



**DEPARTMENT OF THE AIR FORCE  
UNITED STATES SPACE FORCE  
SPACE BASE DELTA 1**

29 January 2025

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Schriever SFB CO 80912

Mr. Ryan Howser, AICP  
Planner III  
Planning and Community Development  
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Mr. Howser,

Thank you for notifying Schriever Space Force Base (SFB) of the Flying Horse East (FHE) Phase 1 Sketch Plan project (File Number SKP242). We appreciate the opportunity to review this proposed development application and offer the following comments related to specific project documents.

Schriever SFB enables critical US Space Force satellite missions, including Intelligence, Surveillance, and Reconnaissance; Positioning, Navigation, and Timing; Satellite Communications; Electronics Warfare; Orbital Warfare; Space Domain Awareness and Cyberspace Warfare operations. Schriever SFB would like to ensure the FHE development does not compromise the effectiveness and safety of these missions. Conversely, we would like to ensure current and future effects from the installation (i.e., cell phone interference) are compatible with, and do not adversely affect off-base activities. With rapidly evolving space capabilities, it is nearly impossible to understand future mission requirements; however, when evaluating compatibility, Schriever SFB considers factors such as: a) electromagnetic and radio frequency interference, b) visual and physical obstruction, c) noise and vibration, d) land use and zoning, e) environmental and cultural resources and f) foreign investment.

Letter of Intent: a) Schriever SFB staff participated in the Pikes Peak Area Council of Governments Joint Land Use Study from 2015-2019 and the El Paso County (EPC) Master Plan update from 2019-2021 to promote compatible development in the vicinity of our military installation. Schriever SFB would like to reinforce the attached highlighted statements from the EPC Master Plan promoting protection of critical missions, compatible development via compatible use transitions, open space buffers, and transportation corridor connectivity. b) In addition, page 64 of the EPC Master Plan specifically describes the benefits of the Department of Defense Readiness and Environmental Protection Integration (REPI) Program. The REPI Program preserves Schriever SFB's military missions by supporting cost-sharing agreements between the Department of the Air Force, other Federal agencies, state and local governments, and private conservation organizations to avoid land use conflicts, address environmental restrictions that limit military activities, and increase installation resilience to extreme weather events. Palmer Land Conservancy is Schriever SFB's Eligible Entity and is authorized to partner with willing surrounding landowners to consider buffer partnerships to preserve compatible land uses and natural habitats near Schriever SFB that help sustain our critical, at-risk military mission capabilities, and improve resilience.

**SEMPER SUPRA**

Title Commitment: Parcel B exception 61 (Reception No. 218045885) includes a road access permit for Tierra Vista Communities/Tri-Group as the Holder that expires 5 Nov 2040. Schriever SFB asks the County to request the applicant maintain this alternate egress route in any future planning.

Sketch Plan: A small open space strip of land is identified just north of the installation. Schriever SFB asks the County to request the applicant provide the estimated distance from the installation perimeter and building heights and other pertinent details to ensure compatibility. Schriever SFB asks the County to request the applicant consider providing an open space buffer as a replacement for the proposed Business Park land use as an appropriate compatible use transition. Also, the Sketch Plan identifies two sewer lift stations just north of the installation. Schriever SFB asks the County to request the applicant to consider placing the infrastructure further to the north to eliminate the potential for any flooding or odors onto Schriever SFB if the lift stations malfunction.

Soils and Geology Study: Schriever SFB asks the County to request the applicant consider applying appropriate dust control measures during construction activities to not obscure the sky above the horizon.

Master Traffic Impact Study: Over 7,000 personnel are employed on Schriever SFB. Adding two full movement access intersections and other potential access drives into the FHE site along Enoch Road could significantly degrade the level of service and potentially impact mission readiness for not just Schriever SFB, but other installations in the region. Schriever SFB asks the County to request the applicant provide specific improvements that will be made to maintain existing traffic operations levels of service, primarily along the Enoch Road corridor.

Master Development Drainage Plan: We understand that the intent is for flows from the proposed FHE site will be limited to historic flows. In addition, the cumulative volume of runoff will increase and therefore downstream facilities may see an increase in the duration of flows. An increased flow volume may expedite potential erosion or channel movement. Two small drainage tributaries flow from the FHE site through Schriever SFB. A large-scale Business Park (65% impervious) placed adjacent to Schriever SFB's northern boundary could increase the duration of flows onto the installation and potentially cause flooding and erosion.

Thank you again for the opportunity to review and comment. Schriever SFB endeavors to partner and work toward development that is compatible -- development that neither creates public safety issues nor negatively impacts military operations. If you have any questions, please contact our Community Planner, Mr. Darren Horstmeier, 719-567-3186, darren.horstmeier@spaceforce.mil.

Sincerely

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JOHN R. MCKINLEY, GS-15, DAF  
Schriever Mission Support Director

Attachment:  
El Paso County Master Plan Excerpts

**SEMPER SUPRA**

# YOUR EL PASO MASTER PLAN

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ADOPTED May 26, 2021



# PLACETYPE: MILITARY

*The Military placetype consists of the installations and the supporting land uses that surround them. Military installations are major land owners and employers and to help support sustainable growth in the community they must also be adequately supported.*

## Character

Land use and development near and immediately adjacent to existing military installations, as well as their ancillary facilities, require additional consideration with regard to the compatibility of development and the potential for impacts or interference with military lands and potential future military base missions. The five military installations in the County, Cheyenne Mountain Air Force Station, Fort Carson, Peterson Air Force Base, Schriever Air Force Base, and the U.S. Air Force Academy (USAFA), each function of their own accord.

Most include a mix of residential and other supporting uses in addition to their core military functions. In total they serve over 151,000 active-duty, National Guard, Reserve, retired military personnel, contractors, and other related tenants throughout Colorado's Front Range. The County continues to partner with all of the installations to maintain compatible use transitions and buffers adjacent to each installation through open space protection and site-specific development restrictions. Base Realignment and Closure (BRAC) is a key factor in the Military placetype. This is the only placetype that proposes to describe primary and supporting land uses for areas around and near the placetype, which causes overlap with adjacent placetypes.

