

Acknowledgements

Acknowledgement of Appreciation

As chair of the Falcon/Peyton Small Area Master Plan Advisory Committee, I want to express my appreciation to everyone who contributed their time, energy, and ideas to create this blueprint for the future of the Falcon-Peyton Planning Area.

The final result is a plan based on input from a cross-section of local businesses and residents who have a vested interest in shaping the environment in which they live. Planners and developers contributed their perspective so the committee could generate a Plan document that was fair to developers as well as residents. The committee sought to find a balance among the sometimes conflicting interests to create a plan that reflects the values and vision for the majority of stakeholders.

In particular, I am grateful for the guidance of Aaron Briggs and Doug Shaw of HB&A, and Tasha Norman, previously with HB&A. The professional input from Carl Schueler, Meggan Yoest, and Mike Hrebenar from the El Paso County Planning Department was invaluable to help ensure that the plan was feasible and useful to the Planning Commission and Board of County Commissioners.

I also want to thank the El Paso County Planning Commission for their thoughtful questions as we fine-tuned the final document, and I appreciate their prompt attention to its final adoption.

Lastly, I want to express appreciation to the Board of County Commissioners for their acceptance of this document as a viable and useful tool in guiding the direction of growth for the Falcon/Peyton Planning Area.

Sincerely,

Lynne Bliss
Chair

Falcon/Peyton Small Area Master Plan Advisory Committee

Falcon/Peyton Small Area Master Plan Citizens' Advisory Committee

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1.1 Location

The Falcon/Peyton Planning Area boundaries were delineated by the El Paso County Development Services Department and presented to the El Paso County Board of County Commissioners as part of a 5-year program to update the El Paso County Master Plan in early 2006. This unincorporated area of El Paso County is located northeast of the City of Colorado Springs. As shown on Figure 1-1, the planning area is bounded by County Line Road on the north, S. Blaney Road to the south, on the east by McClelland Road and to the west along Eastonville Road in the northern half of the planning area, and including the area approximately 2 miles north of the Woodmen Road corridor. The planning area is approximately 165 square miles and contains the unincorporated town sites of Falcon and Peyton.

This plan includes a change to the boundary lines of the planning area as they appeared in the previous version of the plan, published in 1993. The land along the Woodmen Road corridor was added to the Falcon/Peyton Planning Area because of its close functional relationship to the Falcon Town Center and the U.S Highway 24 corridor. Because the Woodmen Road corridor was rapidly developing, it was logically related to the growth occurring in the City of Colorado Springs to the West and the Falcon Area growth to the East. This area, which was originally addressed in the [1987 Black Forest Preservation Plan](#), is generally bounded by the City of Colorado Springs on the West and South, Vollmer Road on the Northwest, and an extension of Stapleton Road to the north. Because of the planning history of this area, and its close ties to the [1987 Black Forest Preservation Plan](#), these newly included areas are intended to be addressed cooperatively between both plans.

Planning Area Basemap

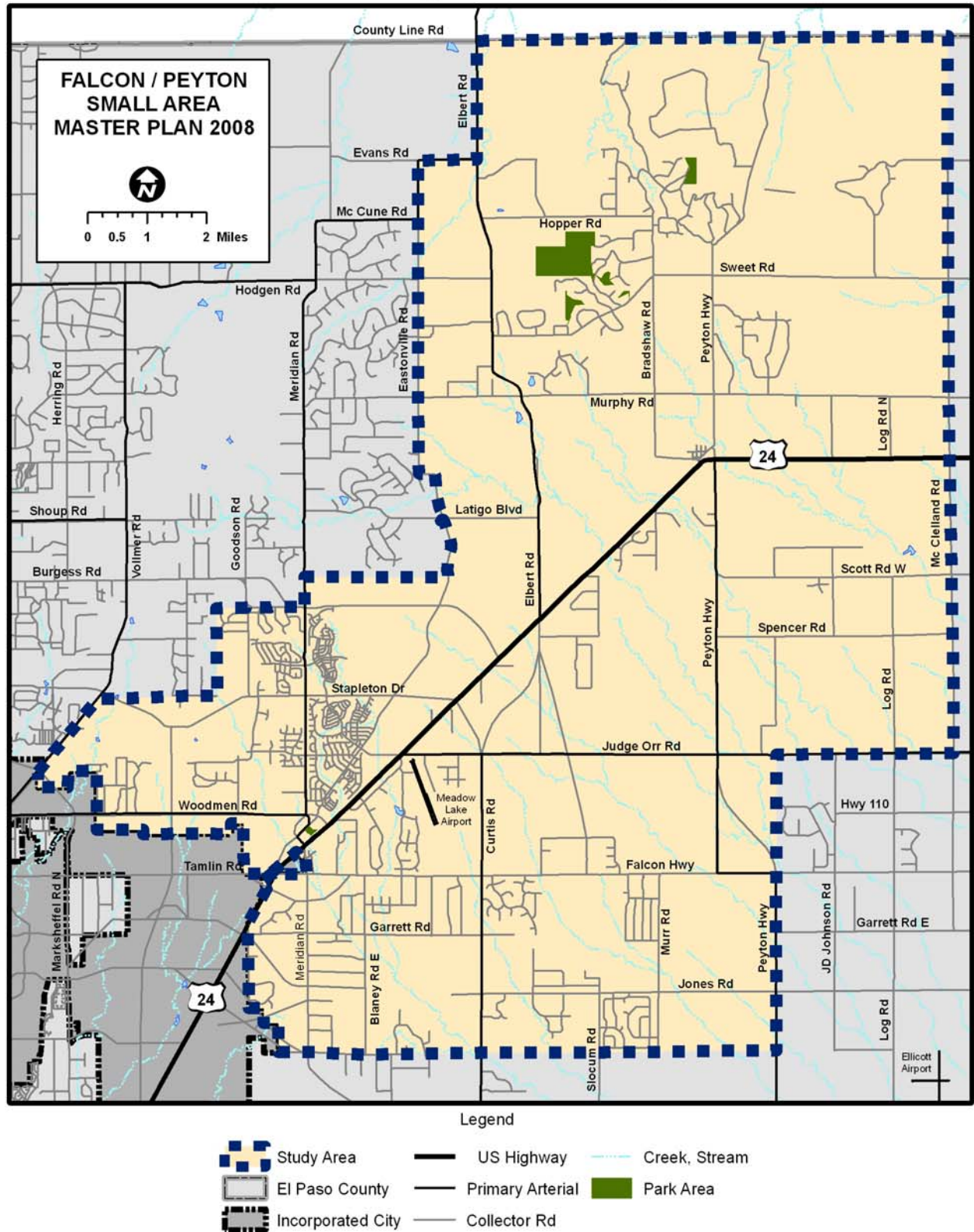


Figure 1-1 - Planning Area Map

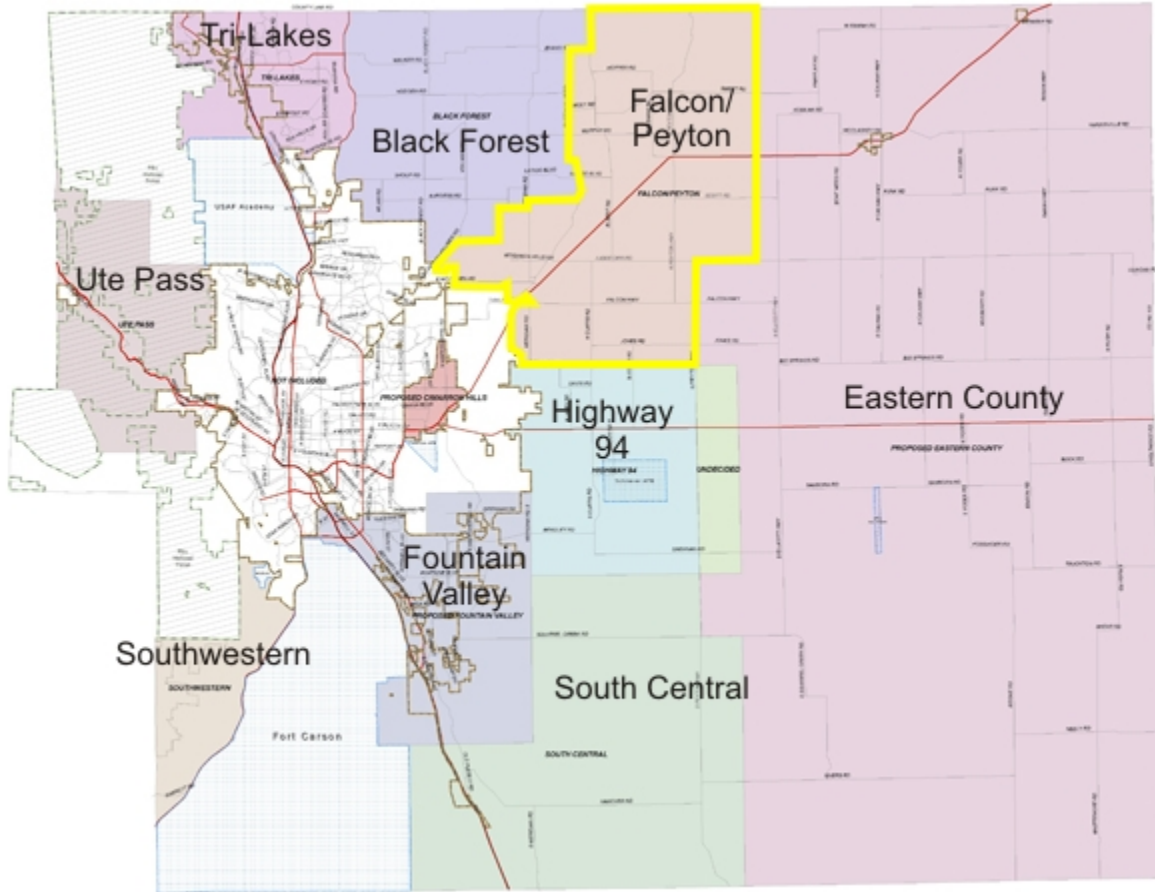


Figure 1-2 - Planning Area Location in El Paso County

1.2 Vision

The vision statement describes the ideal future and embodies the most important core values of the Advisory Committee.

The residents of the Falcon/Peyton area value a life characterized by a naturally beautiful landscape, a balanced and compatible mix of land uses to include rural areas and open space, a diverse and vibrant economy, varied housing options for all people, efficient transportation, and a sustainable relationship with the land.

1.3 Planning Assumptions

1.3.1 General

- 1.3.1.1 This Plan attempts to address a 20- to 30 year development horizon with the understanding that it is desirable to update the Plan approximately every 5 years.
- 1.3.1.2 "Approved", but not established land uses are generally accommodated as consistent with the new Plan. These include but are not limited to active sketch planned projects (those approved in the last 5 years, or with some subsequent activity in the last 5 years), rezonings approved within the last 5 years, unexpired Preliminary Plans and all final plats.
- 1.3.1.3 Although the Plan may create an indirect impetus for future changes to the El Paso County Land Development Code, the Plan generally assumes the provisions of the current zoning and subdivision regulations as limiting conditions (for example- no new lots of less than 2.5 acres can be created on individual well and septic systems and, correspondingly, subdivision of non-PUD lots of 2.5 acres or greater can not be unilaterally denied on the basis of lack of central water and sewer services).
- 1.3.1.4 It is assumed that the Falcon area will not incorporate within this planning horizon. If the area were to incorporate, this may create a need to update the Plan particularly for the areas adjacent to the newly incorporated area.

1.3.2 Land Use and Growth

- 1.3.2.1 The rate of growth, development and land use change in the area is understood to be variable based on short term economic cycles and difficult to accurately predict over the longer term. The base case planning assumption is that approximately 500 additional dwelling units will be added to the area annually through the Year 2035, along with corresponding supporting land uses. The rate of growth could accelerate faster than the base case if several large properties were to achieve active development status and capture a larger share of the regional development market. (See [Section 2.3.3](#))
- 1.3.2.2 With the exception of obvious infill areas such as those in the Falcon Town site, and the contiguous expansion of actively developing projects, it is recognized that it is difficult to accurately predict the sequencing of development absorption in the Planning Area.
- 1.3.2.3 Major and overall established subdivision and development patterns will remain unchanged during the planning horizon, with the exception of some redevelopment of certain parcels with lower density uses, especially where these parcels contain limited improvements and are located near high-value intersections in designated urban areas.
- 1.3.2.4 Except in the far northern parts of the Planning Area, Ranch land and parcels of greater than 35 acres are generally considered to have a potential for re-development at higher densities except where precluded by binding covenants, easements or other restrictions. However, the rate of potential redevelopment is assumed to be slow and sporadic in most cases due to existing desires of owners, complicated ownership patterns, and difficulty in providing facilities (such as roads) to these areas.

- 1.3.2.5 There will likely be some additional annexations of property by the City of Colorado Springs along the Woodmen Corridor west of Meridian Road. No additional annexations are assumed east of Meridian.

1.3.3 Transportation

- 1.3.3.1 Access to Highway 24 is controlled by the Colorado Department of Transportation (not the County) and is assumed to be stringently limited by the State in accordance with approved, participatory access management plans. It is generally assumed that full movement access points along this corridor will be limited to approximately 1-mile spacing.
- 1.3.3.2 Access to arterial roads is assumed to be limited in accordance with the adopted Major Transportation Corridors Plan. That Plan is expected to be amended by 2010 to reflect, among other factors, recent land use and traffic changes in the area, input from the Pikes Peak Area Council of Governments transportation planning process, recently approved land uses and consistency with the future land use assumptions in this Falcon/Peyton Small Area Master Plan.
- 1.3.3.3 This Plan does not address or accommodate the potential for development of a major toll road or rail facility such as the proposed Front Range Toll Road. The Plan would need to be amended in the event plans for such a facility were to take on an active status.

1.3.4 Water Supply

- 1.3.4.1 The administration of water rights in the planning area is the responsibility of the State of Colorado along with the Upper Black Squirrel Designated Groundwater Management District. The role of the County is generally limited to assuring adequate water supplies are available to support approved development (particularly subdivisions) and in approving the plans for Title 32 Special Districts as water and sewer providers as well as the land use approvals for related facilities.
- 1.3.4.2 The planning area is currently dependent largely upon non-renewable bedrock groundwater resources from within the area, with some importing of alluvial water from lower in the Upper Black Squirrel Creek basin
- 1.3.4.3 Water quantity is understood to be a growth-limiting resource in the Planning Area. However, it is assumed that these limitations can be at least partially overcome through a combination of conservation measures, re-use, and recharge, conjunctive supplies, interconnections and new imported sources such that a reasonable rate of growth can be accommodated throughout the forecast period.

1.3.5 Wastewater

- 1.3.5.1 It is assumed that the current Paint Brush Hills Waste Water Treatment Plant will not be expanded beyond its present capacity and could be either shut down at some point in the forecast period or converted to a higher standard mechanical plant. It is also assumed that the new Cherokee Metropolitan District plant southeast of Schriever Air Force Base will accommodate the majority of the flows from new development in the Planning area over the next several years. It is further assumed

that at least one additional new plant will be located within the Planning Area within the next decade.

1.4 Legal Context

1.4.1 Authority to Prepare

El Paso County is a statutory government. Statutory governments have only those powers explicitly given to them or implied by State statutes. If there is no explicit or implied grant of power, the government cannot engage in the activity (Colorado Revised Statutes (CRS) 31-15-102(2) and 103). Among the explicit powers of the county are several regarding master plans, also referred to as comprehensive plans. Pursuant to State statute it is the duty of the County Planning Commission to "make and adopt a master plan for the physical development of the unincorporated territory of the county" (CRS 30-28-106).

State statutes also mention that...

...[t]he county or regional master plan shall be made with the general purpose of guiding and accomplishing a coordinated, adjusted, and harmonious development of the county or region which, in accordance with present and future needs and resources, will best promote the health, safety, morals, order, convenience, prosperity, or general welfare of the inhabitants, as well as efficiency and economy in the process of development... (CRS 30-28-107)

While State statutes recognize the essential role of the master plan, the plan is generally held to be advisory, not the equivalent of zoning, nor binding on the zoning discretion of the legislative body (CRS 30-28-106(3)(f)). So while the master plan embodies policy determination and guiding principles, zoning ordinances provide the detailed means to give effect to those principles (Theobald v. Board of County Commissioners, 644 P.2d 942 (Colorado 1982)). Despite the general advisory nature of the master plan...

...a county has the authority to require compliance with a master plan when the county includes compliance with the master plan in its legislatively adopted subdivision regulations so long as the master plan is drafted with sufficient exactitude that proponents of a subdivision are afforded due process, the county does not retain unfettered discretion, and the basis for a county's decision is clear for purposes of a reasoned judicial review. (Board of County Commissioners v. Conder, 927 P.2d 1339 (Colorado 1996))

Additionally, the Falcon/Peyton Plan has no formal jurisdiction in those parts of the Planning Area within the City of Colorado Springs. The expectation is that those entities will recognize the Falcon/Peyton Plan in a spirit of cooperation and coordination.

Unlike areas within Colorado Springs, the Falcon/Peyton Plan applies to areas owned by the State of Colorado. El Paso County has land use jurisdiction in these areas by reciprocal agreement with the State of Colorado.

1.4.2 Relationship to the Overall County Master Plan

State statutes further allow the County to adopt a master plan in whole, in parts, or by functional subject matter (CRS 30-28-108). El Paso County's approach is to adopt an overall Countywide Policy Plan (1999) augmented by a series of small area plans that respond to conditions and circumstances unique to different areas of the County.

As articulated in Section 6.1 of the [El Paso County Policy Plan](#) (1998), as may be amended, the expectation is that private and public bodies will rely on this Small Area Master Plan for site-specific land use guidance. The Falcon/Peyton Small Area Master Plan is further supported by and related to a series of topical Master Plan elements. These include the [Major Transportation Corridors Plan](#) (2004), the [El Paso County Parks and Leisure Services Master Plan](#) (2005), the [Master Plan for the Extraction of Commercial Mineral Deposits](#) (1996), and the El Paso County Wildlife Habitat Maps and Descriptors (1996), all of which may be amended from time to time. Part of the Falcon/Peyton Small Area Master Plan also overlaps with a portion of the [1987 Black Forest Preservation Plan](#).

Consistent with Section 6.6 of the [El Paso County Policy Plan](#), as may be amended, the expectation is that the annexation plan of the City of Colorado Springs will be used as a resource in the cooperative and coordinated review of public and private land use and related plans and applications.

