNR, and National Fire Protection Association standards for bulk fuel storage for any future tanks should be a condition of the SUP.

4) ADEQUACY OF PUBLIC SERVICES (i.e., highways, streets, police, fire protection, drainage structures, refuse disposal, water and sewage facilities, or schools) -

The proposed special use is for hobby and familial purposes mostly. A private landing strip, such as this, requires a nominal use of public services. The airstrip and future acreage will likely be accessed from the existing driveway from 260th Street, which carries 60 average daily vehicles (See Figure 3). This is currently a grassed access and will likely require an access permit for any new gravel or paving surface from the County Engineer's Office. The proposed airstrip could also be access from the existing driveway off Dogwood Avenue, which has 15

average daily vehicles (See Figure 12). Receiving any required permits for existing or new driveways in the future should also be a condition of the SUP.

The proposed use is for the hobby of the Meyers and occasional plane rides offered by the applicant for charity or similar purposes. The special use will only create nominal traffic along 260th Street or Dogwood Avenue, which are gravel roads. Usually, a residence creates about 8 vehicular trips per day on average.

Law enforcement protection is provided by the Cerro Gordo County Sheriff's Department. The site is located in the Clear Lake Fire Department's service area. The proposed use should not result in increased demand for either service.

The eastern quarter of the property is partially located in Drainage District 40. There is a small section of public drainage tile located on Lot 2 in the general vicinity of the northeast end of the airstrip and likely location of the planned future acreage (See Figures 1 & 3). A condition of the SUP should be that any damage resulting from the installation or operation of the airstrip or construction of any building or structure associated with the special use should be repaired at the expense of the applicant. There are no floodplains located on the property.

The property is on the public water system from the city of Clear Lake. There is no public sanitary sewer in the area and installation is not feasible at this time according to the Clear Lake Sanitary District. The installation of public sanitary sewer lines could be a future consideration. The private airstrip likely does not create any demand for this service, but the future homestead will have to get required permits from the Health Department for any new septic systems. The use should not have an impact on schools or refuse disposal.

5) PUBLIC COST FOR ADDITIONAL PUBLIC FACILITIES AND SERVICES -

In the past, this type of use has not resulted in additional costs for public facilities and services. It is anticipated that this would be the case here, based on a conversation with the Clear Lake Sanitary District.

6) POTENTIAL DETRIMENTS TO PERSONS, PROPERTY, OR GENERAL WELFARE (i.e., excessive traffic, noise, smoke, fumes, glare, or odors) -

The use will create a nominal increase in traffic to the site. Certainly, the operation of aircraft creates noise for persons in the vicinity. However, there should be enough separation and vegetative buffers between the airstrip and the nearest residences and uses to mitigate these concerns. Additionally, the narrative states hours of operation will occur during daylight hours and not during the winter at all. No exterior lighting exists on the property, and no exterior lights are proposed to be installed. If approved, a condition of the Special Use Permit should be the hours of operations are restricted to daylight hours.

Smoke, fumes, glare, or odors should not be created by the use.

7) COMPATIBILITY AND CONSISTENCY WITH THE INTENT AND PURPOSE OF THE ZONING DISTRICT -

The A-1 District, and this particular property, appears to be conducive to a landing strip development for several reasons. First, there are large tracts of land with few residents. Second, these large tracts are needed to accommodate strips of land needed to land aircraft. While more than 5 acres of land will be taken out of agricultural production, the planned homestead will also be used for agricultural purposes.

8) COMPATIBILITY WITH COUNTY COMPREHENSIVE PLAN -

The 2004 Comprehensive Plan update does not specifically address airstrips, except for development related to the Mason City Municipal Airport. There are four statements in the Agricultural and Farming section of the Comprehensive Plan that are applicable to this proposed use.

Policy 3.1.1: This policy statement discourages the development of agricultural soils for non-farm uses. While, some farmland will be taken out of production, Policy statement 2.1.4 states performance standards should be incorporated for "compatible development projects." Uses such as a private airstrips may require special

conditions and areas that accommodate such a use. This particular special use is allowed with a SUP in the A-1 District because of the necessity for large tracts of land to accommodate the use. Additionally, the planned homestead will also be used partially for agricultural purposes.