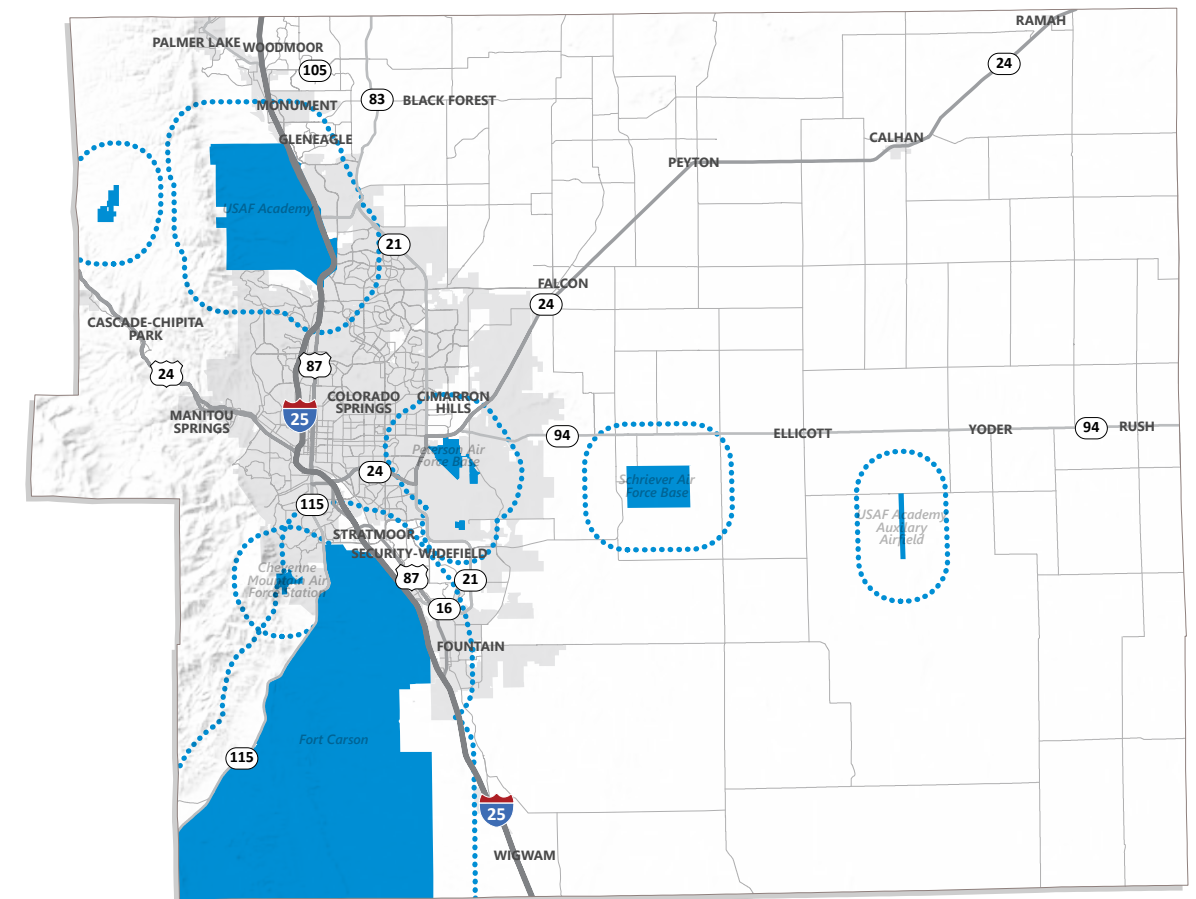
## Land Uses

### Primary

- Military Operation
- Office
- Light Industrial
- Multifamily Residential

### Supporting

- Single-family Detached Residential
- Single-family Attached Residential
- Restaurant
- Commercial Retail
- Commercial Service
- Entertainment
- Institutional
- Parks and Open Space





# MILITARY

## Placetype Characteristics

- A** Major roadways such as state highways, County roads, and City streets are paved. County roads that provide access to military installations that do not meet current standards will be improved.
- B** Each installation within the placetype has strategic access points entering and exiting base areas to ensure mission security and mitigate congestion onto major arterials.
- C** Sidewalks and pathways provide a network to connect facilities.
- D** Primarily low-rise military facilities and multifamily housing with accessory support buildings.
- E** Buildings are oriented towards the street and building entrances are highly visible.
- F** Buildings along an entire block follow uniform setbacks from the street.

- G** Security screening is setback from sidewalks and adjacent residential.
- H** Buffer landscaping is provided in the setback and screening occurs for areas of development.
- I** Areas off-base within the two-mile notification zone follow the built form characteristics of the respective placetypes but may incorporate additional requirements due to proximity to each of the respective installations.

## Additional Design Considerations

- ADA accessibility is required and may be provided as depicted within the typical design cross sections for the function of the road.
- Stormwater infrastructure adheres to best management practices and is strategically integrated into the layout of each installation and into the design of all development within and in close proximity to each installation.
- Site fencing prohibits access from surrounding non-military properties.

## Function of Supporting Uses

The Military placetype is unique and includes some commercial businesses that the individual installations deem appropriate on a case-by-case basis. Commercial uses within each installation serve the residents and employees. For areas off base, commercial businesses provide the same function, however at a smaller scale with grocery stores, restaurants, and a host of local retail and service shops. These are often clustered together instead of standalone.



#### 4 Highway 94

Similar to the Suburban Residential area along Woodmen Road, proximity to Colorado Springs also helps designate this section of unincorporated County for the same placetype. Availability of land, need to accommodate a growing population, and general adjacency to compatible uses support the identification of this area for suburban style development. Additionally, a significant portion of land directly west of this area, as well as land within this area, has the potential to be annexed by the City of Colorado Springs.

- **Suburban residential should be prioritized** here to provide a transitional buffer between the City and less-dense unincorporated County to the east, helping to protect its rural character.
- The County should **consider allowing attached housing units throughout this area on a case-by-case basis** depending on the size and scale of each development.
- **Supporting commercial uses should be considered particularly along Highway 94** to serve the community and the works and residents at Schriever Air Force Base.