In cases where these documents conflict with one another or this Plan, the more recent or specific document normally applies. Potentially competing policies or direction must be balanced for the ultimate betterment of County inhabitants. Decisions-makers should recognize the externalities associated with policy decisions.

1.5 Planning Process

Because the Plan encompasses goals and objectives affecting the entirety of the Planning Area, it was important to engage in a predictable, structured and comprehensive process which involved a cross-section of the community and other stakeholders. Open communication is critical to accurately distilling the community's vision into a substantive plan, and to that end, this planning process included 22 formal Advisory Committee meetings, three advertised community-wide meetings, and the maintenance of a project website throughout the process that offered the public access to maps, graphics, meeting agendas and minutes, and other online resources.

The planning process typically consists of a number of steps including data collection, goal setting, issue identification and discussion, analysis of alternatives, and refinement of recommendations. While one tries to proceed through these steps in a logical and orderly fashion, decisions at any point tend to cause the evaluation and adjustment of results from previous steps. The process involved in preparing the Falcon/Peyton Small Area Master Plan is described below:

1.5.1 Background Research and Data Collection

Prior to the formation of the Advisory Committee, County staff and consultants gathered mapping data, reviewed existing planning efforts, and prepared the initial plan outline and template. This information gathering and planning period was essential to making the most efficient use of the Advisory Committee's time during later phases of the process.

1.5.2 Formation of Advisory Committee

An important part of the preparation of Small Area Master Plans is input from citizens who have an interest in the planning area. Board of County Commissioners advertised for interested citizens in January of 2007, and appointed an eighteen-member committee in May 2007. The committee included property owners, residents, representatives of local school and fire districts, and representatives of housing and development interests in the area. The Advisory Committee met roughly twice a month and was actively involved in all phases of the planning effort over a one-year period.

For a list of Advisory Committee members, please see the [Acknowledgements](#) page.

For detailed Advisory Committee meeting minutes, please see the [Archive](#) section.

1.5.3 Goal Setting and Visioning

During June and July, the Advisory Committee spent several meetings generating a list of values, priorities, and goals for the planning area in the areas of Land Ownership and Use, Transportation, Community Facilities and Services, Economic Development, Housing, and Resource Management. The results of this goal-setting exercise were presented and discussed at a public meeting held on August 15, 2007 at Falcon High School. These goals provided the direction for the planning process that followed, and are described in more detail in [Chapter 3](#).



Public Meeting - August 15, 2007

At this public meeting, the following general issues were raised:

- *Accommodating new parks and open spaces that serve all people.*
- *Incorporating water resources as a key component of the plan, possibly to include requiring central water systems in residential areas, restricting commercial water use, limiting development according to actual water availability, efficient waste water treatment, and current drainage issues.*
- *Increasing pedestrian safety.*
- *Respecting the cultural and developmental differences between Falcon and Peyton, and not treating them as one consolidated area.*
- *Bringing new recreational and community facilities to the area.*
- *Maintaining the rural character of the area.*
- *Meeting the increased demand for services in an atmosphere of growth.*

For detailed public meeting notes, please see the [Archive](#) section.

1.5.4 Issue Identification and Discussion

After the initial public meeting, the Advisory Committee spent several meetings focusing on key issues and existing conditions in the planning area. These meetings focused on Water Resources, Fire Districts, School Districts, Land Ownership, and Natural Constraints, among other topics. These meetings were educational in nature, and were intended to ensure that the Advisory Committee was informed about the key issues and planning factors in the area. During this period, county staff and the consultant performed roughly 13 stakeholder interviews with various landowners, developers, resident groups, and subject matter experts. The purpose of these stakeholder interviews was to gather additional data about existing conditions and likely future development patterns in the area.

For detailed stakeholder meeting notes, please see the [Archive](#) section.

1.5.5 Formulation of Recommendations

Once a solid foundation of data and analysis was built, the Advisory Committee began the process of formulating its recommendations for the area. These recommendations were first formulated as a list of policies that should be followed in the area as land is developed or preserved. These policies were debated and revised over the course of several meetings. The recommendations also have a spatial element, which was translated into a graphic. This graphic developed and was significantly revised as the committee evaluated several different subareas and alternative scenarios for future development. The draft recommendations graphic and policies were presented to the Falcon/Peyton Community during two Public Meetings during January 2008. These meetings were attended by over 300 people, and provided good feedback on the direction of the plan.



Public Meeting - January 23, 2008

At this series of public meetings, the following general issues were raised:

- *Infrastructure keeping pace with growth.*
- *Aesthetics of future development.*
- *Developer funding of community facilities and services.*
- *Annexation of portions of the planning area to Colorado Springs.*
- *Timing of developments and transportation planning.*
- *Incorporation of an extensive trails network into the plan.*
- *Limiting development according to proven water supplies.*
- *Potential contamination of groundwater supplies by septic systems and recharge systems.*
- *Speed controls and pedestrian environment upgrades, especially in school zones.*
- *Presence of community facilities (especially post office and gas stations).*
- *Retaining the current "country" character of the area.*
- *Respecting the differences between Falcon and Peyton.*
- *Importance of tightly defined buffers and transition areas.*
- *Presence and expansion of public safety services.*

For detailed public meeting notes, please see the [Archive](#) section.

1.5.6 Plan Refinement and Revision

After the public meetings, the Advisory Committee and the planning team worked to refine the plan based on the comments received and further analysis of development "hot spots" in the area. The policies and graphics were revised and refined, and the plan text was finalized. The

plan was released for public review and agency review during June 2008. Comments and suggestions from the public and from other County and State agencies were incorporated into the final plan at this time.

1.5.7 Plan Adoption

The plan was formally introduced to the El Paso County Planning Commission on July 15th, 2008, and was adopted on August 5, 2008.

1.6 Plan Organization and Use

This plan is divided into two major functional sections. [Section 2](#) describes the existing conditions in the Planning Area. This section is intended to serve as a baseline for future study and is a basic description of the issues identified in the planning process. Specifically, this information should provide a clear context for the goals and policy recommendations made in the Plan.

The operative elements of this Plan include topic-specific goals ([Section 3](#)), the overall Future Land Use Recommendations Map and discussion ([Section 4.3](#)), specific land use policies for identified sub-areas ([Section 4.4](#)), and generalized policies applicable to the entire planning area ([Section 4.5](#)). In the review of land use applications, the most relevant and topical area-specific guidance should take precedence. A determination of consistency with the Plan should be based on overall consistency with all of the relevant guidance provided by the Plan rather than consistency or inconsistency with individual policies or other guidance. However, if the Plan contains specific language or a graphic depiction clearly recommends for or against a particular land use density, type or design at a particular location, consistency or inconsistency with other more general policy direction should be considered less important. Where this document refers to other topical elements of the El Paso County Master Plan, it is understood that these documents are subject to periodic updates, with the most recent version being applicable.



2.1 General Character

The Falcon/Peyton planning area consists of a traditionally rural community of people who possess and want to maintain their values of open space and western identity. However, this community is experiencing rapid ongoing urbanization and rural residential development particularly in the Falcon area, along with a potential for significant future development activity in the Peyton area .

The planning area is located in the northern half of El Paso County. It is adjacent to the eastern boundary of the City of Colorado Springs, which is the most populous city and County seat. The planning area is just east of the geographic center of the state, 61 miles south of Denver, Colorado, on the eastern slope of the Rocky Mountains at the base of Pikes Peak.



The region is divided between two major drainage basins. The Arkansas River basin encompasses the southern part of the planning area with Black Squirrel Creek, which drains southerly, being the dominant steam system. The northern planning region drains northerly into the South Platte River Basin.

The northern part of the planning area is dominated by the Palmer Divide which separates the Platte and Arkansas River basins. Further south the terrain consists mostly of flat areas with dispersed hills of prairie short-grasses on relatively fragile soils that have sustained decades of dry land cattle grazing as well as diverse wildlife and vegetation.

The economy of the region is driven by the U.S. military, high-tech industry and tourism, in that order. While these sectors may have some impact on the planning area, it is mostly rural in landscape and culture, and area residents are dependent on the local economy and agriculture. At present, the planning area itself operates largely as a bedroom community dependent on the larger Colorado Springs metropolitan area for many of its non-residential needs and functions.

Since the planning area is adjacent to the Colorado Springs area, its tourist connection is inherent. The Falcon/Peyton planning area is divided by U.S. Highway 24, which is a transportation corridor to the Rocky Mountains from the Eastern U.S. via Interstate 70. By virtue

of this geography, the planning area is a gateway to the "New West" tourism landscape prevalent along the Colorado Rocky Mountains and Colorado Springs region.

2.1.1 Surrounding Context

The planning area is highly influenced by, and needs to be sensitive to, its surrounding context. Obviously, the area is highly related to the Colorado Springs metropolitan area which among other things, provides the primary employment center for most area residents. Other key elements of the external context which were considered in the creation of this plan, include the following:

Black Forest Planning Area and Community

The Black Forest area of the County creates much of the north and west boundary of the Falcon/Peyton area. This area is characterized by the Ponderosa Pine and meadow ecosystem associated with the Palmer Divide which extends eastward from the Front Range. Land development within this area consists predominantly of large land holdings and rural residential subdivisions. This rural and rural residential character is expressed through the [Black Forest Preservation Plan](#) (1987) which is acknowledged and addressed in the operative elements of this plan.

Elbert County

Elbert County creates the northerly border for the planning area. Although this County is one of the faster growing counties in the State, the Elbert County Master Plan does not recommend higher density development in the vicinity of this planning area. Zoning and land uses in the areas bordering the planning area are generally rural in character. Roadways entering and exiting the planning area from the north currently carry limited rural traffic and this situation is not anticipated to change dramatically during the planning horizon.

Banning-Lewis Ranch

The approximately 24,000- acre Banning-Lewis Ranch property will provide a dominant land use influence from the southwest side of the planning area. This former ranch was annexed to the City of Colorado Springs in 1988 and is just now beginning to be substantially developed as a large mixed use community. Areas of the property south of Woodmen Road are now being

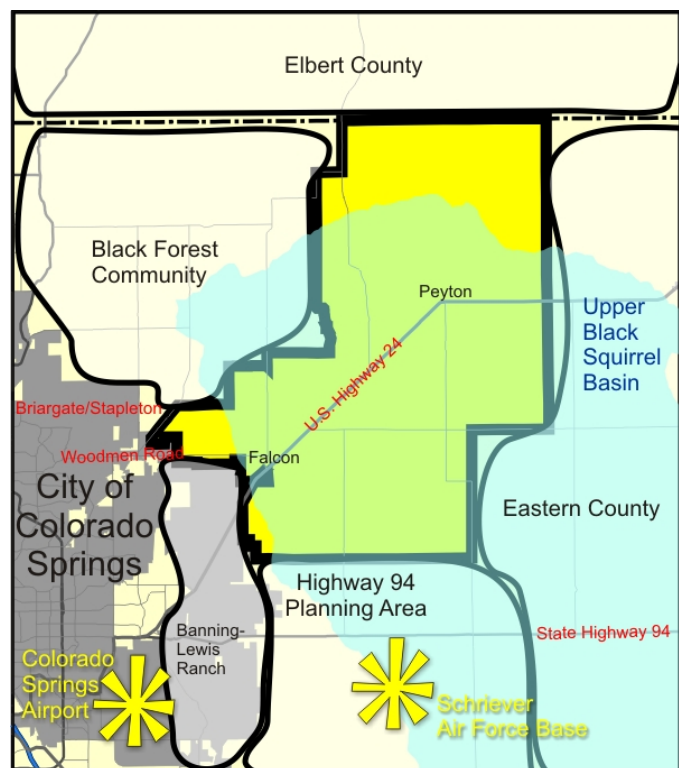


Figure 2-1 - Regional Context Map

actively developed. Altogether, the land use plans for the Ranch will accommodate approximately 75,000 new homes, about 175,000 new residents and major employment centers, all of which are expected to have major urban influences on the planning area during the planning period.

U.S. Highway 24, Woodmen Road and Briargate/Stapleton Corridors

The planning area is or will be heavily influenced by the major roadway corridors which run through it and connect it to the metropolitan area. The U.S. Highway 24 corridor is and will be the major transportation facility bisecting the area, serving as a key means of access and linking the metropolitan area to Interstate 25 to the west and Interstate 70 to the east. Woodmen Road is emerging as a primary urban growth, commercial and transportation corridor linking northern Colorado Springs and the planning area. The Briargate/Stapleton corridor, once completed, is expected to create a link from I-25 through the planning area to Curtis and Judge Orr Roads to the south and east. A critical concern is the protection of existing viable rural residential neighborhoods in the vicinity, as urban areas are developed nearby. All of these facilities are addressed in greater detail throughout this plan.

Schriever Air Force Base and Highway 94 Comprehensive Planning Area

The Highway 94 Comprehensive Planning Area creates much of the southern part of the planning area, with Highway 94 itself located 3 miles south of the planning area. The [Highway 94 Comprehensive Plan](#) (2003) contemplates rural residential densities immediately bordering the planning area. Potential urban densities are planned along Highway 94 in association with and in support of Schriever Air Force Base. Schriever currently employs over 6,000 military, civilian and contract personnel with potential plans for increasing this number to about 10,000. The first on-base housing project, consisting of 242 homes is now under construction on the facility. A number of employees of the base reside in the planning area with many more commuting through the planning area.

Eastern County and Upper Black Squirrel Basin

The areas east and south of the planning area are currently characterized by predominantly rural and 35-40 acre land use with some rural residential development. This pattern is expected to continue with some intensification. The relatively small incorporated Town of Calhan is located several miles east of the planning area on Highway 24 and functions as an important rural community center. To the southeast, the unincorporated Ellicott town center may emerge as a focus of additional development and currently provides somewhat of a focal point for facilities such as schools, fire protection and some limited business services. Much of the planning area and the entire center of the County is geographically dominated by the Upper Black Squirrel Creek Basin which drains much of the County and provides an important source of alluvial water supply.

2.2 History

Prior to the Gold Rush of 1859 and the arrival of white settlers, the Utes, Comanches, Kiowas, Cheyennes, and Arapahoes, and the Sioux traveled and/or lived in the area we now call eastern El Paso County. These Native Americans found the area attractive for several reasons. Lodge pole pines in what is now known as Bijou Basin - an area in the northern section of the Planning Area--were abundant and provided the support for their portable buffalo skin covered teepees. Farther west of the Falcon-Peyton planning area, they found refuge and refreshment among the springs and rock formations in the foothills known as Garden of Gods as they trekked to the mountains in summer.

A few pioneer farmers and ranchers arrived in the 1880s, lured from the arid plains of Kansas and Nebraska by promises of the "extensive irrigation of land at the base of the Rocky Mountains." It was claimed that "Great rivers, which head in perpetual snow banks, have turned into irrigation ditches." Aided by the westward expansion of the Chicago, Rock Island & Pacific Railroad, sodbusters poured into Colorado, settling in towns along the rail route. It was typical for railroads to establish towns every 10 miles, the length of a maintenance track, where they could take on water for their steam engines. In summer, the Rock Island provided a steady stream of tourists from more densely populated eastern cities.

Another lesser-known railroad, called the Colorado & Southern, traversed from Denver to Pueblo, passed through Falcon and Eastonville, a town that was wiped out in the 1935 flood. Only two of those rail line communities exist today - Peyton and Falcon.

Peyton

Peyton was settled by George Peyton in 1888 and was surveyed and platted on December 25 of that year. Originally called Mayfield, the settlement was renamed Peyton after the post office had been refused under that name because there was already a Mayfield, California.

A few years later, Russell Gates opened a mercantile store. He had previously established general stores in Limon, Calhan, Eastonville, Elbert and Elizabeth, Colorado. These enterprises carried everything from pins to coffins plus running a creamery. The store closed in 1920. At one time, there were five general stores in Peyton, one of which also sold gasoline.

By 1900, 50 people lived in Peyton. While farming and coal mining comprised the main occupation, supporting services included a blacksmith, physician, general store, creamery, hotel, and clergy. Joseph Zimmerman built a hall above a storage building attached to the Gates store. This meeting place hosted Odd Fellows, Modern Woodmen, elections, community dances, and fundraising events.

The first telephone in Peyton arrived in 1904. It ran on a dry cell battery and had a crank to turn to get your party. Telephone lines ran as the top strand on the barbed wire fences. Eventually, the area had enough phones that a central switchboard was installed. Mrs. George Hayes became the switchboard operator until 1922.

In 1923, a devastating fire took out several buildings, a number of automobiles and the stock in a general store. The town rebuilt and by the 1930s boasted 13 businesses.

In 1945, the original railroad depot was torn down and replaced with a new one. Ten years later, that depot was no longer needed, and the railroad sold it to the Methodist Church in 1958. They tore it down and used the materials for an addition to their church.

In June 1965, a flood badly damaged the railroad tracks in the Peyton area. The water washed out 500 feet of fill beneath the track, leaving it suspended in mid-air. The flood also damaged the underpass east of Peyton by taking out several tons of concrete supports leaving that track several feet above the original road base. It took county, state, and railroad crews working double shifts to make the necessary repairs to make the tracks operational again.

In late 2007, county commissioners approved the Rock Springs Development in Peyton. This planned community of light industrial, commercial, and residential sits on the north side of Highway 24.

Peyton School District

In 1888, the first school was held in a sheepherder's cabin and taught by 16 year old Mae McGee, daughter of the first postmaster. In the summer of 1889, residents built the first school building.

In 1917-18 the Peyton School consolidated with nearby Fairview and Pleasant Prairie schools. The following year, Spencer School joined with Peyton. Because of the increased student population, a larger, modern brick school building was built in 1918. The first school annual appeared in 1921 and was called the "Clipper." This school boasted of many new features - indoor plumbing, an electric bell system, a library of 900 volumes and hot lunch program.

Additional schools later merged with Peyton, including the Log school in 1928 and Eastonville and Bijou Basin in 1948-49.

In July 1954, a summer storm sent a bolt of lightning to the school. That night, the building burned to the ground, taking all the contents with it. While a new school was built, classes were held in the teacherage on the grounds and in the Community Baptist Church.

The new school had a total of 8 classrooms, office, gymnasium, stage, lunchroom and a basement.

By the turn of the 21st century, Peyton has three schools - an elementary, a middle school, and high school with a total enrollment of 687 (2006-07 school year).