Policy 3.1.2: This policy says that the Corn Suitability Rating (CSR) is to be applied as a factor for the review of any development affecting agricultural soils. The proposed use will take over 5 acres of farmland out of development. The CSR rating of the soils along the runway range 80 to 90 and are considered highly productive. The CSR rating of soils where future buildings will likely to be located on Lot 2 are not productive, with a CSR rating in sections scoring in the 30s and 60s. While a significant amount of land will be taken out of production for a non-farm purpose, future plans also include farming purposes.

Policy 3.1.3: Similar to policy 3.1.2, this policy states other factors besides CSR are to be applied to development affecting agricultural soils. Even though fewer crops will be raised, the use is consistent with the goals of the Comprehensive Plan due to future plans for a farmstead and other policies of the plan.

Policy 3.1.4: This policy encourages the use of farming techniques and soil conservation practices to protect topsoil and prevent degradation of water resources. With the property being on public water facilities, the proposed use will have minimal impacts on water resources.

COMPLIANCE WITH ADDITIONAL ARTICLE 20 REQUIREMENTS:

Additional requirements for the special use requested are as follows:

20.2 SPECIAL USES

Airport or landing field. A-1, A-2, C-2, M-1, and M-2 Districts. **The landing strip is located in an A-1 Agricultural zoning district.**

B.

1. An operational plan shall be developed for the facility, and subsequent activities shall be conducted in accordance with the plan. **This was included with the application in the provided narrative.**
2. Additional controls may be established to control noise during the operation of the facility, including but not limited to limitations on hours of operation. **No additional noise controls should be necessary due to existing vegetative buffers. A condition of the SUP should restrict operation of the airstrip to daylight hours.**
3. Site lighting shall be of the least conspicuous type and exist only to satisfy Federal Aviation Administration (FAA) requirements. Red lights shall be preferable to white lights. **No runway lighting is proposed.**
4. All repair or aircraft and machinery shall be conducted inside an enclosed building. **This should be a condition of the SUP.**
5. Any building, hanger, or other structure associated with the use shall be setback one hundred (100) feet from all property and road right-of-way lines. **While there are no specific proposals currently, there are plans for a future airplane hangar. This should be a condition of the SUP.**
6. The Board of Adjustment may require berms or vegetative buffers as deemed necessary to mitigate conflicts between the facility and other land uses in the vicinity. **It is anticipated no additional berms or vegetative buffers will be necessary to mitigate noise or other impacts due to the existing vegetative buffers and separation between residences and other uses and the airstrip.**
7. The applicant shall demonstrate compliance with all state Department of Transportation and/or FAA rules, regulations, and standards for the facility and file documentation of such compliance at the time of application. **A packet with all application materials has been provided to the Mason City Municipal Airport for**

comment. Any comments received will be shared with the Board, and any requirements they provide should be made a condition in addition to the recommended conditions below.

8. No facility is allowed in an area encompassed by the Airport Zoning Ordinance in Article 5, unless documented approval has been received from the FAA. **The proposed special use is not in the area encompassed by the Airport Zoning Ordinance in Article 5.**

ZONING DISTRICT REQUIREMENTS:

Requirements of the zoning district for which the proposed special use is to be located are as follows:

No new structures are anticipated on the property, however, the permit, if approved, should contain a condition requiring that all structures related to the landing strip, including hangars and accessory structures, obtain a Zoning Permit prior to construction.

7.4 SPECIAL PERMITTED USES

See Article 20.

7.5 HEIGHT REGULATIONS

No building hereafter erected or structurally altered shall exceed two and one-half (2½) stories or thirty-five (35) feet. **No structures exceeding these maximum heights exist on the site or are anticipated. Any future structures will require a Zoning Permit Application to be filed with the Planning and Zoning Office and must conform to this rule.**

7.6 YARD REQUIREMENTS

Each lot shall have front, side and rear yards not less than the depths, widths or area following:

- A. Front yard depth, fifty (50) feet.
- B. Each side yard width, twenty-five (25) feet.
- C. Rear yard depth, thirty (30) feet.