#### 5 Schriever Air Force Base

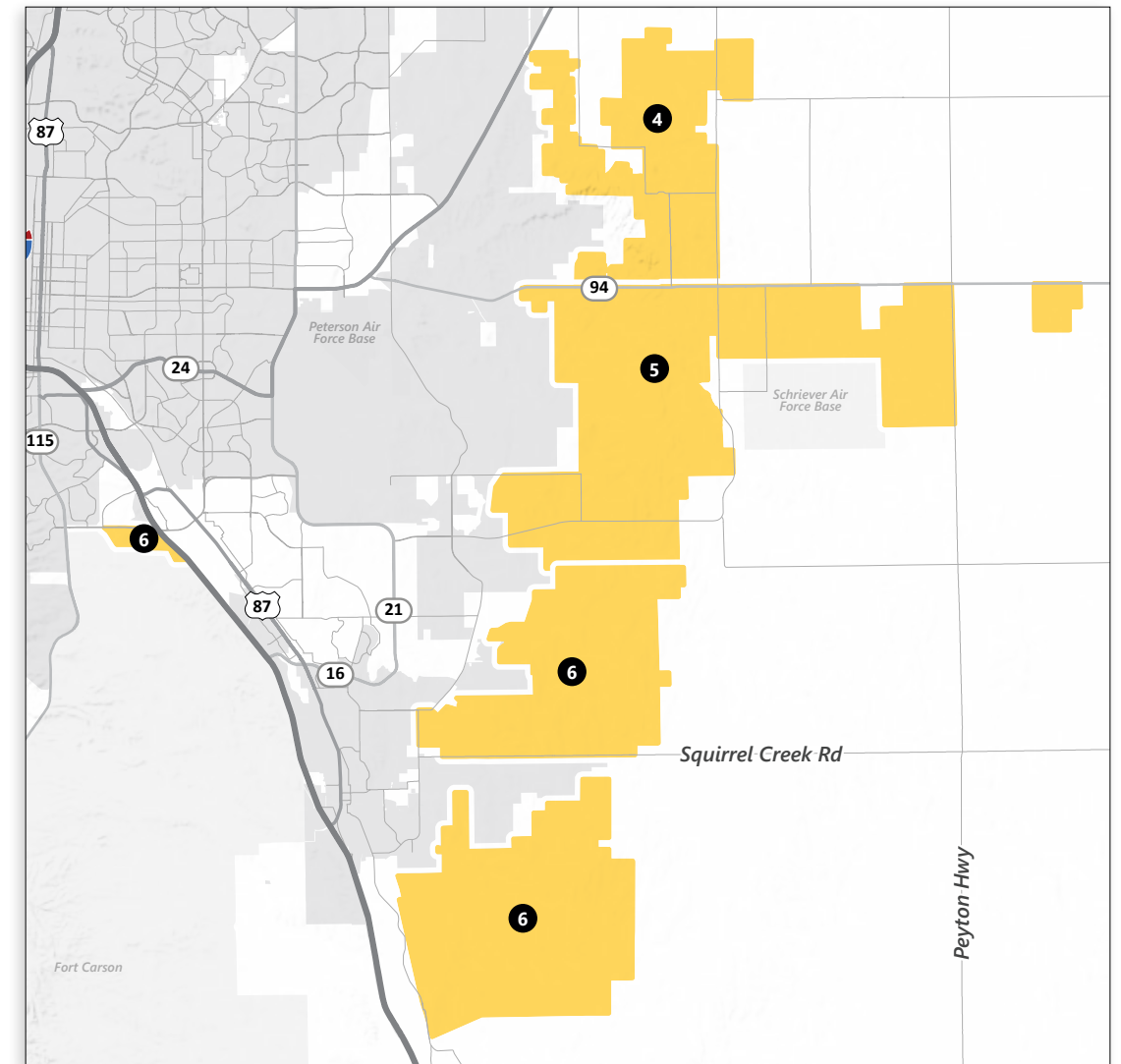
Growth along Highway 94 is expected to continue over the life of this Plan, particularly as operations expand at Schriever Air Force Base. Residential development can support its employees, both military personnel and contractors.

- Suburban development should be **prioritized to help increase density in this area** with smaller-lot sizes, attached housing, and multifamily apartments.
- **Efficient use of land helps preserve open space and reduce impacts on the critical missions** being performed at Schriever Air Force Base and adjacent rural areas.
- The **Rural Center in Ellicott should be expanded** to support the daily commercial needs of residents.
- Additional **commercial uses should be developed at the Highway 94 and Enoch Road** intersection in a manner compatible with and supportive of base operations as well as the anticipated suburban residential development.
- The County should **prioritize the construction of roads as necessary** to improve connectivity to and support the operations of the installation.

#### 6 Fountain Area

The City of Fountain is expected to accommodate a portion of the County's anticipated population growth over the life of this Master Plan. To do so, Fountain has the opportunity to expand south and east along Hanover Road between Squirrel Creek Road and Hanover Road. To match the existing development pattern of the City, this area should be considered for Suburban Residential development. This area includes unincorporated land in the County that is prioritized for future annexation.

- The County should **prioritize Suburban Residential in this area** to support annexation of this area into Fountain.
- **Denser development** should be allowed if compatible with the existing development pattern in Fountain and central water and sewer services are extended.



Suburban Residential Priority Development Areas

## Environmental Compatibility

El Paso County's greatest asset is its abundance of natural resources. While new residential development is necessary to accommodate the County's expected population growth it must not negatively impact the natural environment. Ensuring compatibility between the built and natural environment is a key component of *Your El Paso Master Plan*.

## Rural Character

Natural areas are an important part of the County's rural character, a character that defines El Paso County for residents and visitors alike. It is a critical County asset that residents, particularly in unincorporated areas, wish to see maintained. Preserving this character requires a targeted approach to planning for housing including a diligent review of all future development requests. When a developer begins the planning process, the County must continue to carefully analyze each proposal for compatibility with the natural environment and the rural character.

## Department of Defense REPI Program

Military bases may participate in the Department of Defense (DoD)'s Readiness and Environmental Protection Integration (REPI) Program, which is a key tool for combating encroachment that can limit or restrict military training, testing, and operations. The REPI Program preserves and enhances these military missions by helping remove or avoid land-use conflicts near installations, ranges, and their associated facilities, range infrastructure, and airspace, as well as addressing regulatory restrictions that inhibit military activities.