Peyton Fire Department

When the school house burned down in 1954, Peyton residents were alarmed that they didn't have their own fire protection. A group of people met at the Grange Hall and created the Peyton Volunteer Fire Department. The town chose their board members and Clarence Cook became the first Fire Chief. A few months later, by-laws were drawn up and regular meetings established. To support their activities, the Department held benefits such as dances or street carnivals. Eventually, they raised enough money to build a fire station. The department continues today as an all volunteer department.

Falcon

Falcon was founded in August 1888 as a railroad stop that served the nearby Franceville and McFerran coal mines as well as the mines owned by the Rock Island railroad. The Denver, Texas & Fort Worth Rail Road also provided service to the town. A month later, the Falcon Town and Land Company filed certificates of incorporation and began surveying lots. The town company also planned to erect a hotel and the Chicago Lumber company planned to open a branch.

A post office was established on October 10, 1888 but discontinued in October 1942. Since then, residents have been served by the Peyton post office.

By 1890, the town had two general merchandise stores, a drug store, meat market, blacksmith shop, school house, post office, express office, a lumberyard and two hotels (Hotel Falcon and Hotel Edna). Each railroad had its own depot with attached restaurant. The Falcon Herald, a weekly newspaper, had been started. A public park in the center of town contained a small mineral spring-fed lake. According to the 1890 Colorado Business Directory, the town had a population of 25, but one historian put the population count at 200.

The 1900 census lists 316 residents. Most were employed as either farmers or railroad workers. Also represented were a restaurant keeper, hotel keeper, postmaster mail carrier, salesman, buttermaker, public school teacher, wagonman, painter and physician. Most had migrated from eastern states such as Illinois, Indiana, Ohio, Kentucky, Missouri, New York and Pennsylvania. A few were foreign-born in Germany, Belgium, Scotland, and Ireland.

It appeared that Falcon and Peyton would continue to grow and prosper. The population of Falcon in 1920 was 200. Not long after, however, the automobile changed the towns that depended on the railroad. People no longer relied on train service to take them to their vacation spots or to visit friends and relatives.

Farmers grew potatoes and sugar beets, receiving state-wide accolades for their harvests. After the dust storms of the early 1930s, farming gave way to ranching. Vast tracts of prairie fed thousands of head of cattle and sheep.

In 1988, nine businesses called Falcon home, including a sandwich shop, beauty shop, and liquor store. In August that year, the community celebrated its 100th anniversary with a festival sponsored by the Falcon Fire Department. A 45-star flag that used to fly over the Falcon Hotel was loaned for the occasion by Virginia Pease, whose father ran the hotel. A parade traveled from Falcon Elementary School to the Falcon Station Retail Center (in the curve at Old Meridian and Rolling Thunder.) The two day event also featured games, plane and glider rides at Meadow Lake Airport, and train rides.

As the 21st century dawned, development again took off in the Falcon area with developments such as Meridian Ranch, Woodmen Hills, Paint Brush Hills, Falcon Hills, and Latigo Trails. Planned communities became the norm, with commercial tracts to provide services to a residential community. By 2004, the population was estimated to be 10,000 people.

Retailers saw opportunity as Falcon grew. Safeway anchored the first retail area, called Falcon Town Center. Additional services followed - pizza, hair and nail salons, liquor stores, fast food.

The two banks that were here - Farmers State Bank and State Bank of La Junta, Falcon Branch - were followed by Ent Credit Union, U.S. Bank and Colorado National Bank.

In 2004, business owners formed the Falcon Business League to provide a forum for networking and information exchange. In 2007, the name was changed to Eastern Plains Chamber of Commerce and merged with a consortium of smaller Chambers in El Paso County.

The New Falcon Herald, Ranchland News, and High Plains News provide newspaper coverage.

Falcon School District

Soon after settlers formed Falcon, they also created a school district for the students. This long and narrow "shoestring" district was only three miles wide but 38 miles long. By 1900 the district had 26 students, six more than necessary to form a new district. This resulted in the formation of District 49.

Citizens built a new two-story wood frame building for their students. Over the years, the district grew, mostly through consolidations with small area schools, such as Grandview District 4 in 1918. By the 1920s, a new high school was needed and a two-story brick school was built on the current site of the old Falcon Middle School near the intersection of Highway 24 and Old Meridian Road. This new high school consisted of four classrooms, a kitchen, library, restrooms, and principal's office.

Over the next 34 years, Falcon District 49 absorbed additional school districts or portions of them. Most were out of the Falcon-Peyton Planning area boundary recognized at this writing.

In the 1970s, new communities sprung up on the eastern edge of Colorado Springs, resulting in a rapid increase in student population. The district now served 250 students. To accommodate this growth, voters approved bonds to build Evans Elementary in Cimarron Hills and Falcon High School in the rural area of Falcon. Another surge of growth throughout the next 10 years increased the student count to 1,300 and the district built Falcon Elementary School at the intersection of Meridian (now Old Meridian) and Falcon Highway. Horizon Middle School was constructed on Piros Drive in Cimarron Hills, and Stetson Elementary was built on Jeddidiyah Smith Road in Stetson Hills.

A decade later, enrollment reached 2,450 students and Remington Elementary, Sand Creek High School, Woodmen Hills Elementary, and Skyview Middle Schools were built.

At the turn of the 21st century, housing developments in Woodmen Hills, Falcon Hills, and Meridian Ranch boosted the enrollment to 5,500 and additional elementary schools were built - Springs Ranch, Ridgeview, Odyssey, and Meridian Ranch. The district continued to struggle to provide classrooms for its burgeoning population. In 2007, two new high schools were built, -- Vista Ridge (scheduled to open in 2008-09 school year) and Falcon High School. In late 2007, the existing Falcon High School converted to Falcon Middle School, and the existing Falcon Middle School became a community center for civic organizations and space for an alternative school. Pikes Peak Community College based in Colorado Springs also leased space for classes.

Falcon Fire Department

The Falcon Volunteer Fire Department was organized on Jan. 27, 1975 by a group of Falcon residents. It began operating with about 20 members in July of that year. The first truck arrived, courtesy of The Forest Service. It was a wrecked 1953 "open air" Dodge Army Weapons carrier. The members repaired it and put it in service. A grass fire along the railroad tracks by Highway 24 provided their first call.

The department was housed in an old mule barn on Highway 24 and Cottontail. The members put up wallboard, a heater, electricity and a poured a blacktop floor. In December, the Department received its second vehicle, a 1000 gallon tanker, complements of the Civil Defense.

In 1979, the Department broke ground for its first building at 7030 N. Meridian Rd. Members salvaged materials from Ent Air Force Base and two old buildings in Colorado Springs to use for their new one. A fund drive raised about \$3,000 to supplement their efforts. An administrative/training wing was added in 2000. This station operates as 24-hour full time fire and rescue crew.

Station Two is located in the northern end of the fire protection district at 14550 N. Meridian Rd. It is a one story pre-engineered metal building constructed in 1989.

Station Three was built in 2000 and is located at 15355 Jones Road. It, too, is a metal building and staffed by a volunteer crew.

Meadow Lake Airport

Opened in 1969, the Meadow Lake Airport located ¼ miles east of the intersection of Judge Orr Road and Highway 24, provided convenient access to the air transportation system for 40 aircraft. Local pilots and businesses took advantage of this availability away from the main commercial air corridor of Colorado Springs. Three years later, the airport served 102 aircraft and, today, 455 aircraft call Meadow Lake Airport home.

The airport is considered a reliever airport and one of the busiest of its size in the state. It maintains two runways and a non-standard glider strip. The mix of aircraft located at this airport consists of 92 percent single engine, 5 percent multi-engine, and 3 percent other (helicopters, gliders, and ultralight aircraft). Several Fixed Base Operations providers maintain facilities at the airport and provide services such as fueling, flight training, aircraft rentals, maintenance, sightseeing tours and pilot supplies.

Access roads to hangars and airport service providers are paved and automobile parking is available in the immediate vicinity of each site.

2.3 Demographics

A demographic analysis of the planning area is important in understanding the unique characteristics of the planning area's population. By comparing demographic trends in the planning area with overall countywide data, this plan can focus on key socioeconomic factors, which might require special attention during the formulation of policies and planning concepts. Section 2.3.1 and Table 2-1 examine the data in tabular form, while Section 2.3.2 analyzes the spatial distribution of data within the planning area. Section 2.3.3 describes the process of projecting population trends into the future. This data was gathered from the [2000 U.S. Census](#) and the [Census Bureau's 2005 American Community Survey](#).

2.3.1 Population Characteristics

While Table 2-1 provides a great deal of data about the planning area, there are a few trends that stand out, including the rate of population growth in the area and home values in the area relative to the county.

The population growth in the planning area over the past three decades has been significant and relatively steady. The population doubled in size in the 1980s, from approximately 1,500 residents to approximately 3,200. In the 1990s the population more than tripled in size from 3,200 to over 10,000 residents. In the first seven years of the new millennium, the population once again nearly doubled in size to an estimated 19,749 residents.

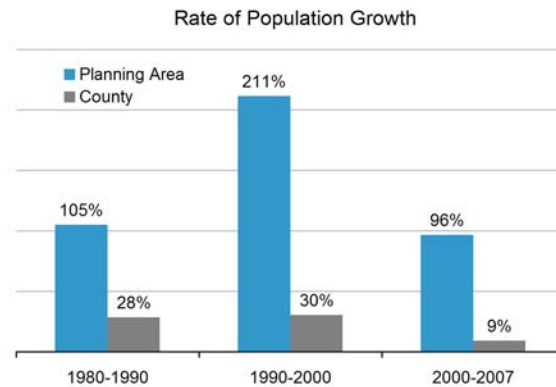


Figure 2-2 - Growth Rate Comparison with County

El Paso County, by comparison, experienced more modest growth, with a growth rate of around 30% through the 1980s and 1990s. In the first seven years of the new millennium the overall growth rate in the County was just 9%, likely meaning the growth rate for the decade will be less than half the amount experienced in the two prior decades.

Table 2-1: Falcon/Peyton Area Census Data Factsheet

	1980		1990		2000		2007	
	Planning Area	County	Planning Area	County	Planning Area	County	Planning Area	County
Total Population	1,574	309,424	3,227	397,014	10,052	516,929	19,749	563,993
% Growth	N/A	N/A	105%	28%	211%	30%	96%	9%
Total Households	492	107,791	1,113	146,965	3,352	192,158	N/A	N/A
Persons per Household	3.2	2.7	2.9	2.6	2.8	2.61	2.8	2.55
Total Housing Units	536	116,700	1,233	165,056	3,530	202,428	7,065	239,261
Owner Occupied	413	65,440	912	84,318	3,137	124,433	N/A	144,030
Ownership %	77.1%	56.1%	74.0%	51.1%	88.9%	61.5%	N/A	60.2%
Vacant Housing Units	54	8,979	135	18,091	178	10,019	356	18,419
Mobile Home, Trailer, Other	N/A	4,798	329	8,757	N/A	N/A	N/A	N/A
Median Value (owner occupied)	\$65,080	\$55,000	\$85,613	\$81,700	\$171,050	\$147,100	N/A	\$191,200
White	1,532	270,232	3,121	341,400	9,228	419,673	18,130	456,008
Black	3	19,058	20	28,593	126	33,670	248	34,328
Native American	13	1,787	19	3,242	107	4,725	210	4,977
Asian or Pacific Islander	2	5,066	28	9,841	74	14,355	146	17,179
Other Race	24	13,281	39	13,938	518	44,506	1,018	51,501
Hispanic Origin (of any race)	47	24,994	133	34,473	515	58,401	1,012	72,084
Hispanic Origin (of any race) %	3.0%	8.1%	4.1%	8.7%	5.1%	11.3%	5.1%	12.8%
Median Age	29.8	27.5	31.6	30.2	36.7	33.0	N/A	33.5
Percent Under 18 years	N/A	31.7%	31.0%	27.6%	31.3%	27.6%	N/A	27.8%
Percent Over 65 years	N/A	6.8%	5.0%	8.0%	5.1%	8.7%	N/A	8.9%
Percent High School Graduates	N/A	82.7%	90.7%	88.3%	91.8%	91.3%	N/A	91.9%
Four or More Years of College	N/A	22.3%	20.7%	25.3%	20.3%	31.8%	N/A	33.7%
Median Household Income	N/A	\$23,271	\$34,104	\$29,604	\$61,728	\$46,844	N/A	\$50,714
Percent Below Poverty Level	N/A	10.3%	8.4%	10.4%	6.1%	8.0%	N/A	11.0%
Mean Travel Time to Work (minutes)	N/A	17.6	29.4	18.8	N/A	22.3	N/A	22.1
Notes	2, 3		2, 3		2, 5, 7, 8, 9, 10		1, 2, 5, 6	4

1. Total 2007 population was estimated by using estimated building permit data for 2001, 2002, 2003, and 2007 (500 each year), and actual building permit data for 2004 (406), 2005 (689), and 2006 (431).

Table 2-1: Falcon/Peyton Area Census Data Factsheet

	1980		1990		2000		2007	
	Planning Area	County	Planning Area	County	Planning Area	County	Planning Area	County
2. Since the planning area does not conform exactly with the census blocks, planning area data was estimated using weighted averages of the census blocks verified with aerial photography and parcel maps to estimate the percentage of census block residents residing within the planning area.								
3. The planning area used in the 1980 and 1990 estimates is based on the 1993 version of the Small Area Master Plan, which encompassed a planning area slightly different from the this update. The differences are marginal, and are judged to be inconsequential to the broad trends displayed in this data.								
4. Total county population estimated using 2005 American Community Survey + 1.25275% annual growth to 2007 (observed annual rate of growth for 2000-2005)								
5. Persons per household estimated by dividing the estimated total population by the estimated total number of housing units)								
6. Race breakdowns estimated by applying 2000 ratio to 2007 estimated total population numbers.								
7. Median age for planning area estimated by taking average of all >0 median age numbers for census blocks in the planning area)								
8. Percent Under 18 years, Percent Over 65 years, Percent High School Graduates, Four or More Years of College, Median Household Income, and Percent Below Poverty Level were estimated for the planning area by weighting 2000 census block groups data according to the ratio of block group parcels inside and outside of the planning area.								
9. Median Home value for the planning area estimated by taking the average of the median home values for all census block groups that intersect the planning area.								
10. Owner Occupied and Renter Occupied housing units estimated by applying the percentages for all census block groups that intersect the planning area to the total number of housing units in the area.								

2.3.2 Spatial Analysis of Demographics

In addition to the area-wide analysis of census and population data, it is useful to examine the distribution of data within the planning area as well. This type of analysis could shed light on some of the distinctions between different sub-areas and focus the recommendations on particular problems or opportunities in the area. Note that this analysis uses 2000 census data, so it may be outdated.

In general, the census detail maps below show that there are some mild distinctions between the western and southeastern parts of the planning area. In general, the western part of the planning area, especially the area around and just north of Falcon, has a higher home value, median income, and a higher education level. In the eastern and southeastern parts of the planning area, population is distributed more sparsely, and the residents may be slightly older on average. These distinctions between the Falcon vicinity and the other parts of the planning area are typical of expected differences between urban and rural areas.

PLANNING AREA DESCRIPTION

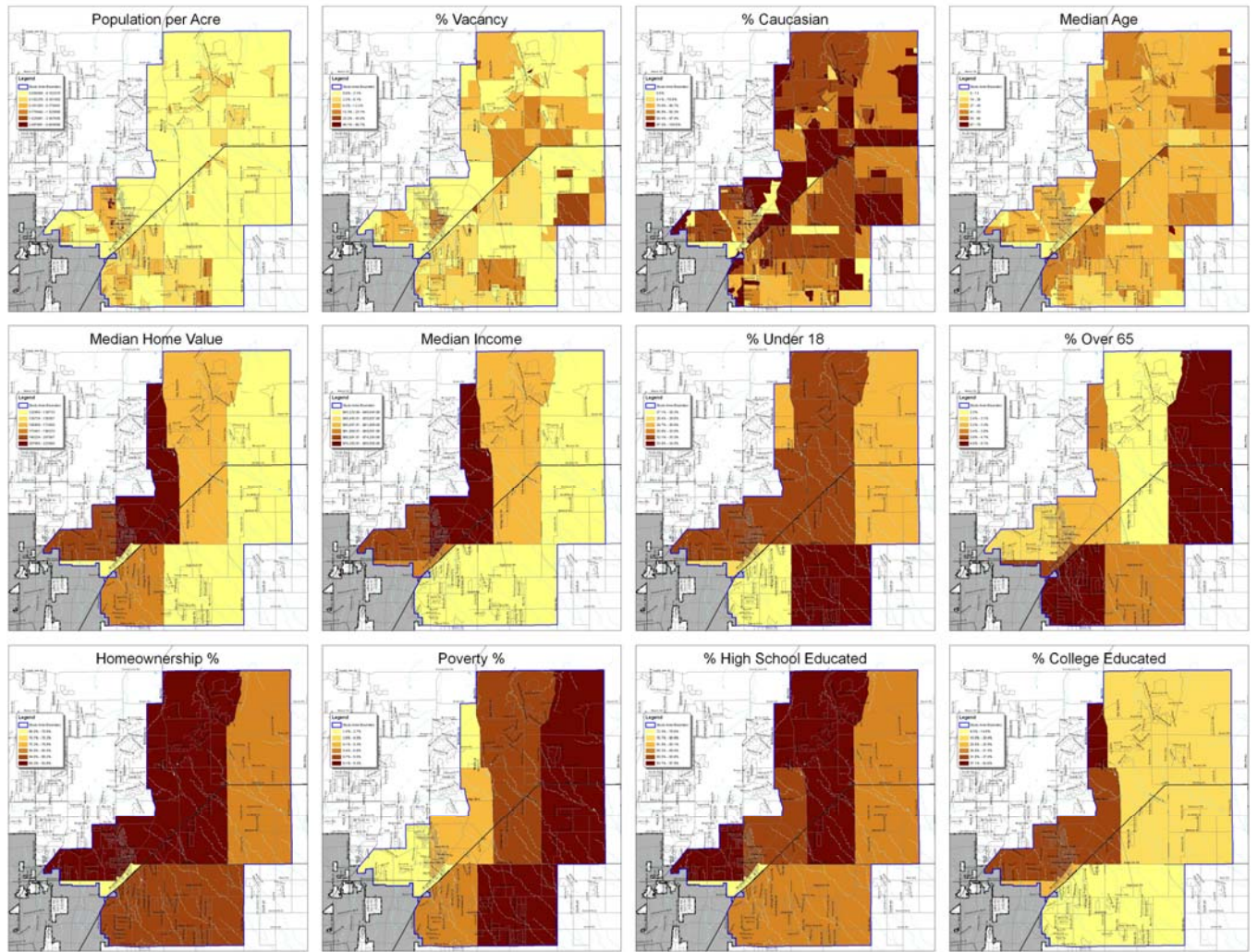


Figure 2-3 - Planning Area Census Data Maps

2.3.3 Population Projections

The planning horizon for this plan is approximately 30 years. Land development patterns, the need for community services and infrastructure improvements, water requirements, potential land use densities, and many other elements are all dependent on population. Therefore, it is important to make population projections for the planning area based on past trends and reasonable assumptions about future growth potential. Current Census data is eight years out of date and therefore not representative of the current population. The population projections made in this plan were developed using data derived from two sources. A "worst case" or maximum growth scenario was developed for the planning area. It assumes that 500 additional dwelling units will be built in the planning area every year to the year 2035.