No new structures are proposed at this time but are planned for the future. All structures associated with the special use must be at least 100 feet from all property lines or right-of-way lines due to the standards for this type of special use. All structures not associated with the special use must conform to these yard requirements.

STATUTORY REQUIREMENTS:

Additional requirements under Iowa Code pertain to the Special Use applied for:

The applicant is required to conform to all FAA requirements. The Mason City Municipal Airport has also been afforded the opportunity to review and comment. Any comments made will be shared with the Board and any requirements they provide should be made a condition in addition to the recommended conditions below.

STAFF ANALYSIS AND RECOMMENDED ACTION:

By legitimizing the use, the landing field will be placed on the FAA's Aeronautical Sectional Chart. This will limit the number of similar uses in the area, as well as the placement of taller structures, such as communications towers, that would impede air safety.

The zoning district is appropriate for the proposed special use. The operation during daylight hours, minimal noise impacts, significant separation and vegetative buffers, and future plans for agricultural purposes make it compatible with surrounding land use, the Zoning Ordinance, and Comprehensive Plan update.

I recommend approval of the Special Use Permit subject to the conditions stated below.

RECOMMENDED CONDITIONS TO BE MET IF POSITIVE VOTE BY BOARD OF ADJUSTMENT:

Note: In granting a Special Use Permit, the Board of Adjustment may attach conditions which it finds are necessary to carry out the purpose of the Zoning Ordinance, in conformance with what is provided in Article 20 of the Zoning Ordinance, and where reasonable and necessary may increase the required lot or yard, control the location and number of vehicular access points to the property, limit the number of signs, limit coverage or height of buildings because of obstruction to view and reduction of light and air to adjacent property, and require screening and landscaping to reduce noise and glare and maintain the property in character in keeping with the surrounding area. Special uses shall ordinarily comply with the standards of the district concerned for principal uses which are permitted therein, except as modified by the Board of Adjustment in granting a Special Use Permit.

The following conditions are recommended:

1. This Special Use Permit may be reviewed at any time in the future upon the request of the applicants or a majority of the Board of Adjustment members.
2. The provisions and/or regulations as stated shall be minimum requirements and wherever the requirements of any other lawfully adopted rules, regulations or ordinances are at a variance, the most restrictive shall govern.
3. It is contemplated that from time to time during the operation of the private runway that conditions may arise which are not covered by the terms of this permit and which cannot be anticipated. In the event such conditions do arise, the Board of Adjustment of Cerro Gordo County, Iowa, may impose additional regulations to meet any new conditions. In addition, if said facility should, at any time, be operated in any manner which violates the rules and regulations of any federal or state regulatory agency, then the Board of Adjustment may impose such other conditions so as to insure compliance with such rules and regulations.
4. This permit will be subject to revocation for operator's failure to comply with the provisions as herein set forth or such other provisions as may, from time to time, be imposed by the Board of Adjustment of Cerro Gordo County, Iowa, under the terms of this permit.
5. County representatives shall have the right to enter the premises at any time upon notification to the permit holder for the purposes of enforcing the provisions of this Special Use Permit.
6. This Special Use Permit is granted solely to Andy and Jamie Meyer and is not transferable to any other party or parties.
7. The applicant's site plan and application documents are adopted as presented. Development of the special use shall not deviate from the site plan or application documents without the consent and approval of the Board of Adjustment, except for the addition of an airplane hangar or similar structures, which shall conform to the conditions of this Special use Permit and Zoning Ordinance.
8. The Board of Adjustment shall have the right to review any proposed expansion of the use.
9. A Zoning Permit shall be applied for and issued for any future structures, including bulk storage fuel tanks associated with the private runway. All future structures must meet FAA rules regulating development near airplane runways.
10. Any building, hangar, or other structure associated with the use shall be setback one hundred (100) feet from all property and road right-of-way lines.
11. Hours of operation are restricted to daylight hours.
12. No runway lighting shall be permitted.
13. All repair or maintenance of aircraft and machinery shall be conducted inside an enclosed building.
14. The applicant shall demonstrate compliance with all state and federal regulations concerning the private runway use and shall file documentation of such compliance with the Zoning Administrator.
15. The Special Use must meet all requirements under NFPA 58— Flammable and Combustible Liquids Code published by the National Fire Protection Association under Iowa Administrative Code Chapter 661—226.1 as adopted by the State of Iowa for any bulk storage fuel tanks. Any bulk fuel storage tank must be approved by the Board of Adjustment prior to installation.
16. Permits from the Department of Public Health shall be obtained for any wastewater system intended to serve the use.
17. Required permits from the County Engineers Office shall be obtained for changing existing driveway surfaces or any new driveways.
18. Any damage resulting from the installation or operation of the airstrip or construction of any building or structure associated with the special use shall be repaired at the expense of the applicant.