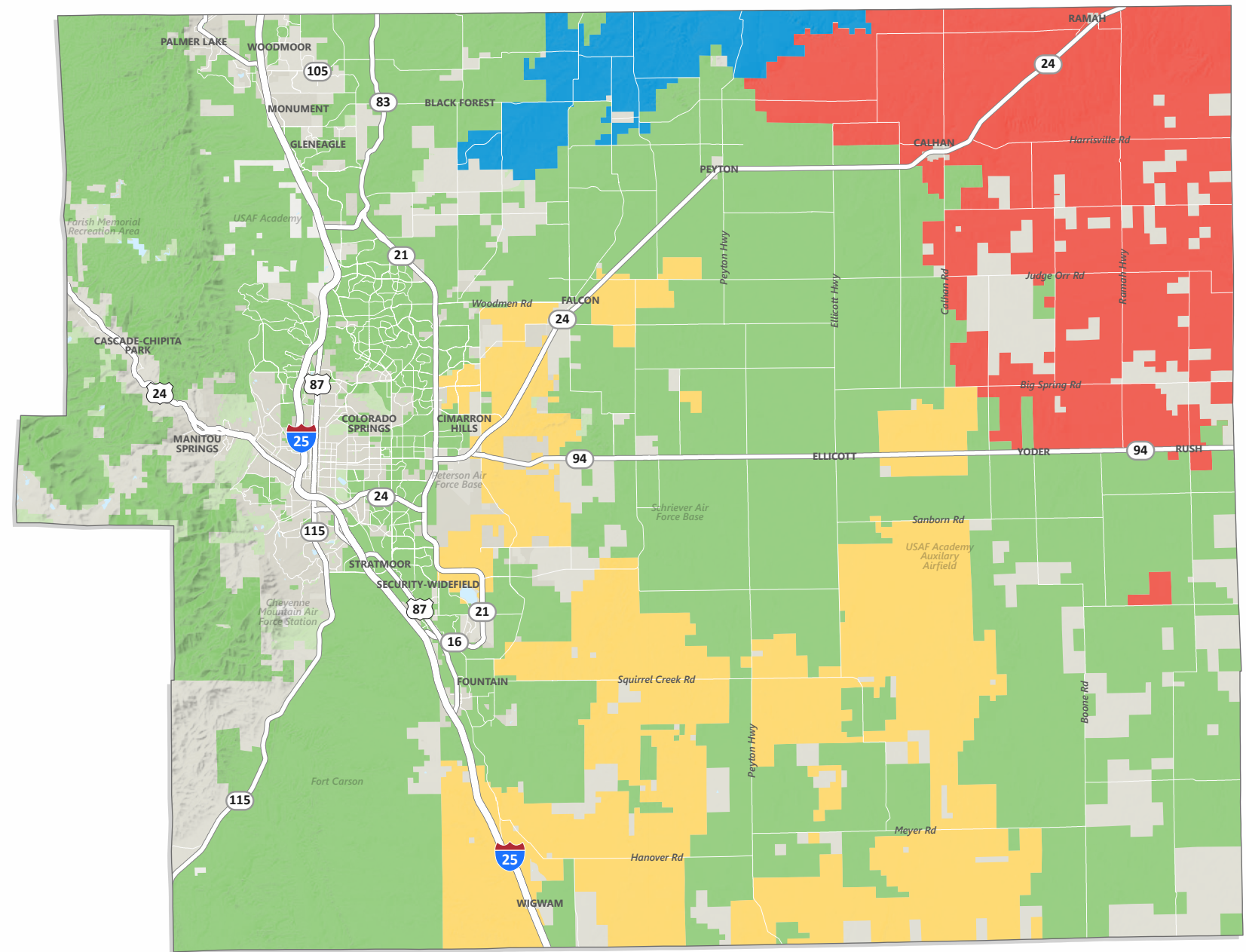
REPI projects contribute to the longevity of working farms, forests, and ranchlands; increase recreational and open space opportunities for nearby residents and military families; and protect against military relocations that would adversely affect the local economy.

## Conservation Easements

A conservation easement is a voluntary legal agreement that limits certain types of uses or prevents development from taking place on a piece of property in perpetuity. For example, a rural residential property owner or a farmer could transfer the development rights of their property to a nonprofit organization while still maintaining ownership. This ensures long-term preservation of the property's open space.

Conservation easements protect farmland and sensitive environmental features, preserve open spaces, and reduce sprawl. Some conservation easement properties can also be suitable candidates for regional trails, parks, and open spaces. While easements are most useful in rural areas, select locations within urban and suburban areas could also be appropriate, particularly forested and environmentally sensitive land. Several land trusts or land conservancy organizations operate within El Paso County, including Mountain Area Land Trust, Palmer Land Conservancy, El Paso County Conservation District, and Central Colorado Conservation District.

During appropriate discussion with residents and property owners the County should emphasize the use of conservation easements to protect open space and farmland. When development is proposed within a suburban area or in large lot residential areas adjacent growth areas, density bonuses should also be considered in exchange for allocating areas for conservation. Additionally, a developer or property owner can achieve conservation through PUD zoning with the County. The County should act as a coordinating body between the multiple conservation entities active within the region to streamline policies, identify recreation opportunities, identify land for purchase/transfer, and centralize properties into a singular GIS database.



### Conservation Districts

- Central Colorado Conservation District
- El Paso County Conservation District
- Double El Conservation District
- Kiowa Conservation District



## Responsibilities & Maintaining Roads

Roadways in El Paso County are maintained by a variety of jurisdictions.

- **Major roads that are state or U.S. highways are maintained by CDOT** and include I-25, US 24, State Highway 83 (SH 83), SH 94, SH 105, SH 115, and SH 21 (Powers Boulevard).
- **Connector roads in the incorporated areas of the County are primarily maintained by the municipalities** they are located within.
- Many of the **arterial roads connecting incorporated municipalities are owned and maintained by the El Paso County DPW.**
- County **arterial, collector, local roads in unincorporated parts of the County are maintained by the Department of Public Works.**

There are jurisdictional responsibilities assigned to ensure roads are properly maintained in the County, however, funding has been a consistent challenge for the County to keep up with road maintenance demands. Thus, highlighting a real need to share responsibilities with municipalities to maintain at a minimum County roadways segments that are within their municipal boundary or develop agreements with the municipalities to maintain roadways within and near enclaves. In addition to taking responsibility of existing County roads, as municipalities grow and annex adjacent lands for development it is critical that they also take responsibility to maintain the roadways within, or otherwise primarily serving, these annexed areas rather than leave them to the County or PPRTA.