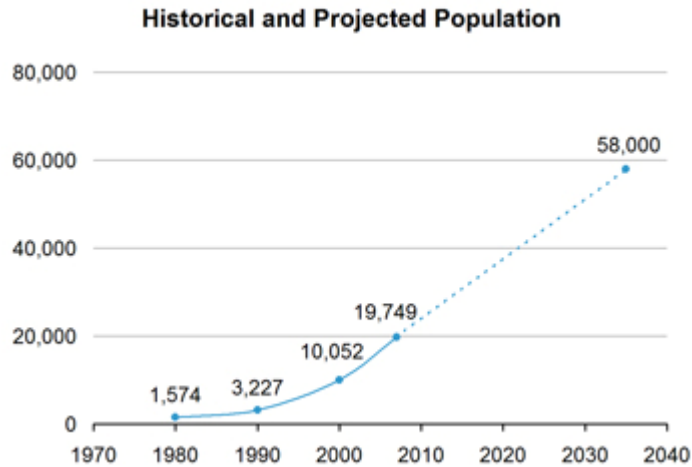


Figure 2-4 - Historical and Projected Population in Planning Area

The estimate of 500 additional dwelling units per year was generated by taking a rough average of building permits for new residential units within the planning area over the past ten years. Actual annual rates of new permits have ranged from a few hundred in some years to over 800 per year in the peak year early in this decade. This very general assumption is based on the planning area maintaining its approximate share of regional residential growth throughout the forecast period. Using a general assumption of 2.75 persons per household, the result would be about 38,500 added persons between 2007 and 2035, for a total population of about 58,000 in 2035. This would approximately triple the current population.

The [Pikes Peak Area Council of Governments](#) (PPACG) adopted Small Area Forecasts were also used to compare with the above assumption. PPACG forecasts population and employment in various categories for almost 700 Traffic Analysis Zones (TAZs) throughout the County and including part of Teller County. PPACG forecasts in 5-year increments beginning in 2005 and ending in 2035. PPACG starts with an overall countywide control total taken from the U.S. Census. They predict the rate of overall population growth to remain relatively constant through the forecast period with some overall decreasing rate of increase.

Because the PPACG TAZ geography does not match the Falcon/Peyton Small Area Master Plan boundaries, a disaggregating was completed to assign a percentage of the PPACG forecasts to the split TAZs. The 2005 estimates and 2035 forecasts were allocated by applying a factor to the split zones. This factor was generalized based on the relative proportion of area of the zone within the planning area. For 2005 the factor was further adjusted to generally comport with the proportion of existing dwellings inside or outside of the planning area, using 2005 air photos. In the case of 2035 the proportion factor was determined based on an assumption of future land use densities. Therefore, in the case of the TAZ including the Sterling Ranch/Dines property, a greater proportion of 2035 population was allocated to the planning

area because the northerly part of the TAZ (not in the planning area) was assumed to have lower rural residential densities.

For 2005 (July 1) the disaggregated PPACG estimate was calculated as 17,010 persons. This corresponds very well with the original estimate of 19,000 for 2007 given the high level of building permit activity between 2005 and 2007. The planning areas total 2035 population based on the PPACG forecasts calculates to 60,534. This is essentially the same as the 500 dwelling unit per year plan assumption.

PPACG is forecasting an additional 377,000 people (outside of group quarters) between 2005 and 2035 for region wide areas of El Paso County, Woodland Park, and areas of Teller County. Under this scenario the area would absorb about 11.5% of the region-wide population over the period.

2.4 Economic Development

Over the past decade economic development within the boundaries of the Falcon/Peyton planning area has largely manifested itself in the form of new housing construction and businesses that provide commercial goods and services to the area's expanding residential base. In the near-term, economic development in the Falcon/Peyton planning area will typically mean growth in the retail sector in anticipation of continued housing expansion, particularly in response to the development of several large planned communities. It should be noted, however, that economic development is not synonymous with growth.

In terms of land planning, economic development affects infrastructure requirements, transportation decisions, and it affects land use and zoning. Economic development also generates gross receipts that can provide revenue for such things as infrastructure improvements, schools, and parks. The robustness and stability of the regional economy has an impact on the planning area in that it drives the local housing market, it affects the ability of area residents to support local businesses, and it determines the quantity and types of jobs available.



Historically the top regional employers are in the government sector, specifically the military. The military employs one fifth of the work force in the city of Colorado Springs. Fort Carson, a U.S. Army post, is the largest employer, maintaining more than 15,000 people on its payroll. In addition, spending by personnel stationed at Fort Carson is an important income source for area retail businesses that provide goods and services. The U.S. Air Force Academy, Peterson Air Force Base, and the North American Air Defense Command (NORAD) are also major employers. Related industries, including the aerospace and electronics industries, factor prominently in the El Paso County economy. Many of the residents in the Falcon/Peyton planning area are employed in Colorado Springs.

Because of the types of employment available to residents in El Paso County, the average household income is \$65,974, which is higher than the nation's \$58,036 or the state's \$63,821 average household income. The high average household income is attributable to a highly educated workforce engaging in specialized and technology-dependent jobs.

While it is anticipated that the planning area will continue to rely primarily on outside areas for its primary economic base, it is expected that opportunities for the creation of primary jobs will grow and should be encouraged as the area continues to mature and develop.

Enterprise Zone

Colorado's Urban and Rural Enterprise Zone Act of 1986 established several State-designated [Enterprise Zones](#) in El Paso County. The largest zone covers the eastern half of the County from the county line on the east to Meridian Road on the west, encompassing most of

the Falcon/Peyton planning area. The Enterprise Zone program is intended to stimulate economic development in distressed areas. Businesses that make capital investments, hire new employees, conduct employee training, contribute to economic development plans, rehabilitate old buildings, or do research and development in the Enterprise Zone are eligible to receive tax incentives that can significantly reduce their operating costs. The goal of Enterprise Zone projects is to help attract, expand or retain employers.

Economic Development Opportunities

The Enterprise Zone incentives are intended to promote the development or relocation of businesses such as EW Systems that is based at Meadow Lake airport. EW Systems supports military training systems used on electronic combat flight training ranges throughout the world. The company employs eight engineers. It is an example of economic diversification which lends stability to the local economy. EW Systems has become the cornerstone of a 25-acre light industrial business park at the airport. The hope is to attract other aviation-oriented businesses, clean manufacturing businesses, warehousing, or catalogue-sales companies.

Due to the availability of land and other resources, there are opportunities to attract businesses that may not be feasible in other areas of the County or the State. For example, SunBlest Farms and Color Star Growers of Colorado built extensive greenhouses on more than 350 acres near Peyton. These companies grow tomatoes, flowers, and ornamental produce sold in grocery stores throughout the region. Many locations in the planning area are ideal for businesses such as these because they require large amounts of inexpensive land for their facilities.

Economic development is generally considered desirable for the area provided it is consistent with the needs and desires of area residents, as well as consistent with long range plans such as the Small Area Master Plan. Economic development has a direct impact on quality of life issues for area residents by providing local employment opportunities, which reduces the need for commuting to Colorado Springs or other communities outside of the planning area. In addition, it can mean convenient access to a broader range of goods and services.

As growth in the housing segment continues there will be more demand and greater impetus for economic development that brings jobs to the planning area and improves the quality of life for residents. The Enterprise Zone designation is a tool to attract primary employment to the planning area that has the potential to provide higher-paying jobs and diversifying the local economy in the process.

For more information about Economic Conditions and Development in the Planning area, please contact the [Eastern Plains Chamber of Commerce](#).

2.5 Housing

Master planning efforts such as this Small Area Master Plan typically analyze the housing situation in some detail because demand for additional residential land is an important factor in predicting and channeling future growth. This section will discuss housing characteristics and current trends in the area.

2.5.1 Housing Characteristics

In general, agricultural land uses have dominated the area throughout history, and agriculture still occupies the vast majority of the area (as discussed in [Section 2.7](#)). However, housing is the predominant developed land use in the area, and as the population of the area has grown, the character of the housing stock has evolved. As one would expect, the total number of housing units has increased from 536 in 1980 to 1,233 in 1990, and 3,530 in 2000. Given the number of building permits in the area per year since 2000, the total number of housing units in the area in 2007 can be estimated at 7,065.

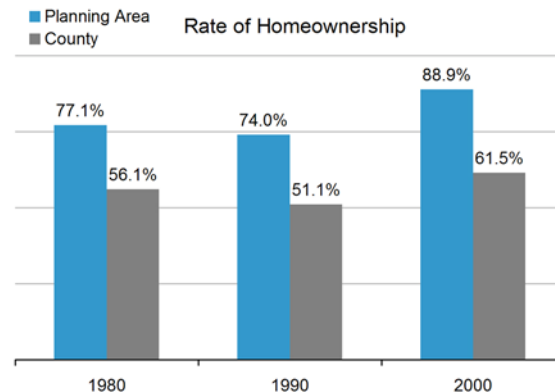


Figure 2-5 - Home Ownership Comparison with County

As [Figure 2-5](#) shows, homeownership in the Planning Area is significantly higher than in the County as a whole. This suggests, in combination with the observation that household income is higher and the poverty rate is lower, that the Planning Area is relatively more stationary and financially secure than the County as a whole. One factor that may also influence the high rate of homeownership is the small number of multi-family (apartment) housing units in the area.

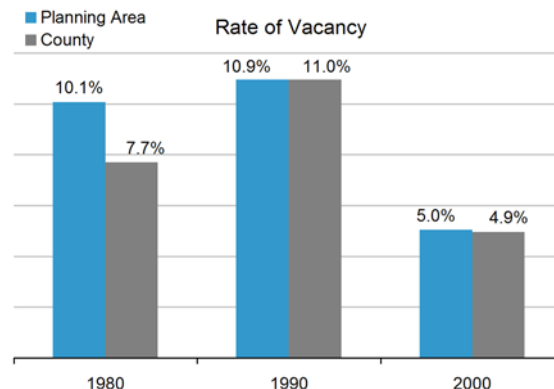


Figure 2-6 - Vacancy Rate Comparison with County

Vacancy rates in the planning area are similar to countywide vacancy rates, and showed a substantial decrease from 10.9% in 1990 to 5% in 2000. County vacancy rates are at about 4.9%. These figures can be seen in [Figure 2-6](#). Data on vacancy rates is not available for the years between 2000 and 2007.

Home values in the area are slightly greater than the countywide average. This trend was present in 1980 and continued in 1990 and 2000, as shown in [Figure 2-7](#). As the figure shows, home values in the area roughly doubled between 1990 and 2000. Data on home values is not available for the years between 2000 and 2007.

2.5.2 Building Permit Activity

Building permits in the planning area have been primarily for residential development, and are therefore a good way to track recent changes and trends in housing. The County's building permit records before 2003 do not enable the separation of permits within the planning area, and data was not yet available for 2007 at the time of this analysis, so this Plan looks at the years 2003-2006.

As [Figure 2-8](#) shows, building permits in the area reached a peak around 2005, with 860 permits in the planning area. This represented a 37.1% share of the total building permits in unincorporated El Paso County, a ratio that holds true for the years 2003-2007 (36% in 2003, 27% in 2004, and 37% in 2005). The Planning Area only occupies 8.7% of the Unincorporated

County, so this ratio demonstrates that the Planning Area has been a focus for residential development during these years. Because of the substantial supply of developable land, the relative lack of serious constraints to development, and the continuing build-out of Northeastern Colorado Springs, including Banning-Lewis Ranch, the area is likely to remain a focus for residential builders in the area.

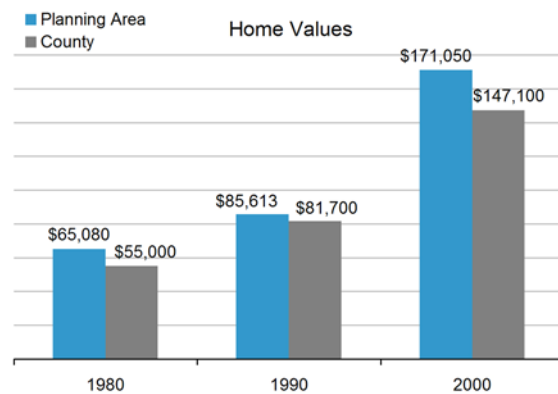


Figure 2-7 - Home Value Comparison with County

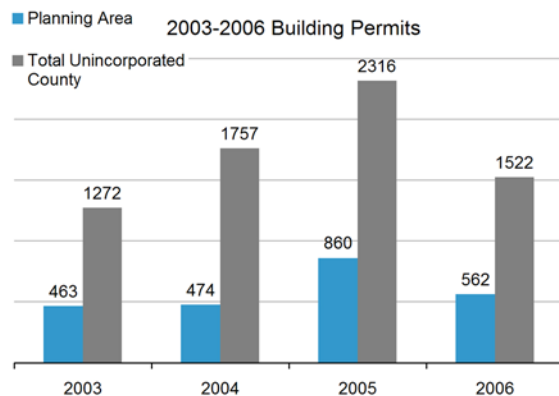


Figure 2-8 - Building Permit Chart

2.6 Natural Systems and Resource Management

It is important to establish an understanding of the natural and cultural resources in Falcon and Peyton, as they are the basis of many elements of the land use plan. Integral to the plan were the accurate capture of both the resources considered by the members of the community to be important, as expressed in the public input process, as well as the natural systems with which development activities are intricately intertwined, as informed more through technical analysis. Therefore it is necessary to describe and catalogue these diverse systems and resources including water and those related to water, geology, minerals, soils, vegetation, wildlife, topography, and various cultural assets.

2.6.1 Climate

Climate influences land use and development to the extent that site selection, building siting, orientation, design, and materials should be carefully planned to avoid unnecessary economic and environmental problems. Both weather and geologic forces help control soil formation, erosion, plant distribution, plant growth, and the amount and quality of water in the ecosystem.

- [Average Colorado Springs Summer Temperatures](#)
- [Average Colorado Springs Winter Temperatures](#)



Snow Drifts in Early 2007 - Peyton Area

El Paso County precipitation is relatively sparse with total averages around 17 inches per year. Over 80 percent of the year's total precipitation falls during the 6 months between April and September. Snowfall in the area is approximately 37 inches, while the average US city gets 37 inches of rain per year and 25 inches of snow per year. The number of days with any measurable precipitation is 81.

While no site-specific climate data is available for the planning area itself, the planning area generally experiences somewhat more severe weather than the County at large due to the area's higher elevation, exposure and location relative to the Palmer Divide.

2.6.2 Topography, Elevation, and Slopes

The divide that separates the drainages of the Platte River to the north and the Arkansas River to the south influences the topography of the Falcon/Peyton Planning Area. This easterly extension of the Palmer Divide runs through the planning area about three miles south of the northern County line. This divide is visible in [Figure 2-9](#), and is indicated in [Figure 2-10](#) as well.

The elevation of the planning area generally decreases from northwest to southeast. The highest elevation is approximately 7,400 feet at Rattlesnake Butte. It drops nearly 1,000 feet in elevation to the lowest point near the planning area's southeast boundary.

Most slopes in the planning area vary from level to about 12%, which is a range within which many types of development can be accommodated. Substantial areas of steeper slopes are associated with the buttes in the northern part of the planning area. Limited steep areas occur along stream banks throughout the planning area.

[Figure 2-13](#), the Environmental Constraints and Hazards Map, indicates areas where the slope is 24% or greater, indicating areas where development is discouraged.

Elevation Map

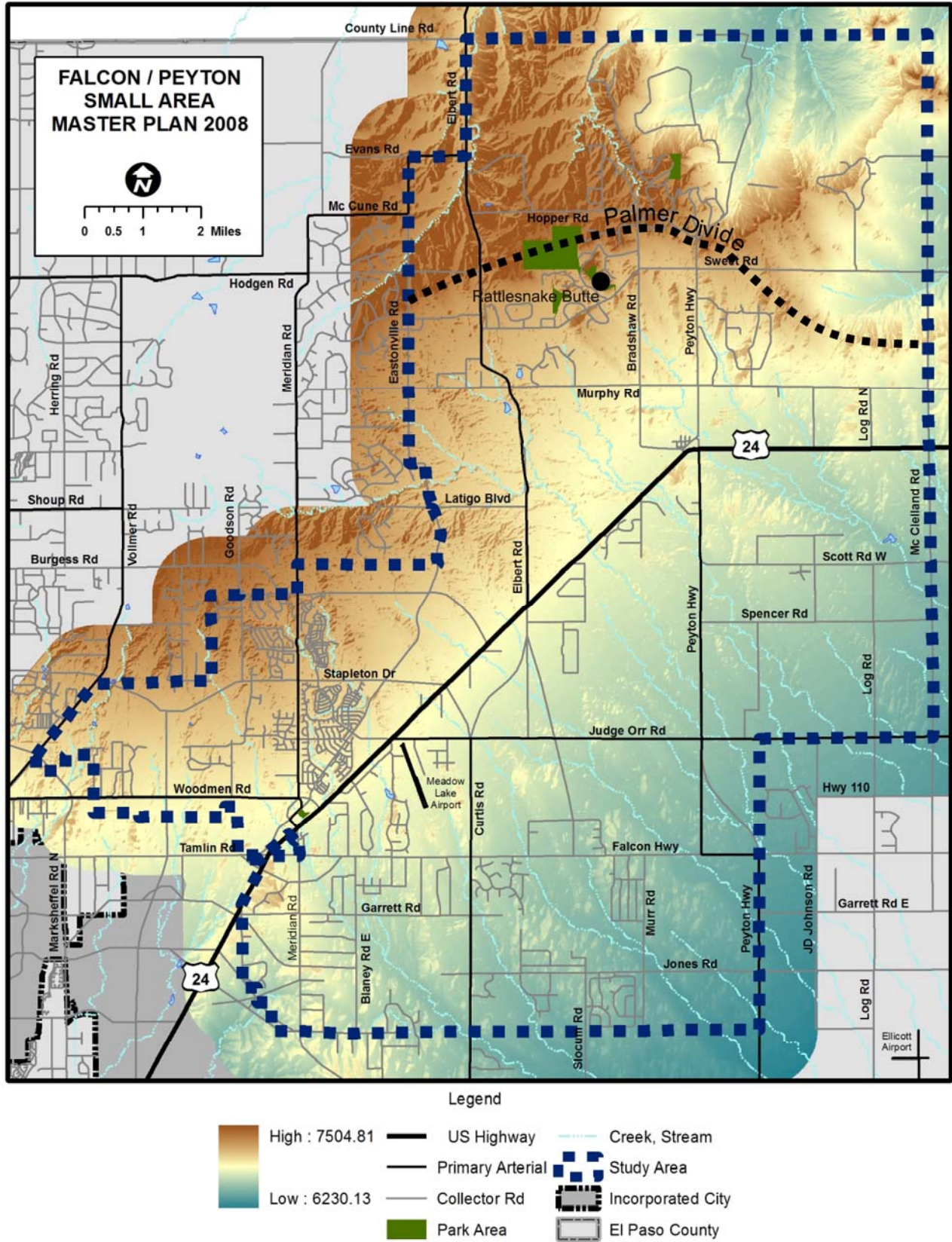


Figure 2-9 - Elevation Map

2.6.3 Water Resources

The purpose of this section is to provide a description of the water resources in the Falcon/Peyton Area. This discussion will cover surface and ground water resources and an explanation of the bedrock and alluvial aquifers.