QUESTIONS & COMMENTS:

Proposed motion on application: To adopt the staff report as the Board's findings and to grant the application, subject to the conditions recommended by staff and as modified by the Board of Adjustment, for the placement of an airplane runway, and further, that the grant of the application be made effective immediately and on the condition that Andy and Jamie Meyer shall perform all operations under the application under the specific direction of the Cerro Gordo County Zoning Administrator, not inconsistent with the proposed conditions and recommendations approved by the Board of Adjustment, until such time as a formal resolution is drafted and adopted by the Board of Adjustment, not to exceed 60 days.

Prepared by:

John Robbins

Final draft date: September 13, 2018

APPLICATION/APPEAL FORM

[For Completion by All Applicants]

Date 9.4.18

TO: ZONING BOARD OF ADJUSTMENT
CERRO GORDO COUNTY, IOWA

I (WE), ANDY + JAMIE MEYER
(NAME)

OF 55 FOUR WINDS DR
(MAILING ADDRESS)

respectfully request that a determination be made by the Board of Adjustment on this Application/Appeal based on the letter written by the Zoning Administrator dated _____ for the reason that it was a matter which, in his/her opinion, should come before the Board of Adjustment.

This Application/Appeal is: (Please Check One)

- A Variance to a Zoning District requirement where there are unusual conditions or circumstances which cause a hardship when the provisions of Zoning are strictly applied.
- A Special Use listed in Article 20.2 of the Zoning Ordinance upon which the Board is required to act under the Ordinance.
- An Appeal where it is alleged there is error in any order, requirement, decision or determination made by the Zoning Administrator in the enforcement of the Zoning Ordinance.

The property affected is located in Section 15 of CLEAR LAKE Township.

The property affected is zoned A-1 according to the Cerro Gordo County Zoning

District Maps. Legal description of the property is: THAT PART OF THE NW 1/4 SECTION 15 LYING N. OF U.S HWY 18, EXCEPT 3 ACRES NEAR THE SE CORNER THEREOF; CLEAR LAKE TOWNSHIP; ALL IN T96N-R22W

I am the Owner Contract Purchaser Other (Explain) _____
_____ of the property affected.

Describe what you are proposing to do on the property affected.

SEE ATTACHED WRITTEN DESCRIPTION AND SITE PLAN.

I (We) grant permission to the Planning & Zoning staff and Board of Adjustment members to enter onto the above described property for purposes of review.

I (We) further state that if this request is granted, I (We) will proceed with the actual construction in accordance with the purposes herein stated and any conditions and/or requirements the Board of Adjustment may stipulate.

Signature of Applicant *[Signature]* + *Jamie May*

OFFICE USE ONLY

Date Filed 9-5-18 Case Number 19-10

Date Set for Hearing 9-25-18 Fee Paid 175

Application/Appeal was Granted Denied Tabled


I am the Owner Contract Purchaser Other (Explain) LNE Clear
Lake Properties, LLC of the property affected.