## Lack of Funding

Roughly 4,335 lane miles of bridges and roads are owned by the County and managed by the Department of Public Works (DPW). This includes 266 bridges, about 109,000 linear feet of drainage ditches, over 382,000 feet of drainage pipe, over 24 miles of guardrail, 29,000 traffic control signs, 92 traffic signals, and over 22,000 acres of right-of-way. To properly maintain this extensive network the DPW needs to conduct pavement overlays on approximately 70 to 100 miles of road per year (about 10 percent of the system). Currently the DPW has funding to conduct payment overlays on about 20 miles of road each year. As the roadway network expands, DPW's capacity to fund maintenance projects will become even more strained.

Currently, roadway needs exceed available funding. Identifying funding sources for County infrastructure projects is an important subject requiring continuous study. Finding State and Federal sources of grant funding is paramount to keeping up with the infrastructure maintenance and expansion needs of the County into the future. Transportation infrastructure improvements also effect cyclist and pedestrian access as well as overall safety. Denser development also encourages multimodal transportation, affects transportation infrastructure needs, and can incentivize annexation.

The County should continue to actively seek out Federal and State funding sources to supplement maintenance and the expansion of the roadway network. Funding sources should not only serve to close the current gap but provide continued dollars to deal with maintenance into the future. Multimodal transportation should also be required with all new projects as there are specific federal funding opportunities for these types of project. The County should also prioritize denser development adjacent to municipal limits to encourage annexation.

## Relationship with CDOT

El Paso County shares responsibility for operation, maintenance, construction, planning for, and funding of roads within its jurisdiction. A strong collaborative relationship is critical to ensure that the complete and multimodal transportation systems work throughout the County. Regional transportation plans, either through PPACG or the Central Front Range, are shared with CDOT for inclusion in the Statewide Transportation Plan. Additionally, the Planning Department invites CDOT to Early Assistance meetings at the beginning of the development process, where traffic can affect state highways, to establish a fair share of costs for signals or improvements that are triggered by development applications. The County should continue its close relationship with CDOT to ensure the maintenance and development of a complete transportation network throughout El Paso County.

## Defense Access Roads

Considering the multitude of military installations in the County, planning for the future of transportation infrastructure in the region must prioritize defense access roads. Major corridors provide important access to military installations that balance access with functionality like Highway 94 and Bradley Road providing key access to Schriever Air Force Base, I-25 providing access to the Air Force Academy, and I-25 and Mesa Ridge Parkway providing access to Fort Carson. Regional transportation decisions related to defense access roads have major implications. In order to maintain safety and support the readiness of military installations and their missions, El Paso County should continue to support transportation projects along Highway 94, South Academy Boulevard, and other major access corridors. This includes supporting current efforts now underway as part of the Military Access, Mobility and Safety Improvement Project.



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*U.S. Air Force Academy (page 115)*

# MILITARY

The military installations in El Paso County are a key part of *Your El Paso Master Plan*. Military installations within El Paso County play a defining economic role within the County. Because of this, El Paso County has worked to support its military installations through its land use, transportation, and natural resource planning. As the County continues to grow, ongoing efforts to support effective, coordinated planning efforts with military installations should help to maintain the quality of life of County residents, a robust economic base, and the viability of the key military missions that take place within the region.

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**Core Principle:** Foster effective working relationships with military installations to support planning efforts and mutual success.

**Goal 6.1** - Support compatible land uses within and in close proximity to bases and associated facilities.

**Goal 6.2** - Ensure coordinated planning efforts for transportation impacts and access.

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## Regional Coordination & State Law

The State of Colorado has established several key laws that require coordination as it relates to compatible land use development, transportation, and intergovernmental support pertaining to military installations. Along these lines, El Paso County should continue to proactively engage local military installations formally and informally through its land use planning processes, including at the pre-application stage of development when possible. The County has also established mutual aid agreements with local military installations in a variety of areas, including emergency response and transportation.

The County also recently participated in the Pikes Peak Area Council of Governments (PPACG) 2018 Colorado Springs Regional Joint Land Use Study (JLUS), a community-driven, cooperative, strategic plan for its five military installations. The comprehensiveness and relatively of the JLUS establish it as a key component of this Master Plan, however the JLUS is a separate PPACG document that is not being formally adopted as a part of this Master Plan. As such, key recommendations have been included in this chapter, where appropriate. In some cases, these items may be pursued by the County independently, while state and local government, the installations, or other stakeholders may be needed for successful implementation on other items.

The JLUS provides four recommendations relevant to regional coordination efforts that are applicable to El Paso County:

- Manage future transportation projects that could affect gate traffic and associated stormwater impacts.
- Ensure transportation projects leave at least one access route unaffected by interference from road construction at any given time.
- Continue to include military installation representatives in regional planning efforts such as transportation plans, master plans, and facilities planning to ensure compatibility among future desired development and military operations.
- Educate local planning staff and elected officials on the effects of incompatible development on military operations.

### Cheyenne Mountain Air Force Station

Date Established	1967
Land Area	568 acres
Total Population	150

### Schriev Air Force Base (AFB)

Date Established	1985
Land Area	3,840 acres
Total Population	9,053
Personnel	over 7,255
Economic Impact	\$766,254,782