For more detailed information relating to water resources in El Paso County and the State, please visit the following links:

- [*El Paso County Water Authority Water Report \(2002\)*](#)
- [*Colorado Division of Water Resources, Office of the State Engineer, Homepage*](#)
- [*Colorado Division of Water Resources, Ground Water Information and Well Permitting - Denver Basin Ground Water Rights*](#)

2.6.3.1 Surface Water Features and Drainage Basins

Surface waters in the Planning Area are separated into two distinct drainage basins. The majority of the Planning Area lies within the Arkansas River Drainage, while a small portion, to the north of Hopper Road, is within the South Platte River Drainage. These drainage basins are shown on [Figure 2-10](#). [Figure 2-11](#) indicates the boundaries of the Water Management Districts in the area, which roughly follow the drainage basin boundaries.

Numerous intermittent streams and dry creek beds run through these drainages and are linked together to define local drainage basins. Major regional basins include East Kiowa Creek, Upper Black Squirrel Creek, West Bijou Creek, Brackett Creek, and Sand Creek.

Although the intermittent flows through these streambeds are an inconsistent source of water, they serve as recharge to the alluvial aquifers (See [Figure 2-12](#)) underlying the area, and provide water and unique habitat for wildlife. Nearly all the water that flows in the channels is allocated to downstream water users.

The options for developing additional supplies of surface water within the Planning Area are limited due to the area's semi-arid climate, over-allocation of surface water resources, and land use pressures, but management strategies such as re-use, retention, detention, aquifer storage and recovery, and additional storage of peak flows may be viable options in the future.

For a discussion of water system facilities, services, studies and fees, see [Section 2.9: Community Facilities and Services](#).

Drainage Basins

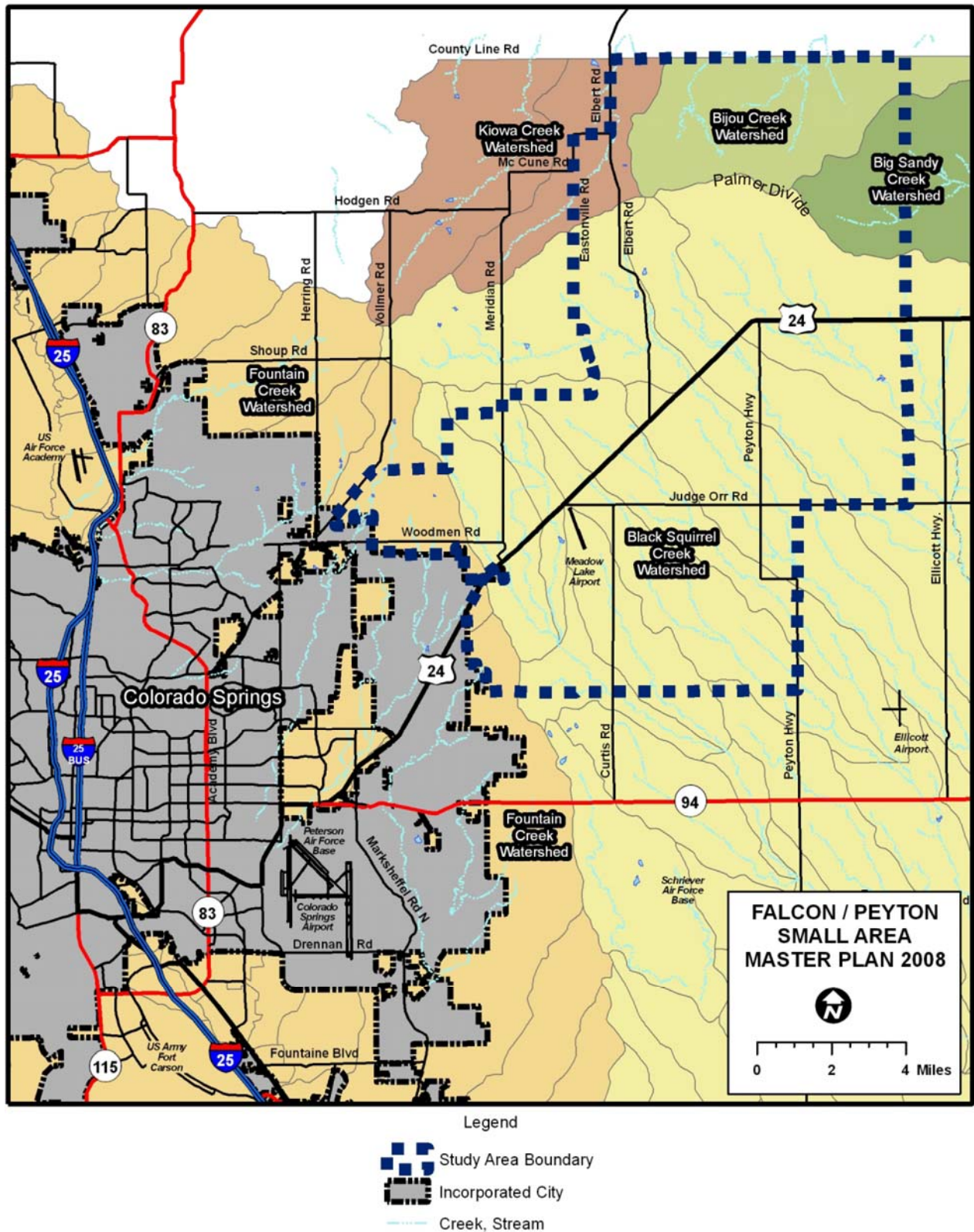
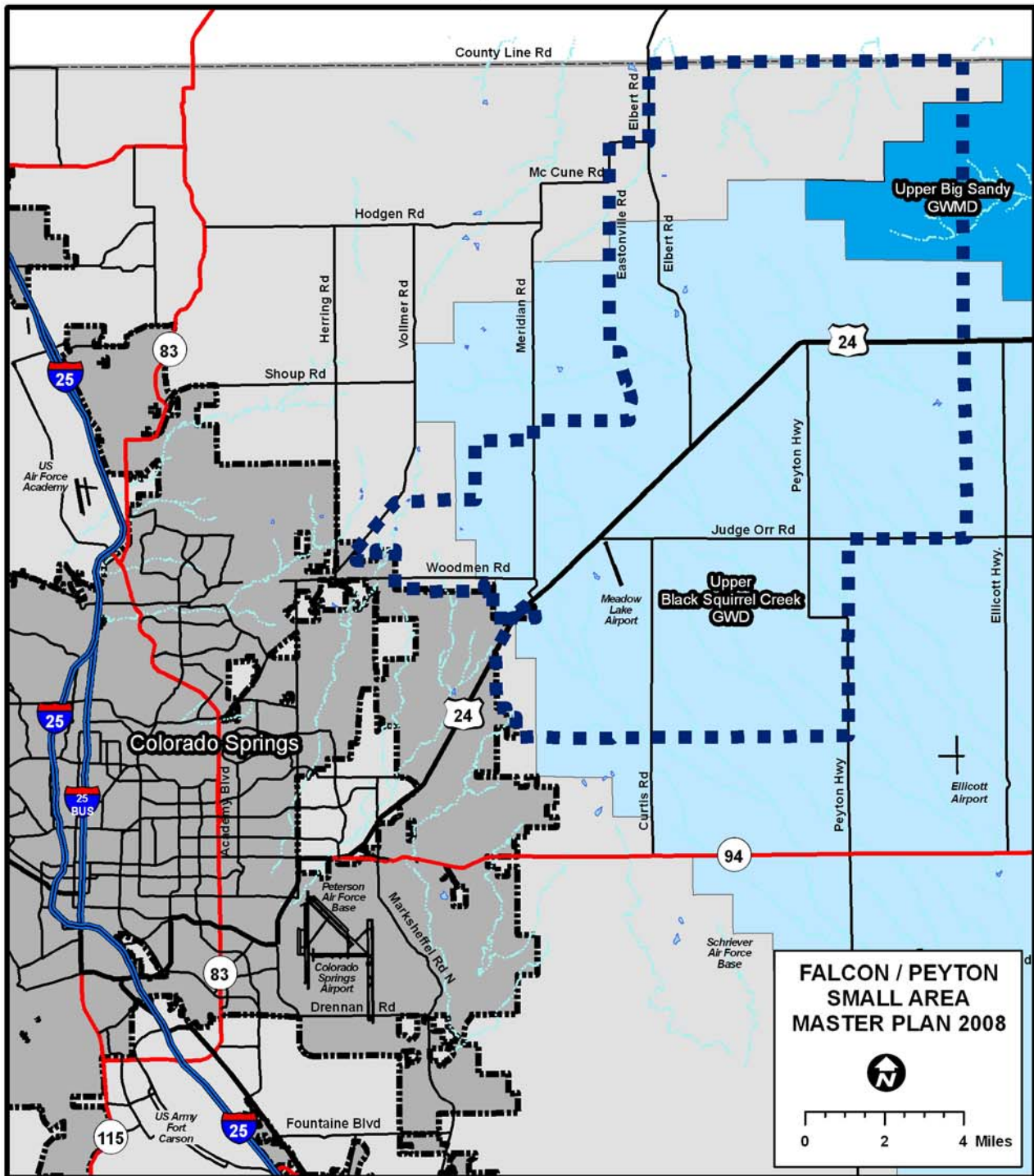


Figure 2-10 - Drainage Basins Map

Water Management Districts



Legend

- Study Area Boundary
- Incorporated City
- El Paso County
- Creek, Stream

Figure 2-11 - Water Districts Map

2.6.3.2 Ground Water

Ground water resources are critically important in the Planning Area because of the lack of reliable year-round surface water or reservoirs. Nearly all of the current population relies on ground water, chiefly bedrock aquifers, for their water supply.

Bedrock Aquifers

The bedrock aquifers of the Denver Basin are the primary source of ground water in the Falcon/Peyton Planning Area. The bedrock aquifer system consists of Cretaceous and Tertiary age sedimentary formations that overlie a nearly impermeable formation, the Pierre Shale. The Pierre Shale is considered to be the base of the Denver Basin aquifer system due to its thickness and limited permeability.

Because of the nature of the strata, the confining units between the saturated beds, the aquifers found in the Denver Basin are not considered to be a long-range, renewable source of water. The bedrock aquifers are subject to depletion if withdrawals exceed the natural recharge rate, which is very slow, given that the water within these aquifers has accumulated over thousands of years. The negligible rate of natural recharge, the considerable increase in water withdrawal, and the semi-arid climate of the region have led to a situation where the amount of withdrawal from the aquifers may be exceeding the amount of recharge.

Within the Denver Basin, there are four identified bedrock aquifers. These are defined and managed as distinct units because they are separated by confining layers of relatively impermeable rock. In descending order, these aquifers are the Dawson, the Denver, the Arapahoe, and the Laramie-Fox Hills aquifers. All four aquifers underlay essentially all of the Planning Area, with the exception that the Dawson is absent in the southeast portion of the Planning Area. They are considered to be either known or potential sources of water for domestic, industrial, and various agricultural uses. [Figure 2-10](#) depicts the boundary between the two bedrock aquifers as well as the limits of alluvial deposits in the area. The sections below briefly describe the four bedrock aquifers in the planning area. The depth numbers used here are based on Colorado State Department of Water Resources maps, and data was estimated at six different points (NE, NW, SW, SE, Center and SE-Central) within the planning area. These numbers may not be entirely representative, but present a roughly accurate picture of the geology of the area.

Dawson Aquifer

The Dawson aquifer is the uppermost aquifer in the Denver Basin and underlies the northeast portion of the Falcon/Peyton Planning Area. In the central part of the Denver Basin, the Dawson aquifer is about 1,200 feet thick and grades out to zero feet at its outer boundary. Within the Planning Area, the thickness of the Dawson aquifer generally ranges from zero to 450 feet. The Dawson is at or near land surface where it occurs in the Planning Area. Most wells in the Falcon/Peyton Planning Area draw their water from the Dawson aquifer, making this aquifer the main source of ground water in the Planning Area.

Denver Aquifer

The Denver aquifer lies directly below the Dawson aquifer. In the Planning Area, the top of the aquifer ranges in depth from zero to 660 feet, and the aquifer is roughly 350 to 900 feet thick. The Denver and the Dawson aquifers are considered to be slightly hydraulically connected.

Saturated sands occur randomly among impermeable clay beds forming a complex pattern of permeable and relatively impermeable strata, accounting for irregular well yields in certain areas. As a whole, the wells tapping into the Denver aquifer do not yield large quantities of water and are used mainly for stock and domestic consumption.

Arapahoe Aquifer

The Arapahoe aquifer underlies the Denver aquifer. The top of the aquifer is generally 380 to 1530 feet deep in the Planning Area, and the typical thickness of the aquifer in the Planning Area is about 500 to 600 feet. A 50-foot thick bed of clay shale and clay at the base of the Denver formation was considered to hydraulically separate the Denver and Arapahoe aquifers, but recent studies indicate hydraulic connection between the two aquifers. Saturated permeable beds are closely spaced and form about 60 percent of the total aquifer thickness. The Arapahoe aquifer has a high capacity to store and transmit large quantities of water and yield water to wells. However, within the Planning Area, drilling and pumping costs are higher for wells in the Arapahoe aquifer than for wells in the Dawson or Denver aquifers.

Laramie-Fox Hills

The Laramie-Fox Hills aquifer consists of two distinct geologic units, the Laramie Formation and The Fox Hills Sandstone Formation. The uppermost 200 to 300 feet of the Laramie formation comprises a "confining unit" between the Arapahoe and the Laramie-Fox Hills aquifers. The saturated permeable strata within the lower Laramie formation, and the upper reaches of the Fox Hills Sandstone, together make up the Laramie-Fox Hills aquifer. Typical thickness of the aquifer under the Planning Area ranges from 200 to 340 feet, and the top of the water producing part of the aquifer ranges from 1200 to 2300 feet deep, depending on location. The upper part of the Laramie Formation is considered to be relatively impermeable. While it most likely contains some water, it is probably not capable of transmitting large quantities to wells or springs. In addition, the cost involved in pumping water from these depths might be economically prohibitive within the Planning Area.

Table 2-2: General Aquifer Characteristics

Aquifer Name	Aquifer Top (1)	Aquifer Thickness (1)	Depletion Speed (2)	Water Treatment (3)
Dawson	Land Surface	0-450 feet	High	Normally none
Denver	0-660 feet	350-900 feet	High to Moderate	Rare
Arapahoe	380-1530	500-600 Feet	Moderate to Low	Usually
Fox Hills	1200-2300 Feet	200-340 Feet	Low	Sometimes
*1 - All of the aquifers generally slope gently. <5deg. toward the north				
*2 - Determined by the amount of pumping past and present and with future projections.				
*3 - In most cases the amount of iron and manganese determines the need for treatment.				

Alluvial Aquifers

Where bedrock from the Dawson and Denver Formations do not outcrop directly, they are overlain by surface deposits consisting of unconsolidated stream- or wind-deposited materials. The stream-deposited materials, which predominate in the Planning Area, are known as "alluvium."

The predominant alluvial feature influencing the Falcon/Peyton Planning Area is the Upper Black Squirrel Alluvial Aquifer, located along Upper Black Squirrel Creek and its tributaries. These valleys were eroded down into the underlying bedrock and later partially filled with unconsolidated, but fairly well sorted materials.

Unlike the underlying bedrock materials, this alluvium may be highly permeable and thus able to transmit large quantities of water. The alluvium contains particles ranging in size from fine sand to pebbles, can be up to 200 feet deep. The thicker deposits tend to be associated with the main stem of Upper Black Squirrel Creek, located to the south of the Planning Area.

These alluvial aquifers are indicated on [Figure 2-12](#).