Describe what you are proposing to do on the property affected.

See attached written description and site plan.

I (We) grant permission to the Planning & Zoning staff and Board of Adjustment members to enter onto the above described property for purposes of review.

I (We) further state that if this request is granted, I (We) will proceed with the actual construction in accordance with the purposes herein stated and any conditions and/or requirements the Board of Adjustment may stipulate.

LNE Clear Lake Properties LLC
Signature of Applicant by:  Kent Hall, Chief Financial Manager

OFFICE USE ONLY

Date Filed _____ Case Number _____
Date Set for Hearing _____ Fee Paid _____
Application/Appeal was Granted Denied Tabled

Special Use Application for Private Runway – Andy and Jamie Meyer

We respectfully request your considerations towards our special use permit application to allow a private runway to be established on this farm. It is our intention to seed a grass runway from approximately the SW corner to the NE corner of the property (see attached site plan). This portion of the farm offers level terrain at a length that can safely accommodate general aviation airplanes. This location also orients the approach and departure of planes away from neighboring properties and does not disturb neighboring developments, churches, trees, or high-line wires. Most importantly, the proposed runway location places the runway at least 500' from all existing neighboring structures and keeps the runway as low as possible across our property to respect and minimize noise to the greatest extent.

Our intention is to simply accommodate our family's love for general aviation. Given the nature of a grass runway along with the environmental realities of Iowa, there will be little to no use of the runway between Dec 1st and May 1st due to snow, ice, and wet spring conditions prohibiting its use. Most, if not all, of its use will be during the Summer and Fall months and during day light hours only, further diminishing its use come day light savings time in the Fall. We do not intend to light the runway as we do not intend to use the runway after dark. In the event this should be necessary, we would land at the Mason City airport regardless given the safety benefits of a long, hard surface, fully lit runway for night landings. Furthermore, the size of the runway will not allow large aircraft to operate from it.

We fully intend to build our future home and machine shed/hangar on the property to accommodate our family's love for aviation and farming. We intend to be active in the farm operation and good stewards of the land and respectful of its surroundings. Both my wife and I were raised in farm families and desire to provide the same for our children. We are hopeful our due diligence in the planning effort and location of the proposed runway along with our sincere interest in being good neighbors can provide certainty in your considerations for our request.

We believe our thoughtfulness in placement and orientation of the runway does not impact or change the general health, safety, and welfare of the surrounding neighbors or citizens of Clear Lake or Cerro Gordo County. Mitigating noise is our utmost priority and we believe our proposal diminishes this concern to less than that of other pre-existing noise generators found in the surrounding area (trains, semis, vehicle traffic, farm equipment, etc...) We do not foresee any negative changes to the surrounding neighborhood, traffic conditions or public utilities.

We have reviewed the provisions of Section 24.4(A)(2)(a-g) and believe the proposed use is consistent with the general intent of these parameters.

We have reviewed the performance standards in the applicable subsection of Article 20.2 and believe considerations towards such standards are accommodated.

We look forward to sharing our intentions with the surrounding neighbors and would be more than happy to answer any questions you may have.

Respectfully,

Andy and Jamie Meyer

**Case No. 19-10
Andy and Jamie Meyer (Lots 1, 2, & 4, Nelson Acres Subdivision)**

Figure 1

Looking southwest toward the proposed airstrip site, approximately the northeast end of the runway



September 10, 2018, J. Robbins

Figure 2

Looking northeast toward the proposed airstrip site, approximately the southwest end of the runway



September 10, 2018, J. Robbins

Figure 3

Looking at the existing driveway access along 260th Street



September 10, 2018, J. Robbins

Figure 4

Looking at the nearest residence to the north of the applicant property



September 10, 2018, J. Robbins

Figure 5

Looking at the closest residence to the east of the applicant property



September 10, 2018, J. Robbins

Figure 6

Looking at the Galilean Lutheran Church



September 10, 2018, J. Robbins

Figure 7

Looking at the homes of the Lakeview Meadows Subdivision in Clear Lake from Dogwood Avenue, near the southwest end of the proposed airstrip