### Fort Carson

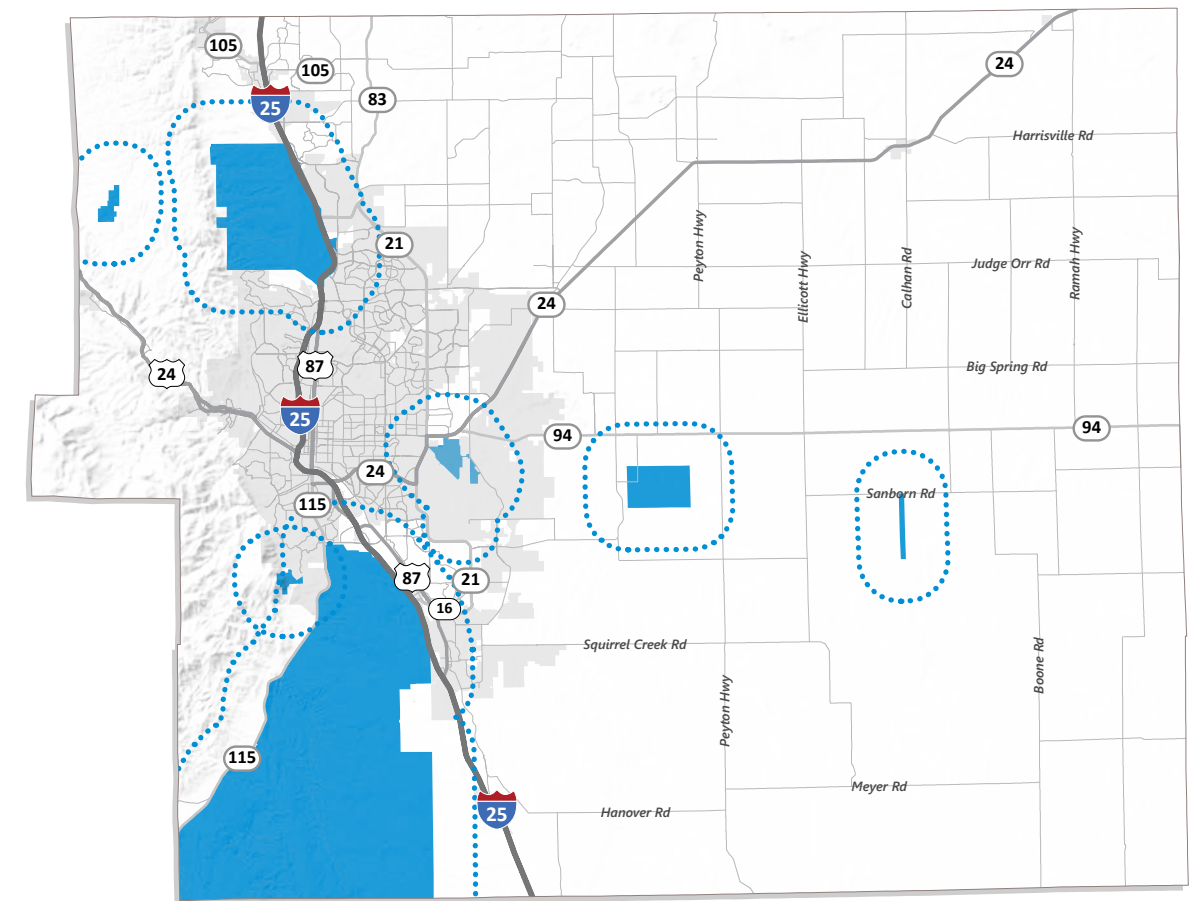
Date Established	1942
Land Area	137,404 acres
Total Population	98,409

### Peterson Air Force Base (AFB)

Date Established	1942
Land Area	1,457 acres
Total Population	18,303

### U.S. Air Force Academy (USAFA)

Date Established	1954
Land Area	19,322 acres
Total Population	25,000



### Military Installations

- 2-Mile Notification Zone
- Installation



## Cheyenne Mountain Air Force Station

Cheyenne Mountain AFS hosts the North American Aerospace Defense Command (NORAD), U.S. Strategic Command, U.S. Air Force Space Command and U.S. Northern Command (USNORTHCOM). Cheyenne Mountain AFS is located in southern Colorado Springs and is located adjacent to Cheyenne Mountain State Park. Its core functions are housed underground within the Cheyenne Mountain Complex where it performs global warning functions. Cheyenne Mountain AFS is under the command of the 21st Space Wing located at Peterson Air Force Base.

### Transportation & Access

Highway 115 serves as the major thoroughfare connecting to NORAD Road leading to Cheyenne Mountain AFS. Maintaining a high level of service along Highway 115 is a key priority for the base. El Paso County should continue to participate in discussions with installation representatives and CDOT regarding proposed changes along Highway 115 that could impact the installation.

### Compatible Land Use

105 acres of undeveloped land within the County are located within the two-mile buffer area of Cheyenne Mountain AFS. El Paso County should coordinate with Cheyenne Mountain AFS on development proposals in this area, in particular proposed telecommunications facilities or infrastructure that could impact the installation due to potential radio frequency spectrum interference. In addition, the County should work with Cheyenne Mountain AFS and other partners regionally to address wildfire risks along the mountain range.

### JLUS Recommendations

- Create a fire mitigation plan with residents (potential fire-resistant materials, defensible space, fire suppression systems, etc.) to reduce potential wildfire impacts in neighborhoods adjacent to installations and training areas.
- Craft a wildfire mitigation and watershed preservation plan for higher elevation forest areas west of the installation to include insect infestation management
- Support national defense goals to improve the resilience and sustainability of local installation plans through maintenance and future infrastructure development.

## Schriever Air Force Base (AFB)

Schriever AFB is located in central El Paso County approximately 10 miles east of the City of Colorado Springs, and it is the only military installation entirely surrounded by unincorporated area. U.S. Space Force units stationed at Schriever AFB perform both space and cyberspace warfighting operations in support of the military worldwide in support of programs such as Global Positioning System (GPS) and the worldwide Air Force Satellite Control Network. Schriever AFB employs over 7,255 personnel and has an annual economic impact of approximately \$767 million dollars.

### Utility Development

El Paso County should consult with Schriever AFB to ensure utility and other infrastructure projects promote compatibility with their operations. This includes transportation infrastructure that may induce incompatible urban growth, as well as development (including energy or communications infrastructure) that may generate radio frequency interference or physically block key look angles of ground-based systems located on base. Private utility providers should be included in this coordination when necessary.

### Transportation & Access

In order to maintain safety and support the readiness of Schriever AFB missions, El Paso County should continue to support CDOT transportation improvement projects along Highway 94. This includes current efforts now underway as part of the Military Access, Mobility and Safety Improvement Project. In addition to Highway 94, the County should coordinate with Schriever AFB to address other key corridors including Curtis, Irwin, Bradley, and Enoch Roads.

### Compatible Land Use

El Paso County should coordinate with Schriever AFB on all land use development within the two-mile notification buffer (as required by state law). In addition, as noted in the Peterson AFB section, the County should coordinate with Schriever AFB on land use proposals located between Schriever AFB and Peterson AFB to ensure radio frequency interference does not compromise mission requirements.

### JLUS Recommendations

- Evaluate current methods for addressing road safety issues associated with trash-hauling activities on Highway 94.
- Support national defense goals to improve the resilience and sustainability of local installation plans through maintenance and future infrastructure development.
- Pursue conservation partnering opportunities for compatible land use buffering under flight training areas and other critical areas as needed.
- Identify specific needed improvements to safety and capacity of State Highway 94 pursuant of CDOT studies.