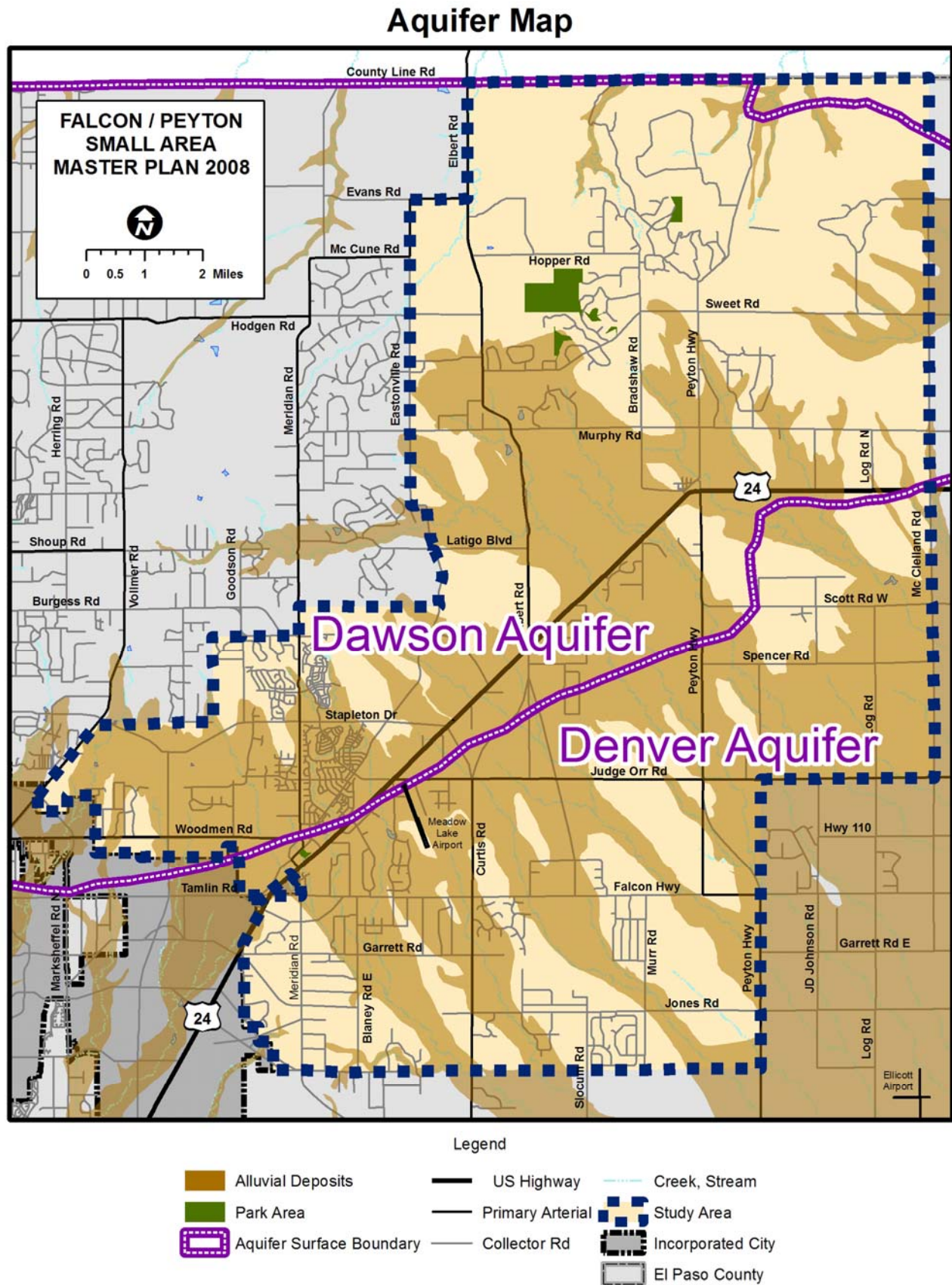


Figure 2-12 - Aquifer Map

2.6.3.3 Wetlands and Floodplains

Wetlands

Wetlands are generally defined by the Clean Water Act as "areas that are inundated or saturated by surface or ground water at a frequency and duration sufficient to support, and that under normal circumstances do support, a prevalence of vegetation typically adapted for life in saturated soil conditions. Wetlands generally include swamps, marshes, bogs and similar areas."

Wetlands are considered valuable because of the water filtration, water supply recharge, and wildlife habitat functions that they serve, and they can be a significant constraint to development in areas where they are widespread.

In the planning area, there are numerous small wetlands dispersed throughout the planning area and focused along the main streams in the area. These wetlands, which are indicated on [Figure 2-13](#), while they will impact the future pattern of land uses on individual parcels, do not have a significant impact on the large-scale future land uses in the area.

For more detailed information relating to wetlands, please visit the following links:

- [EPA informational site about wetlands](#)
- [U.S. Fish and Wildlife Service National Wetlands Inventory](#)

Floodplains

By definition, a floodplain is an area of inundation associated with a river or stream channel. Physiographic floodplains are typically defined by soil and vegetation characteristics, which differentiate the areas of flooding occurrence from surrounding upland areas. Floodplains are also calculated for engineering or regulatory purposes based on a statistical frequency. Thus, a 100-year floodplain equates to the maximum extent of flooding which would statistically occur once every 100 years, assuming unchanged land use conditions.

As such, floodplains are delineated as a means to protect life and property. In zoned areas, it is generally not allowable to construct a residential unit in the 100-year floodplain. Commercial structures can be placed in the floodplain in some cases if they are flood-proofed. In other specified cases, it may be allowable to remove property from the regulatory floodplain either through more refined studies or through physical land use modifications.

Floodplain boundaries may have little to do with the physical appearances of the landscape to a casual observer on the ground; floodplains within the Planning Area are particularly deceptive in this way. Given the existence of several floodplains and the subtlety of many of these throughout the Planning Area, encroachment into floodplains is a serious concern. Encroachment into floodplains by construction or fill leads to a number of problems, including:

- *Reductions in flood-carrying capacity*
- *Increased flood water heights and current velocities*
- *Increased flood hazards for areas beyond the encroachment*

Federal Emergency Management Administration (FEMA) defines "flood zones" according to varying levels of flood risk. These zones are depicted on a community's Flood Insurance Rate Map (FIRM) or Flood Hazard Boundary Map. Each zone reflects the severity or type of flooding in the area.

FEMA "High Risk" flood zone designations:
A -- Areas with a 1% annual chance of flooding and a 26% chance of flooding over the life of a 30-year mortgage. Because detailed analyses are not performed for such areas; no depths or base flood elevations are shown within these zones.
A1 - A30 -- Areas with a 1% annual chance of flooding and a 26% chance of flooding over the life of a 30-year mortgage. In most instances, base flood elevations derived from detailed analyses are shown at selected intervals within these zones.
AE -- Areas with a 1% annual chance of flooding and a 26% chance of flooding over the life of a 30-year mortgage. In most instances, base flood elevations derived from detailed analyses are shown at selected intervals within these zones.
AH -- Areas with a 1% annual chance of shallow flooding, usually in the form of a pond, with an average depth ranging from 1 to 3 feet. These areas have a 26% chance of flooding over the life of a 30-year mortgage. Base flood elevations derived from detailed analyses are shown at selected intervals within these zones.
AO -- River or stream flood hazard areas, and areas with a 1% or greater chance of shallow flooding each year, usually in the form of sheet flow, with an average depth ranging from 1 to 3 feet. These areas have a 26% chance of flooding over the life of a 30-year mortgage. Average flood depths derived from detailed analyses are shown within these zones.
AR -- Areas with a temporarily increased flood risk due to the building or restoration of a flood control system (such as a levee or a dam). Mandatory flood insurance purchase requirements will apply, but rates will not exceed the rates for unnumbered A zones if the structure is built or restored in compliance with Zone AR floodplain management regulations.
A99 -- Areas with a 1% annual chance of flooding that will be protected by a Federal flood control system where construction has reached specified legal requirements. No depths or base flood elevations are shown within these zones.

FEMA has mapped the generalized boundaries of the 100-year regulatory floodplains for the Planning Area. These are shown on [Figure 2-13](#). As would be expected, these floodplains follow major drainages and become wider as one moves south and east through the Planning Area.

For more detailed information relating to floodplains and flood zone mapping, please visit the following link:

- [FEMA Flood Information](#)

Prudent Line Setbacks

Prudent line setbacks are planning measures designed to protect property and the public from damage related to flooding in channel-side development. Because stream channels are not

fixed over time and may be altered through incremental erosion or storm events, parcels of land seeming to be safe from erosion hazards when developed may later be in positions of serious risk. A long-standing approach for subduing such potentially destructive stream dynamics is the lining of channels with erosion resistant or impervious materials to prevent any divergences in course. However, costs and complications associated with this "hard lining" method, which can include higher floodwater velocities, heat island effect, destruction of natural recreation amenities, distortion of flooding depths, intensified droughts, and prevention of underlying aquifer recharge, often exceed the benefits. Moreover, these ill effects often culminate downstream where the burdens of mitigation become very complex and costs are inefficiently allocated. In comparison, prudent line setbacks create buffers in which channels retain a high degree of natural function, and channel-side development is more safely and cost effectively distanced.

For more detailed technical information relating to prudent line setbacks, please refer to the [El Paso County Engineering Criteria Manual](#) .

2.6.4 Mineral Resources

Mineral Extraction Plan

Colorado House Bill 1529, the Preservation of Commercial Mineral Deposits Act of 1973, directed all counties with a 1970 population of 65,000 inhabitants or more to prepare a plan for the preservation of its commercial mineral deposits. In response, the Board of County Commissioners adopted the Master Plan for the Extraction of Commercial Mineral Deposits, El Paso County, in 1975. The document was amended in 1996 following a 1991 aggregate resources study commissioned by the County, and this most recent version is an adopted topical element of the El Paso County Master Plan.

The El Paso County Master Plan for Mineral Extraction and Maps can be found through the County [Long Range Planning Division](#) .

Mineral Deposits

The commercially extractable mineral deposits found in the Planning Area have generally been limited to sand and gravel. As noted in the geology sub-section, there are thin coal layers associated with the Laramie Formation, but these are located too deep under the Planning Area to be economically extracted. The County's 1975 Master Plan for the Extraction of Commercial Mineral Deposits does show another potentially strippable coal seam associated with the Dawson Formation that is located in the vicinity of Falcon. The highest quality sand and gravel resources are associated with alluvial stream channels. There are numerous abandoned sand and gravel pits located within the Planning Area boundaries. According to the records of the Colorado Mined Land Reclamation Division (MLRD), there appear to be five permitted sand and gravel operations in the Planning Area. One of these is County-operated and another is inactive.

Geologic Constraints

The [Colorado Geological Survey](#) is a state government agency within the Department of Natural Resources whose mission is to help reduce the impact of geologic hazards on the citizens of Colorado, to promote responsible economic development of mineral and energy resources,

provide geologic insight into water resources, and to provide geologic advice and information to a variety of constituencies.

Geologic hazards or constraints can arise from terrain that is overly steep, unstable, or prone to landslides or rockfalls. There are some areas in the northern part of the planning area that contain geological hazards as defined by the Colorado Geological Survey. These areas are indicated on [Figure 2-13](#). Some of the more serious hazards such as steep unconsolidated slopes may inhibit future development, but the majority of the geological constraints and hazards could be overcome by additional engineering.

Environmental Constraints and Hazards

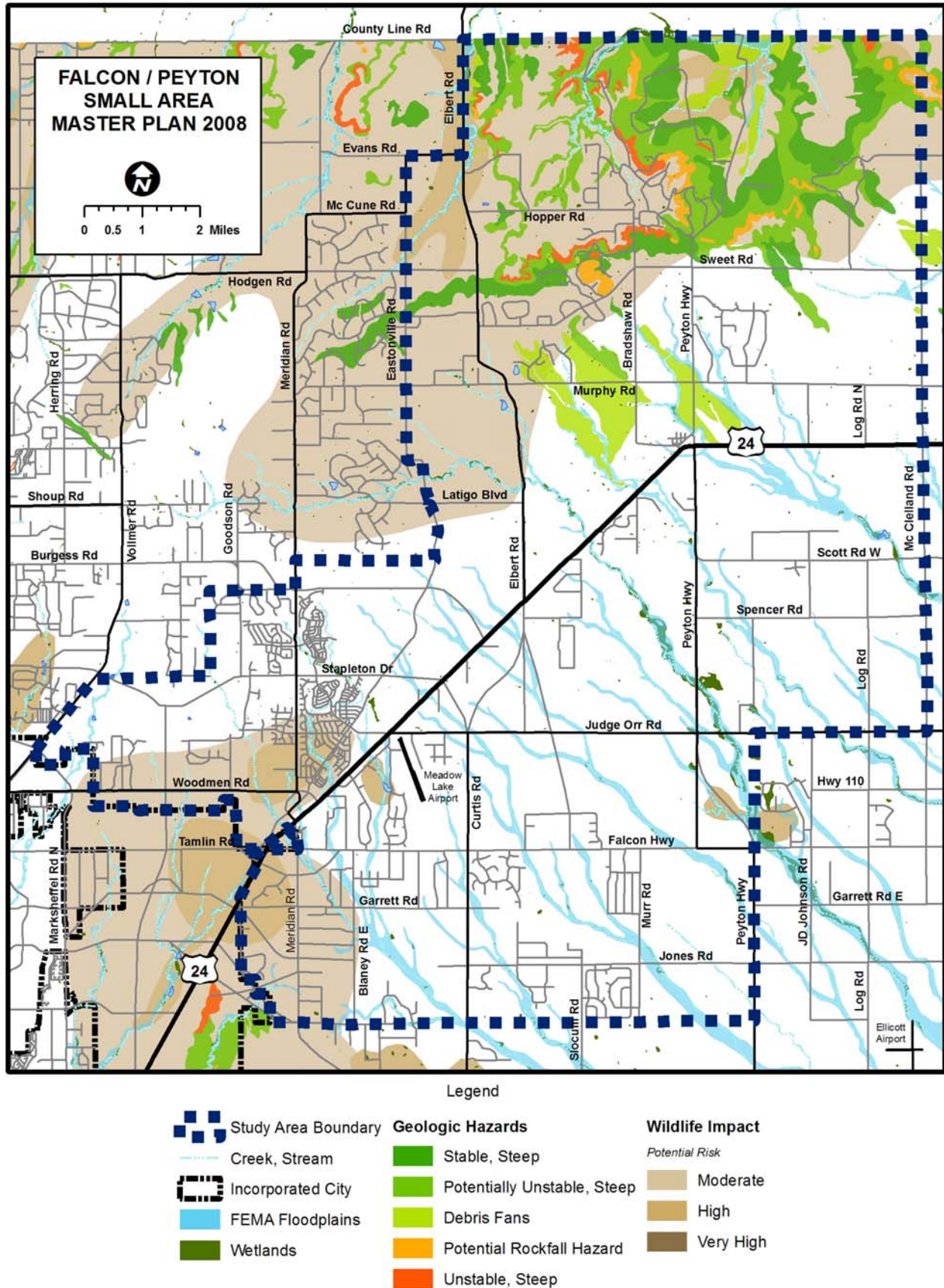


Figure 2-13 - Environmental Constraints and Hazards Map

2.6.5 Soils

Soils are generally defined as the uppermost portion of unconsolidated surface materials. They result from a complex interaction in which climate, vegetation and slope act on an underlying parent material (bedrock or alluvium). Most soils in the Planning Area are, therefore, composed of sandy loam or loamy sands associated with the decomposition of the Dawson Formation. Soils overlying the alluvial materials in the Planning Area tend to be sandy loams with high gravel content.

Soils in the planning area have been categorized into different types (known as series) by the [Natural Resource Conservation Service \(NRCS\)](#). Series are further broken down into phases or units that correspond to variations in slope. The characteristics of these units such as permeability, depth, swelling potential, and load-bearing capacity can be used to infer compatibility for various land uses including agriculture and the siting of septic systems. The rating system employed by the NRCS is described below:

Slight Limitations	Soil properties suitable for the indicated activity; limitations are easily overcome.
Moderate Limitations	Soil properties and site features unsuitable for the indicated activity; limitations can be overcome with good management and careful design.
Severe Limitations	Limitations are so severe that the indicated activity is questionable. Even special design practices may not overcome limitations

Septic Site Suitability

The residents and businesses of the planning area are almost totally dependent on individual or small shared-sewage disposal systems to treat their wastewater. The vast majority of these are individual septic systems. Residents are encouraged to have a certified engineer plan their septic systems in this area. Some areas have seasonal water tables close to the surface.

Ground water contamination by septic systems not properly installed or maintained can be a problem. In order for the leach fields of individual septic systems to function properly, they must be located on fairly level terrain and in soils which allow the effluent to disperse at a moderate rate. Excessive permeability may result in the introduction of organics into the ground water system before they can be oxidized by soil bacteria. If permeability is insufficient, the systems may overflow. Factors including slope, depth to bedrock, flooding, shrink-swell, permeability, stoniness, slow percolation, texture, rapid percolation, drainage, thin soil, and depth to the water table are used by the NRCS to determine their septic suitability ratings.

Although there are some areas subject to severe septic siting limitations scattered throughout the planning area, the most highly impacted areas occur in the north. About 20% of the northern quarter of the planning area is characterized by severe limitations. Most of the remainder of this northerly area has moderately constrained soils. Eighty to 90% of the southerly three-quarters of the planning area is rated as having only slight septic system siting constraints. Many of these constrained areas are located in association with floodplains. It should be emphasized that in low-density residential subdivisions even severe limitations may often be overcome with proper siting and engineering techniques.

Agricultural Suitability

The potential productivity of land for agriculture is dependent primarily on a combination of soil characteristics and water supply. According to a "Soils Resource Analysis" prepared by the Pikes Peak Area Council of Governments in the 1970s, many of the soils in the northern part of the planning area are rated "prime" or "good if irrigated." The best agricultural soils are located in the northeast quarter of the planning area known as the Bijou Basin. Included in this area are some isolated regions of steep topography that fall under the "poor suitability" category.

The southwest quarter of the planning area is rated as mostly poor with some "fair" ratings. The area from Curtis Road west to the planning area boundary is rated as poor. Of the soils in the southeastern planning area, a majority are "good if irrigated" with some rated "fair." A combination of several factors aids in determining these agricultural suitability ratings. Such factors include moisture content, organic matter, depth, texture, solar exposure, and drainage. Many of these factors decrease the need for artificial irrigation, fertilizer, and other soil enhancements.

It should be emphasized that, regardless of their suitability ratings, the actual productive capability of soils is largely dependent on the availability and use of irrigation water. In much of the planning area, on-site supplies of renewable irrigation water are limited, greatly reducing the ability of soils to support agricultural enterprises without substantial investments.

The NRCS also rates soils for agricultural productivity. Where there are site-specific questions regarding soil suitability of any land use, the [Soil Survey of El Paso County \(1981\)](#) should be consulted.

2.6.6 Flora and Fauna

Vegetation & Ecosystems

The climatic conditions interact with soils and geology to define the ecosystem for an area. Unless it has been substantially altered by humans, vegetation provides the basic indicator for the ecosystem. While not all of the planning area has been studied in detail, it is clear that the Mountain Grassland Ecosystem predominates. There are also extensive areas of the Ponderosa Pine ecosystem clustered along the Palmer Divide.