September 10, 2018, J. Robbins

Figure 8

Looking at the tree line along the south property line of the nearest residence to the north



September 10, 2018, J. Robbins

Figure 9

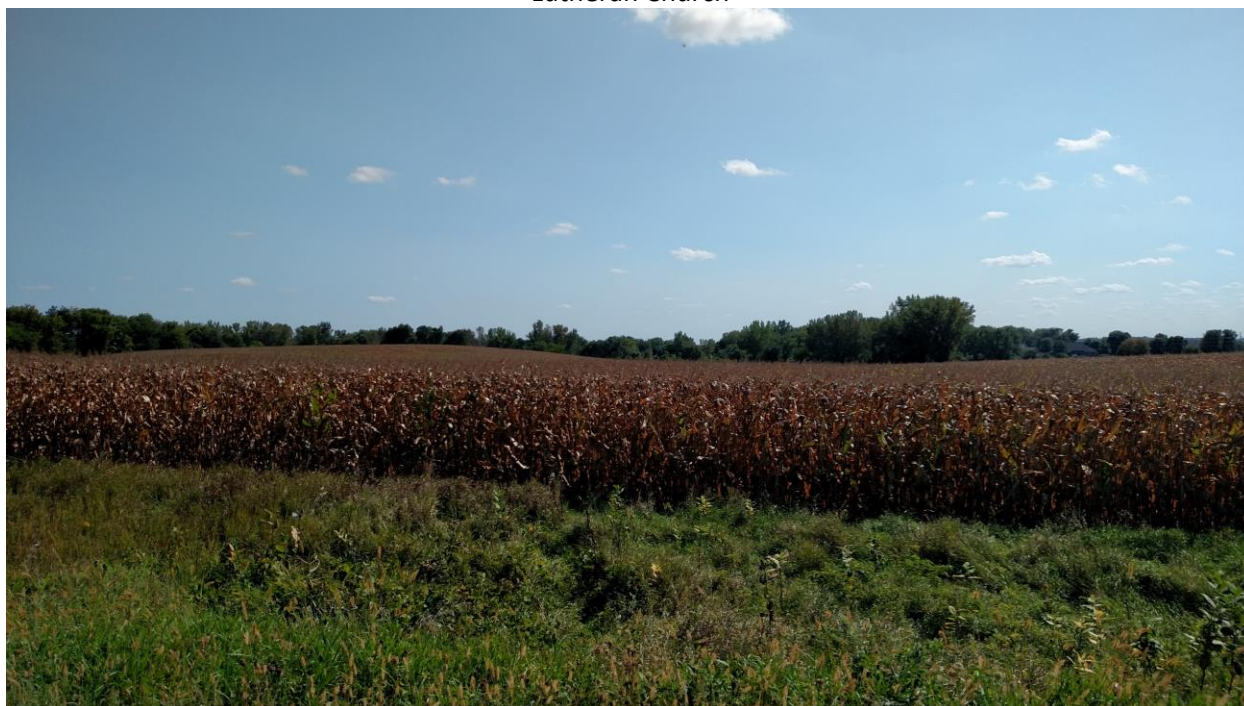
Looking at the vegetation along the west property line of the residence to the east



September 10, 2018, J. Robbins

Figure 10

Looking south from 260th Street toward the tree line along the north property line of the Galilean Lutheran Church