# Land Use

**Core Principle: Manage growth to ensure a variety of compatible land uses that preserve all character areas of the County.**

## Goal LU1.

**Ensure compatibility with established character and infrastructure capacity.**

### Objectives

**Objective LU1-1:** Some areas of the County should be planned for new development, while other areas should be preserved, protected, or see little new development.

**Objective LU1-2:** Continue to partner with all of the military installations to maintain compatible use transitions and buffers adjacent to each installation through open space protection and site-specific development restrictions.

**Objective LU1-3:** Protected/Conservation Areas should be preserved due to their local, ecological, or historical influence.

### Specific Strategies:

- **Priority:** Due to its unique nature and overall importance, the Mountain Interface placetype must be appropriately preserved to help maintain the natural beauty of the County and protect the habitats of its abundant and diverse wildlife. New development within the Mountain Interface placetype must be well managed against the necessity of preservation and protection of this unique environmental area of the County.
- Fountain Creek should continue to be protected by limiting development in and near the Fountain Creek Watershed, Flood Control, and Greenway District boundaries. Any proposed development within the District will need to adhere to the District's land use standards to prevent or otherwise mitigate any negative impacts.
- All new development and redevelopment in the Forested Area should strictly adhere to the transportation and infrastructure, stormwater requirements, built form, and transition guidelines outlined in their appropriate placetypes. Each development proposal should also be reviewed on a case-by-case basis to determine its specific impact on the Forested Area and the established character of the individual community.
- Corral Bluffs should be considered as an open space buffer to preserve the character of the adjacent rural areas to the east.
- Extending the boundaries of Paint Mines Park should be considered to help preserve this distinct County amenity and provide more public open space in the future.
- New development and any redevelopment in Forested Areas should be of a lower intensity to mitigate any impacts on the Forest, properly manage stormwater, provide safe access to major roads and state highways for the traveling public and emergency response vehicles and adhere to the strictest building codes to prevent any hazards such as fires and soil erosion related to poor planning, design, and construction.
- The Minimal Change: Undeveloped areas should 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.
- Ensure appropriate density and use transitions for new development that occurs between differing placetypes.
- Conservation design (or clustered development) should routinely be considered for new development within the Large-Lot Residential placetype to provide for a similar level of development density as existing large-lot areas while maximizing the preservation of contiguous areas of open space and the protection of environmental features.

### Time Page

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## Goal LU2.

**Coordinate context-sensitive annexation and growth strategies with municipalities.**

### Objectives

**Objective LU2-1:** Continue to coordinate with the individual cities and towns as they plan for growth. Collaboration with the individual communities will prevent the unnecessary duplication of efforts, overextension of resources, and spending of funds.

**Objective LU2-2:** The character and intensity of new development or redevelopment in County enclaves should match that of the development in the municipality surrounding it.

**Objective LU2-3:** Prioritize the annexation of existing unincorporated County enclaves as opportunities arise.

### Specific Strategies:

- **Priority:** Continue to prioritize nonresidential growth in the Colorado Springs Airport area to help expand the employment center in unincorporated El Paso County.
- **Priority:** Coordinate with the U.S. Forest Service and the City of Colorado Springs to identify opportunities for the County to help ensure Pikes Peak is preserved and maintained as both a natural amenity and an economic asset.
- Coordinate with each of the municipalities experiencing substantial growth the development of an intergovernmental agreement similar to that developed with Colorado Springs.
- Regularly revisit discussions with the City of Colorado Springs and other municipalities regarding possible annexation of enclaves or development of intergovernmental agreements to explore means to finance improvements and service debt to make annexation a feasible consideration.
- Coordinate future development adjacent and within the Peterson Air Force Base flight area buffer with the military installations to ensure growth doesn't negatively impact the primary functions of Peterson Air Force Base.

### Time Page

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'S' = Short-Term (1-3 Years) 'M' = Mid-Term (3-5 Years) 'L' = Long-Term (5+ Years) 'O' = Ongoing

# Transportation & Mobility

**Core Principle:** Connect all areas of the County with a safe and efficient multimodal transportation system.

## Goal TM1.

Establish a transportation network that connects all areas to one another, emphasizing east-west routes, reducing traffic congestion, promoting safe and efficient travel.

### Objectives

**Objective TM1-1:** Ongoing coordination should continue to occur at all levels of government in order to maintain open lines of communication and to ensure transportation projects align with the desires of the community.

**Objective TM1-2:** Continue to stay involved as a member of the PPRTA.

**Objective TM1-3:** Continue to prioritize the improvements listed in MTCP.

**Objective TM1-4:** Encourage sidewalks and other multimodal facilities in all new development in placetypes, as appropriate, and upgrade existing infrastructure to these types of facilities when needed.

**Objective TM1-5:** Continue the close relationship with CDOT to ensure the maintenance and development of a complete transportation network throughout El Paso County.

**Objective TM1-6:** Continue to support transportation projects along Highway 94, South Academy Boulevard, and other major access corridors in order to maintain safety and support the readiness of military installations and their missions, which includes supporting current efforts underway as part of the Military Access, Mobility and Safety Improvement Project.

**Objective TM1-7:** Help facilitate communication between the other airports to prevent conflicts between their operations and those of Colorado Springs Airport, Meadow Lake Airport, and all military installations.

**Objective TM1-8:** Apply 1041 powers as given through the Colorado General Assembly to ensure that local government maintains a seat at the table on rail projects and that placement of such corridors maximizes economic opportunities for the communities.