Wildlife

There are several species of wildlife in the Falcon/Peyton Planning Area. Wildlife ranges from birds of prey to hibernating species such as the Black Bear. In some cases the planning area may simply be a part of the species' range or migration route. Pronghorn antelope, prairie falcon, black bear, and mule and white tail deer coexist within the planning area. The Colorado Division of Wildlife has prepared maps of the wildlife species and their habitats in El Paso County. These maps were used to determine the location of various habitats in the discussion below.

[The Colorado Natural Heritage Program \(CNHP\)](#) also maintains statewide mapping of endangered species and habitats.

Pronghorn antelope live in numerous ranges within the Planning Area. Pronghorn ranges within the planning area are subject to potentially significant impacts from the effects of humans and development. Certain recommendations apply to developments encroaching on pronghorn antelope habitat. These primarily accommodate their migration patterns. Fencing standards should maintain the lowest strand of barbed wire a minimum of 16 to 18 inches off the ground, as antelope cannot jump fences but rather crawl beneath them. Residential areas could allow for large, open space corridors to minimize disruption of migration patterns.

The prairie falcon is found in two small locations within Homestead Ranch Park, south of Hopper Road. The Colorado Division of Wildlife classifies these areas as a high-impact zone. These small birds most commonly nest on cliff edges and rock outcroppings. Nests are often used repeatedly, though not necessarily by the same nesting pair. Although the height of most nests makes them inaccessible to humans and predators, young fledglings are susceptible to predatory birds and harassment by humans. Upon identifying prairie falcon nest sites, the land manager should attempt to identify some sort of buffer zone around the location, and enforce that zone from March 15th through August 1st, if possible.

The northwestern corner of the planning area is considered black bear habitat, with the southern most extent being Murphy Road. It is somewhat common for bears to migrate out along the Palmer Divide and be sighted in the Planning Area. Part of this habitat is considered to be a high-impact zone. Because bears are opportunistic feeders and easily adapt to habitat changes, the contact between humans and bears will continue to increase, especially in the northwestern part of the Planning Area. The presence of trash cans, garbage dumps, and dog-food bowls will often entice a young bear into thinking he's found a new food source. Land owners and developers should be aware of the possible presence of bears and what measures can be taken to discourage bears from "visiting" on a regular basis.

Mule deer are found in a portion of the Planning Area from the County line south to Sweet Road. A part of this area is considered to be a high-impact zone. Another mule deer range is located in the central part of the Planning Area. White tail deer have recently become more prevalent in the foothills of Colorado and in riparian zones in the eastern plains of El Paso County. In the Planning Area they are located in high-impact zones, south of Highway 24 to Judge Orr Road and east from Eastonville Road to Elbert Highway. Both species of deer compete heavily with man for their winter range, as deeper snows limit their food source. Weather, as well as humans, affects the mortality rate of the deer population. Harsh winters often take a toll on the younger deer, when high stress loads, combined with a limited fat reserve, can be fatal. Because of their migratory patterns, deer often cross roadways, resulting in numerous traffic accidents.

2.6.7 Cultural Resources

Cultural resources are an important asset to a community. They include both physical assets such as architecture and artwork, but also intangible culture such as folklore and interpretative arts. Cultural resources encompasses historic preservation, history, archaeology, architectural history, historical architecture, landscape architecture and subfields such as geoarchaeology, soil science, and ethnobotany. For the sake of this Master Plan, the cultural resources that will affect land uses in the area would be any historical sites that the community may desire to protect to preserve the important historical and traditional value of the sites.

See also [History](#) .

Registered Features of the Planning Area

Black Squirrel Creek Bridge

Black Squirrel Creek Bridge is a Parker truss bridge in eastern El Paso County, Colorado. The bridge carries U.S. Route 24 across Black Squirrel Creek.

During World War II, German prisoners of war were allowed to do construction, farm and logging work in the area. They were housed in the bridge's foundation. The bridge was built in 1935, and was posted to the National Register of Historic Places on October 15, 2002. The 226-foot long bridge remains virtually intact as a rare surviving example of a once important long span truss type. This bridge is listed under Highway Bridges in Colorado Multiple Property Submission, substantiating it as the best example of its type remaining in place on its original road in Colorado.



Black Squirrel Creek Bridge

Denver & New Orleans Railroad Segment

The Denver and New Orleans Railroad is a historic railroad that operated in Colorado. The D&NO was started by Colorado Governor John Evans, along with entrepreneur David Moffat and other associates in 1881. The company was chartered to build a railroad connection from Denver, Colorado to the Gulf of Mexico. A State Registered railroad segment runs along Elbert Road, north of Falcon. The Denver and New Orleans Railroad, which was the first standard gauge railroad to operate between Denver, Colorado Springs, and Pueblo, operated over this now abandoned grade between 1881 and 1936.

Other Historic Features

Rock Island Railroad

A portion of the Rock Island Railroad, which operated from 1886 to 1980, runs through the planning area along Highway 24. This right-of-way has been converted to a multi-use trail.

Falcon and Peyton Townsites

The Falcon townsite, established through a deed drawn up on August 31, 1888, was located near the remains of a deserted sheep camp. Its name is said to have originated from the hawks that were prevalent in the area. Falcon's location at the junction of the Rock Island with the C & S Railroad allowed it to quickly prosper. In two years its population was 200, and the town supported a newspaper, two hotels, six saloons and a post office. The "Falcon Hotel",

constructed in 1890, still stands. The several hundred originally platted lots in Falcon averaged 25 by 150 feet in dimension. The remnants of some of these lots still exist today.

The Peyton townsite was originally homesteaded in 1887 by George W. Peyton. His property was cut in two by the railroad the following year, and the townsite was platted into lots during December of that year. Peyton supported many of the same businesses as Falcon, and suffered the same decline when rail service was reduced. Lots in Peyton averaged 25 by 140 feet.

Other Abandoned Townsites

In about 1880 what was then called the Denver and New Orleans Railroad was constructed between Denver and Pueblo. Its alignment passed around the eastern side of the Black Forest, through a logging and freight settlement then known as McConnellsville. This town changed names to Eastonville and the railroad eventually became known as the Colorado and Southern. Much of the curving alignment of the present day Eastonville Road resulted following the old C & S right-of-way.

By 1883, Eastonville had a post office and shortly thereafter, the Russell Gates Co. constructed a huge 400-foot store in the town. In its heyday, Eastonville was the dominant community in the north-central part of the County. It had a population of about 400, a newspaper, a brass band and several churches. Up to nine trains per day stopped in the town.

By the 1920s abandonment of portions of the C & S lines began to cause Eastonville to decline. The town was ultimately abandoned in 1935 when a major flood washed out the remaining tracks. The local school district was formally dissolved and made part of the Peyton District in the mid-1950s. Today, Eastonville exists only as an historic site, with only a few structures remaining.

One other historic community in the Planning Area is the Bijou Basin settlement, which predated both Falcon and Peyton. Bijou Basin was situated in a high valley north of the Palmer divide along what was then known as the Bijou Basin Road (now Peyton Highway). A school was established there in 1874. The settlement also supported a black-smith shop, a tavern and a post office. This was originally a logical place to establish a community since the site was situated along a major cattle drive trail and the climb either direction over the divide was quite substantial. Bijou Basin declined in importance and eventually was abandoned as a community when the railroad towns around it became established.

To the south of the Bijou Basin is a prominent geologic formation known as "Fremont's Fort". Some historians say that the explorer John Fremont occupied this outcrop in the 1840's to avoid Indian attack. Other historic sites and structures listed in Elaine Freed's 1976 inventory of El Paso County include the following:

- *Eastonville townsite*
- *Lindley homestead, Packard Ranch*
- *Cheese Ranch (four miles north of Peyton on Bradshaw Road)*
- *Holden Ranch in Bijou Basin*
- *The settlement site for Bijou Basin*
- *Falcon Hotel in Falcon*

- *Stone's stone house near Peyton*

2.6.8 Visual Resources

Visual resources include natural, sculpted, and cultural landscapes. Certain visually significant features possess high enough aesthetic values to be treated in much the same way as protected natural resources. The compatibility of these kinds of visual resources with future development is a critical consideration in the master planning process.

Indeed, a "rural character" is often cited as a primary attractant to those who choose to call the Falcon and Peyton Area home. Myriad elements intermingle to result in this rural identity, and visual factors are among the most important. The wide-open plains that stretch through Falcon and Peyton bestow a visual distinctiveness to the Planning Area in comparison to other nearby population centers. The way in which the plains frame views of the Front Range to the west is especially notable. Aside from providing utility to the area in the form of ranching and equestrian activities, expansive tracts of open land provide vistas that are prized community assets, worthy of respect in the face of future development scenarios.



View of Pikes Peak from Planning Area

Standing in contrast to the plains of Falcon and Peyton are a few of the buttes of Palmer Divide's tapering, southernmost extent, which terminates about three miles south of the northern County line. Rattlesnake Butte, a 7,400-foot formation found in Homestead Ranch Regional Park, from which the Front Range as well as the Sangre de Cristo Mountains are viewable, is another type of visual resource in the Planning Area. The surrounding landscape in this northwest section of the Planning Area, featuring Ponderosa Pine and sandstone bluffs, is also distinct from the meadows and grasslands typical of the remaining areas.

Land development can have especially pronounced impacts on the visual character of plains and grasslands landscapes. Due to insubstantial topographical variation, buildings can disrupt sightlines for great distances in settings like that of the Planning Area. This is exacerbated by the lack of vegetation available to screen development. As a result, the visual benefits of clustering development and limiting sprawl can be especially significant in Falcon and Peyton.

2.7 Land Ownership and Use

The primary purpose of this document is to provide guidance in land development decisions. Therefore, a great deal of effort has gone into identifying land use patterns, trends, and issues.

This section includes a summary of land uses types and distribution, zoning, parcel sizes, landownership patterns, and ongoing County projects in the area.

Table 2-3, Figure 2-14 , and Figure 2-15 below summarize the current use of property in the planning area as identified by the County Assessor. While it is noted that these land use categories have unique purposes related to collection of property taxes, the data provide a great deal of insight into the land use character of the area.

2.7.1 Land Use Categories

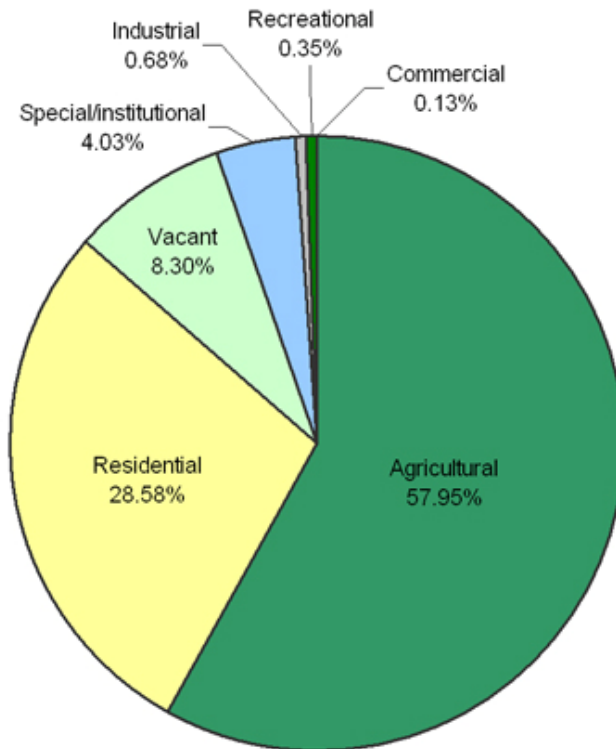


Figure 2-14 - Land Use Distribution (Based on 2007 Assessor Data)

Existing Land Use Map (per tax assessor data)

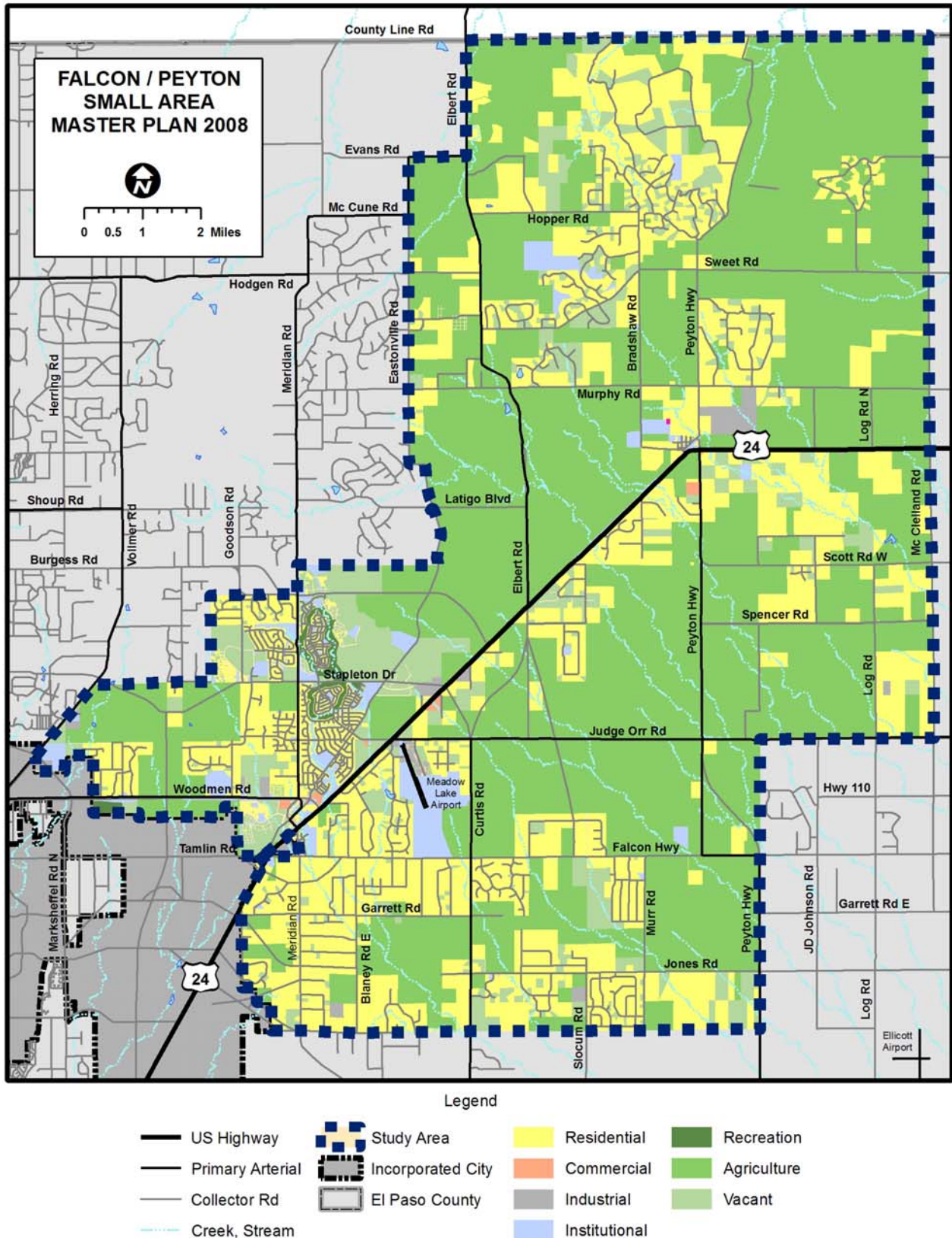


Figure 2-15 - Existing Land Use (Based on 2007 Assessor Data)

Agriculture

As Table 2-3 shows, agriculture is still the dominant land use in the area, as it has been since the area was first settled in the 19th century. According to the Assessors Land Use Classification, grazing land comprises approximately 57% of the total land use in the planning area. The majority of the grazing and farmland is located in the eastern and southern parts of the planning area.

.Residential

Residential land uses make up a significant portion of the planning area, with single family residential uses occupying about 25% of the planning area. This type of use is concentrated in the urbanized area north and west of the Falcon town site, but also includes the homes on rural residential parcels that occur throughout the planning area. The types of residential uses are diverse, with mobile home uses occupying approximately 2,900 acres (almost 3% of the planning area). Mobile home parks are concentrated just north of Peyton, while mobile homes on owned land are dispersed evenly throughout the planning area.

Table 2-3: Land Use Distribution By Assessor Data			
Land Assessment Description	Total (acres)	Average Parcel (acres)	# Parcels
Agricultural			
Ag. Grazing land	58,583.75	123.59	474
Dry farm land	1,248.05	69.34	18
Irrigated land, sprinkler	157.72	39.43	4
Total Agricultural	59,989.52	120.95	496
Residential			
A-frame house	0.25	0.25	1
Res land at 29%	340.06	15.46	22
Res land at res rate	29.96	7.49	4
Residential county	148.09	148.09	1
Residential religious purposes	4.23	4.23	1
Single family res.	26,135.41	3.92	6674
Homeowners association	38.79	0.59	66
Mobile home parks	252.32	252.32	1
Mobile on owned land	2,620.75	11.86	221
Multi-units (4-8)	14.81	7.41	2
Total Residential	29,584.66	4.23	6993

Open Space

Open space in the planning area is primarily comprised of vacant land and preserved land. Vacant parcels are dispersed throughout the planning area, and may be concentrated in areas that are currently being developed. Overall, vacant land (as defined by the Assessor) occupies about 8% of the planning area. Preserved land is primarily located in parks, which are discussed below.

Parks and Recreation

The major county park in the area is Homestead Park, located in the north central part of the planning area. There are also local parks in the urbanized areas north of Falcon, as well as a recreational golf course in the Meridian Ranch development north of Falcon.

Government-Owned

The State of Colorado owns approximately 1,600 acres in the area, or about 1.5% of the planning area. The six state owned parcels, which are administered by the State Land Board, are distributed around the planning area and are currently undeveloped. There are also small areas that are owned by El Paso County (primarily Homestead Park), and one parcel on Woodmen Road west of Falcon that is owned by the Federal Government.