September 10, 2018, J. Robbins

Figure 11

Looking north along the west property line of the Galilean Lutheran Church



September 10, 2018, J. Robbins

Figure 12

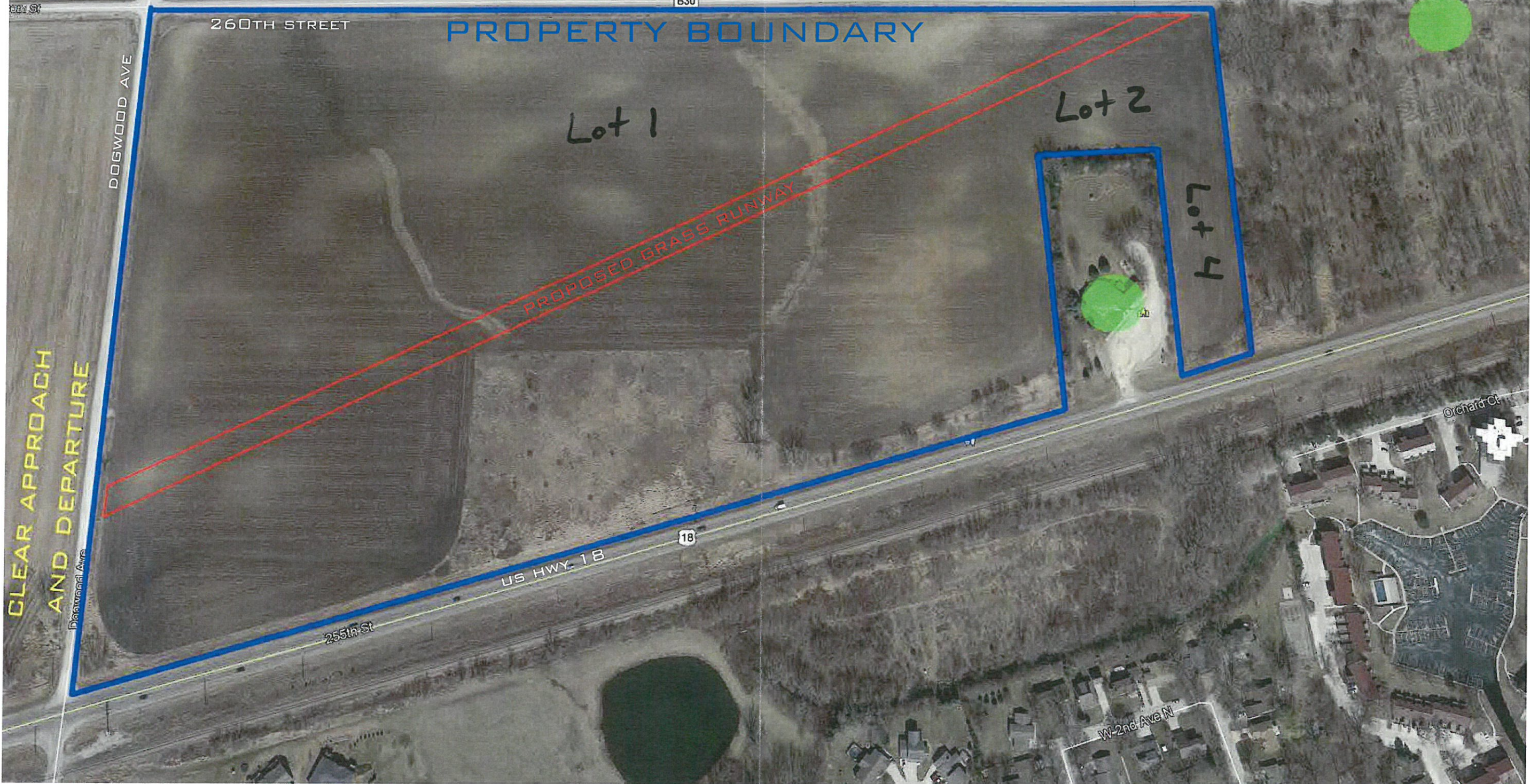
Looking at the existing driveway access off Dogwood Avenue



September 10, 2018, J. Robbins

GREEN DOTS REPRESENT
NEIGHBORING STRUCTURES

CLEAR APPROACH
AND DEPARTURE



CLEAR APPROACH
AND DEPARTURE

PROPERTY BOUNDARY

Lot 1

Lot 2

Lot 4

PROPOSED GRASS RUNWAY

260TH STREET

DOGWOOD AVE

B30

US HWY. 18

18

255th St

Orchard Ct

W 2nd Ave N