### Specific Strategies:

- **Priority:** Review and update the Master Transportation Corridor Plan (MTCP) regularly to ensure that it can be relied upon over the Master Plan if conflicts arise.
- As proposed roadway improvements are planned and developed, the guidelines and standards associated with their classification and function should be considered to the degree practical and appropriate.
- Continue working with Pikes Peak Area Council of Governments (PPACG) and participating on its various committees to ensure coordination occurs on all transportation plans and projects in the El Paso County.
- Work with Colorado Department of Transportation (CDOT) to complete its list of east-west priority projects along Highway 94 and Highway 24. These include widening a portion of Highway 94 between US 24 and Enoch Road to add passing and turn lanes set to be completed in up to four years and the widening of a section of Highway 24 east through Falcon to four lanes set to be completed in five to ten years.
- Conduct a study to identify possible new roadways that create more east-west and north-south connections to ensure the east side of the County has efficient access to Colorado Springs and other County destinations.
- Continue to require that new subdivision developments in the County have multiple points of access to existing roadways to minimize congestion and improve emergency access. They should be sited in a manner that improves connectivity to adjacent areas.
- Encourage existing subdivisions to find ways to expand points of access and open up connections to neighboring developments and subdivisions such as through stub roads or easements where a burden would not be placed on existing roads.
- Undertake a reassessment of facility needs and compliance as projects in the current Meadow Lake Airport Master Plan near completion to continue strengthening this asset.
- Continue to utilize the 2013 Colorado Springs Airport Master Plan to ensure compatibility between future development and airport operations.
- Help facilitate the development of the railyard located adjacent to the Fort Carson spur of the shared BSNF and UP line.

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O	82
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'S' = Short-Term (1-3 Years) 'M' = Mid-Term (3-5 Years) 'L' = Long-Term (5+ Years) 'O' = Ongoing

# Military

Core Principle: Foster effective working relationships with military installations to support planning efforts and mutual success.

## Goal M1.

Support compatible land uses within and in close proximity to bases and associated facilities.

### Objectives

**Objective M1-1:** Continue to include military installation representatives in regional planning efforts such as transportation plans, master plans, and facilities planning to ensure compatibility among future desired development and military operations.

**Objective M1-2:** Educate local planning staff and elected officials on the effects of incompatible development on military operations.

**Objective M1-3:** Prioritize improving and expanding the capacity of existing roads or construct new roads to improve connectivity to and support of Schriever AFB operations.

### Specific Strategies:

- Continue to participate in discussions with installation representatives and CDOT regarding proposed changes along Highway 115 that could impact the installation.
- Coordinate with Schriever AFB on all land use development within the two-mile notification buffer (as required by state law).
- Implement consistent and compatible zoning regulations for land areas within Accident Potential Zones (APZs).
- Continue to pursue conservation and compatible land use buffering efforts with Fort Carson through various programs and initiatives, including the Sentinel Landscape Program and Army Compatible Use Buffer (ACUB).
- Notify Peterson AFB of renewable energy developments, including in areas beyond the state-required two-mile notification zone.
- Coordinate land use development applications located between Peterson AFB and Schriever AFB to limit radio frequency spectrum impacts.
- Manage encroachment issues from development that can interfere with operations on Runway 13/31 at Peterson AFB and special-use aircraft taking off in hot weather.
- Limit commercial or industrial uses that pose a security threat to Colorado Springs Airport and Peterson AFB operations (storage, shipping, truck trailers, etc.).
- Coordinate with the Air Force Academy to ensure that proposed development within the Academy's formally designated accident potential zones remain compatible with airfield activities.
- Potential impacts near the Academy within and beyond its Clear Zone and Accident Potential zones should be minimized by limiting the intensification of current low-density residential or agricultural land uses.
- Potential impacts near the Bullseye Auxiliary Airstrip (south of Sanborn Road approximately 5 miles southeast of Ellicott), which supports practice landings, take-offs and touch-and-goes of airmanship program participants, should be minimized by limiting the intensification of current low-density residential or agricultural land uses.
- Collaborate with Pikes Peak Regional Building Department to review and update Regional Building Department Guidelines and policies that may impact military air operations during the construction process.
- Coordinate with the Air Force Academy to ensure its training areas in eastern El Paso County are preserved.
- Coordinate on land use development projects north of the Air Force Academy to ensure compatibility with the activities that regularly occur within Jack's Valley, an outdoor training complex and small arms training range.

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## Goal M2.

Ensure coordinated planning efforts for transportation impacts and access.

### Objectives

**Objective M2-1:** Manage future transportation projects that could affect gate traffic and associated stormwater impacts.

**Objective M2-2:** Continue to work with CDOT to prioritize transportation improvements along the routes that serve military bases.

**Objective M2-3:** Cooperate with CDOT and the Pikes Peak Area Council of Governments (PPACG) to meet regional military transportation needs.

### Specific Strategies:

- **Priority:** Ensure transportation projects leave at least one access route unaffected by interference from road construction at any given time.
- Work with Cheyenne Mountain AFS and other partners regionally to address wild-fire risks along the mountain range.
- Consult with Schriever AFB to ensure utility and other infrastructure projects promote compatibility with their operations. Private utility providers should be included in this coordination when necessary.
- Continue to support CDOT transportation improvement projects along Highway 94 in order to maintain safety and support the readiness of Schriever AFB missions.
- Coordinate with Schriever AFB to address key corridors including Curtis, Irwin, Bradley, and Enoch Roads.
- Coordinate with Fort Carson, the Fountain Creek Watershed District, and Colorado Springs Utilities, where possible, to reduce stormwater impacts from new development. These groups should also partner together to implement the Monument Creek Watershed Restoration Plan (particularly in the upper watershed where possible), develop regional criteria, and improve flood monitoring practices.
- Work with Fort Carson, CDOT, and local municipalities to improve the safety and effectiveness of the transportation network along major Highway 115 and I-25.
- Improve Charter Oak Ranch Road outside Gate 19 at Fort Carson.
- Evaluate current methods for addressing road safety issues associated with trash-hauling activities on Highway 94.
- Develop an alternate rail connection to Fort Carson to support redundant and increased rail service.
- Facilitate public outreach and communication from Peterson AFB regarding PFOAs and water-quality issues.
- Where possible, El Paso County should coordinate with the Air Force Academy, the Town of Monument, the Fountain Creek Watershed District, and Colorado Springs Utilities to reduce stormwater impacts from new development. These groups should also partner together to implement the Monument Creek Watershed Plan (particularly in the upper watershed where possible), develop regional criteria, and improve flood monitoring practices.
- El Paso County should continue to support coordination efforts with the Academy, CDOT, and the City of Colorado Springs to ensure that transportation infrastructure and operations can meet the demands of the Academy's workforce and its visitors.
- Create a fire mitigation plan with residents (potential fire-resistant materials, defensible space, fire suppression systems, etc.) to reduce potential wildfire impacts in neighborhoods adjacent to installations and training areas.
- Craft a wildfire mitigation and watershed preservation plan for higher elevation forest areas surrounding each installation to include insect infestation management.

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