Table 2-3: Land Use Distribution By Assessor Data

Land Assessment Description	Total (acres)	Average Parcel (acres)	# Parcels
Vacant			
Code 101 at present worth	1,248.59	0.92	1357
Code 201 at present worth	29.35	1.96	15
Unimproved land	1,909.85	4.37	437
Vacant land larger than 100 acres	1,948.12	129.87	15
Vacant land between 1 and 5 acres	35.34	2.72	13
Vacant land between 10 and 35 acres	338.09	16.90	20
Vacant land between 35 and 100 acres	2,948.94	38.30	77
Vacant land between 5 and 10 acres	129.63	5.40	24
Vacant land less than 1 acre	5.94	0.99	6
Total Vacant	8,593.86	4.38	1964
Special/Institutional			
County	598.63	26.03	23
Federal	112.78	112.78	1
Political subdivision	891.94	5.28	169
Religious worship	40.48	5.78	7
Special purpose	936.86	40.73	23
State	1,588.86	264.81	6
Total Special/Institutional	4,169.55	18.21	229

Institutional

The main institutional land use in the area is for Meadow Lake Airport, in the south central part of the planning area. Overall, this category, which would include schools and colleges, religious buildings, hospitals, museums, and emergency facilities, accounts for less than 1% of the planning area land use.

Industrial/Utilities

There are only a few industrial sites throughout the planning area. The largest consolidated industrial land use is the large series of greenhouses located just north of Peyton. Outside of that particular operation, there are 82 different parcels that are classified as warehouse sites, comprising a total of 316 acres.

Commercial

Commercial land uses within the area are somewhat limited, suggesting that residents depend on outside areas for these services. The commercial land uses that exist are focused along the Highway 24 corridor, specifically near the Falcon and Peyton town sites. Overall, commercial uses account for only .13% of the land area.

Table 2-3: Land Use Distribution By Assessor Data

Land Assessment Description	Total (acres)	Average Parcel (acres)	# Parcels
Commercial			
Commercial condo	4.18	0.04	115
Merchandising	121.09	7.12	17
Offices	5.00	5.00	1
Total Commercial	130.27	0.98	133
Industrial			
Greenhouse (ag. Business)	318.68	159.34	2
Industrial condominiums	0.08	0.08	1
Manufacturing processing	64.87	64.87	1
Warehouse/storage	315.76	3.85	82
Total Industrial	699.40	8.13	86
Recreational			
Recreation	358.50	44.81	8
Total Recreational	358.50	44.81	8
Grand Total	103,525.77	10.45	9,909.00
Source: El Paso County Tax Assessor, 2007			

2.7.2 El Paso County Zoning

The [El Paso Land Development Code](#) was most recently adopted in April of 2007 for the purpose of preserving and improving the public health, safety and general welfare of the citizens and businesses of El Paso County. More specifically, it is the purpose of the Code to:

- *Implement the Master Plan and related elements.*
- *Promote predictability, consistency and efficiency in the land development process for residents, neighborhoods, businesses, agricultural and development interests.*
- *Ensure appropriate opportunities for participation and involvement in the development process by all affected parties.*
- *Be fair to all by ensuring due consideration is given to protecting private property rights, the rights of individuals, and the rights of the community as a whole.*

- *Guide the future growth and development of the County in accordance with the Master Plan.*
- *Guide public and private policy and action in order to provide adequate and efficient transportation, water, sewerage, schools, parks, playgrounds, recreation, and other public requirements and facilities.*
- *Establish reasonable standards of design and procedures for subdivision and resubdivision in order to further the orderly layout and use of land, and to ensure proper legal descriptions and monumenting of subdivided land.*
- *Ensure that public facilities and services are available concurrent with development and will have a sufficient capacity to serve the proposed subdivision, and, in so doing, ensure that El Paso County residents will be required to bear no more than their fair share of the cost of providing the facilities and services by requiring the developer to pay fees, furnish land, or establish mitigation measures to cover the development's fair share of the capital facilities needs generated by the development.*

Table 2-4 summarizes the distribution of different zoning types in the planning area, and Figure 2-16 shows the distribution of zoning types, as well as the location of currently ongoing county projects.

From Table 2-4 below, it is clear that the predominant zone districts in the planning area, by acreage, are the A-35 Agricultural district and the RR-5 Rural Residential District. The A-35 properties were largely zoned to this designation in March of 1999 as part of the Eastern County zoning plan. The RR-5 areas result from a combination of County-initiated legislative zonings which occurred largely in the 1960's and zoning or rezoning applied for by individual owners and developers in conjunction with plans for rural residential subdivisions. It is also noteworthy that close to 10% of the entire planning area is now zoned Planned Unit Development (PUD). This designation allows for a customized zoning plan. These PUD areas accommodate a wide variety of uses and densities, and may now account for the majority of all of the population and commercial square footage in the area. The RR2.5 Rural Residential District is also significant in some areas, and accounts for the about 2,000 actual or potential dwelling units. No other zone district accounts for more than 1% of the total planning area by acreage.

Zoning and Current County Projects

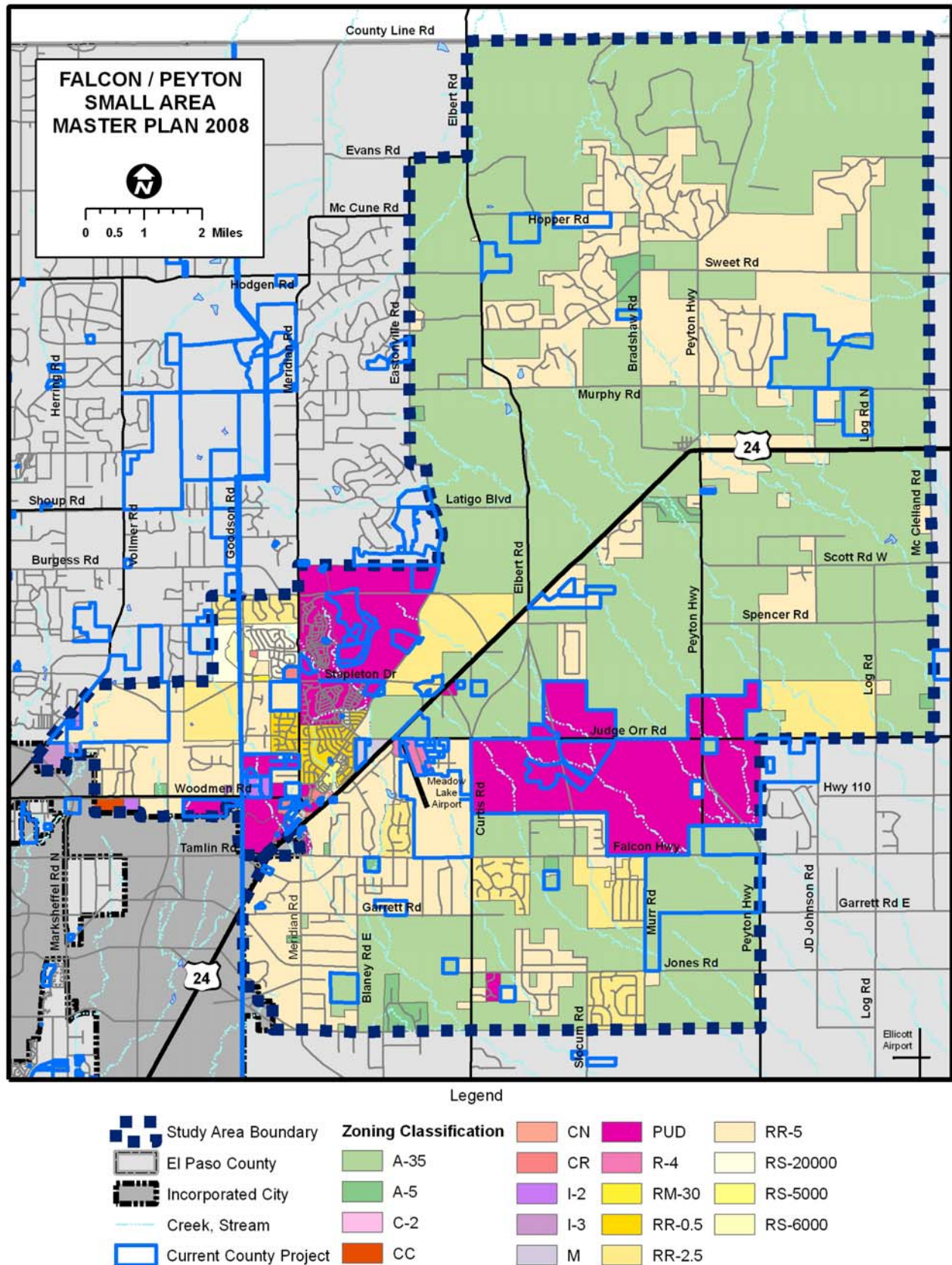


Figure 2-16 - Zoning and Current County Projects Map

Table 2-4: Planning Area Zoning Distribution			
Category	Description	Acreage	% of Area
A-5	Agricultural (5 acres)	1,004.05	0.95%
A-35	Agricultural (35 acres)	60,442.95	57.14%
C1	Commercial (Obsolete District)	- 0 -	0.00%
C2	Commercial (Obsolete District)	10.77	0.01%
CC	Commercial Community	98.99	0.09%
CN	Commercial Neighborhood	2.49	0.00%
CO	Commercial Office	- 0 -	0.00%
CR	Commercial Regional	185.58	0.18%
CS	Commercial Service	- 0 -	0.00%
F-5	Forest & Recreation (5 acres)	- 0 -	0.00%
I-1	Research & Development	- 0 -	0.00%
I-2	Limited Industrial	201.68	0.19%
I-3	Heavy Industrial	197.83	0.19%
M	Industrial (Obsolete District)	110.91	0.10%
MHP	Mobile Home Park	- 0 -	0.00%
MHP-R	Mobile Home Park, Rural	- 0 -	0.00%
MHS	Mobile Home Subdivision	- 0 -	0.00%
PUD	Planned Unit Development	10,278.68	9.72%
R4	Planned Development (Obsolete District)	173.79	0.16%
RM-12	Residential Multi-Dwelling (12 DU/acre)	- 0 -	0.00%
RM-30	Residential Multi-Dwelling (30 DU/acre)	21.64	0.02%
RS-20000	Residential Suburban (20,000 sq.ft.)	649.81	0.61%
RS-6000	Residential Suburban (6,000 sq.ft.)	214.39	0.20%
RS-5000	Residential Suburban (5,000 sq.ft.)	109.72	0.10%
RR-0.5	Residential Rural (1/2 acres)	805.60	0.76%
RR-2.5	Residential Rural (2 1/2 acres)	5,871.71	5.55%
RR-5	Residential Rural (5 acres)	25,399.36	24.01%
RT	Residential Topographic	- 0 -	0.00%
RVP	Recreational Vehicle Park	- 0 -	0.00%

2.7.3 Parcel Size Analysis

When analyzing a particular area to detect and influence potential future land use changes, it becomes very important to identify patterns of land ownership in the area. In the Falcon/Peyton planning area, there is a diverse mix of large landowners and small landowners. Figure 2-17 shows the distribution of different parcel sizes in the area, and Table 2-5 analyzes the relative frequency of different parcel sizes in the area.

Table 2-5: Parcel Size Distribution in Acres			
Parcel Size *	Number	Total Acreage	% of Planning Area
0-1	5,124	1,570.24	1.34%
1-2.5	405	541.28	0.46%
2.5-5	2,223	9,127.14	7.80%
5-20	1,215	9,643.17	8.24%
20-35	76	2,066.38	1.77%
35-100	691	30,201.22	25.81%
100-640	161	38,362.80	32.79%
640+	15	25,487.04	21.78%
*Parcel size thresholds have been shifted from even numbers to capture measurement and GIS errors in the database. This more accurately portrays the percentage of parcels that fall above or below certain key regulatory or zoning cutoffs. The thresholds used were 0-1.00, 1.01-2.45, 2.46-5.05, 5.06-20.00, 20.01-34.90, 34.91-100.00, 100.01-640.00, and greater than 640.01.			

A comparison with 1992 parcel data yields a few interesting conclusions and illustrates area trends over the last 15 years.

First, parcel sizes have become relatively smaller in the area. Where there were only 3,827 total parcels in 1992, there are now 9,910 parcels in the area. In 1992, about 31% of the land area was made up of parcels over 640 acres, and now that size of parcel makes up only about 22% of the area. In contrast, parcels smaller than 5 acres made up only about 3% of the planning area in 1992, while now these parcels occupy almost 10% of the planning area. Perhaps most telling, the number of parcels under 5 acres in size increased by 551%. This clearly points to a trend of subdivision and urbanization.

2-50

A second conclusion that can be gleaned from a comparison of the parcel data is that the smallest and the largest rural parcels appear to have been subdivided over the intervening 15 years, but not the mid-size rural parcels. The number of parcels between 5 and 35 acres decreased by 37%, and the number of parcels over 640 acres decreased by 42%. The other parcel size categories saw increased numbers. 35-100 acre parcels and 100-640 acre parcels increased by 49% and 55% respectively. This data suggests that there are two levels of subdivision that tend to occur in the area: subdivision of very large rural parcels into smaller rural parcels, and the subdivision of small rural residential parcels to urban parcels.

Major Landowners Analysis

Major land holdings tend to be targets for subdivision and development. Because of this, identifying these key areas can be critical in preparing for future development trends and identifying key community stakeholders. The following table and map show the largest unified land owners in the planning area. [Table 2-6](#) summarizes the major landowners in the area.

Table 2-6: Planning Area Major Landowners					
Map ID #	Landowner	Acreage	Map ID #	Landowner	Acreage
1	4-Way Ranch LLC	6551.15	11	Marksheffel-Woodmen Inv. LLC	966.69
2	Santa Fe Springs, LLC et al. *	6114.39	12	Jessie L. Pavlica	799.2
3	Harmony Land and Cattle LLC	4660.43	13	Plainview Properties LLC	773.55
4	Shaw Ranch LLC	4204.88	14	Bishop Family Ltd. Partnership LLC	755.2
5	Mountain View Properties	3601.62	15	Meadow Lake Airport Association	744.2
6	Rock Springs Group, LLC	2076.64	16	Marla K. Manyik	604.15
7	Beverly J. Blattspieler	1952.27	17	Banning Lewis Ranch Co. LLC	531.41
8	State of Colorado	1588.64	18	Dennis Kucerik	476.41
9	Meridian Ranch Inv. LLC	1081.37	N/A	El Paso County**	746.73
10	Morley-Bentley Inv. LLC	1056.32	N/A	GTL Incorporated***	743.95
* = Includes Santa Fe Springs LLC, SFS Holdings LLC, Cheuk S. Kwan, and CS One LLC.					
** = Not mapped because holdings are widely distributed across the study area.					
*** = Not mapped because individual holdings are already subdivided, or widely distributed in the study area.					

As [Figure 2-18](#) shows, the largest landowners are located in the center of the planning area between Falcon and Peyton. Three of the top four landowners are located in this area. One of these holdings, Santa Fe Springs, is already approved for development, and Shaw Ranch, the

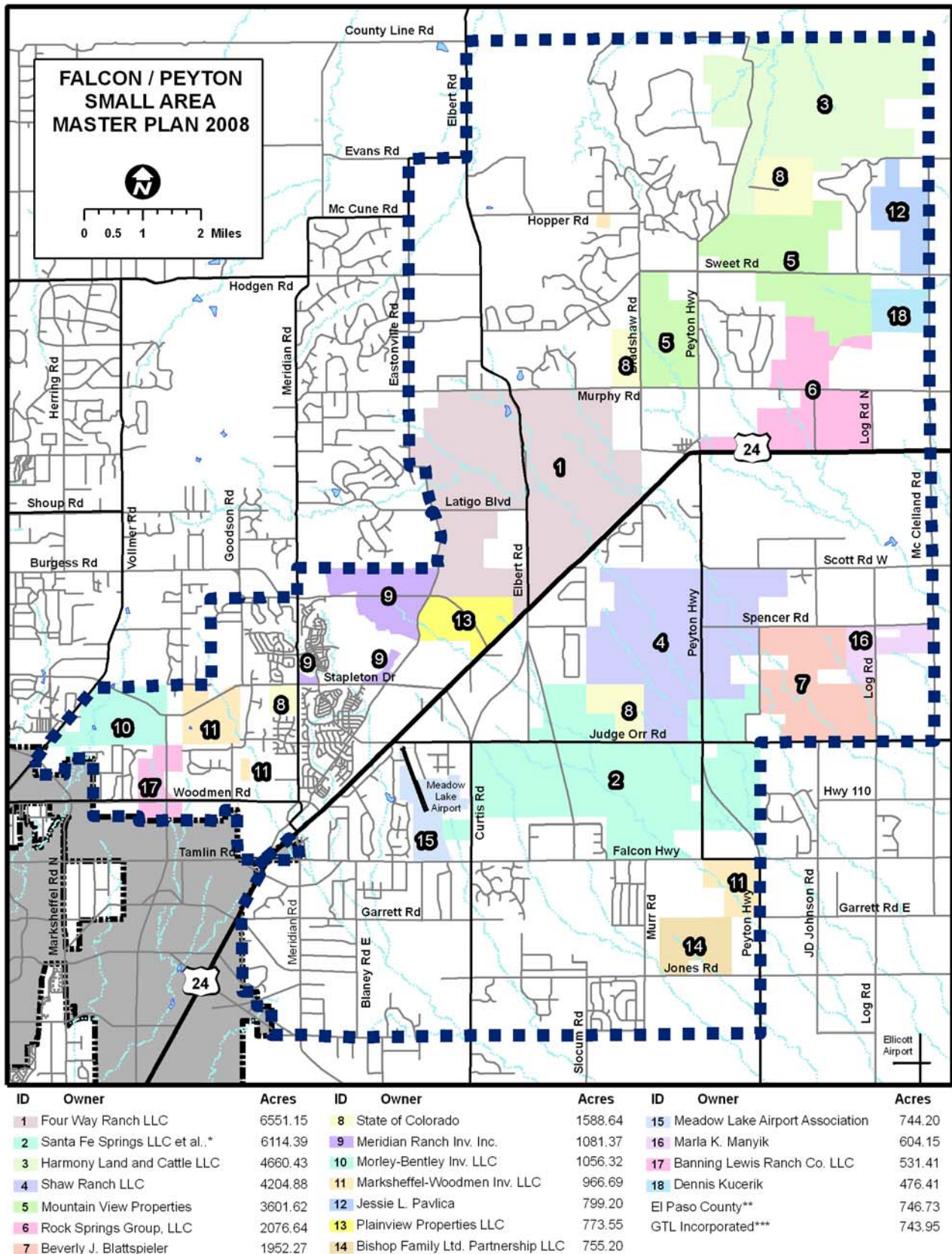
fourth largest single land holding in the area, has entered the early stages of the development review process as well.

The area north of Peyton is another area where large landownership is concentrated, with the fifth (Mountainview Properties) and sixth (Rock Springs Ranch) largest holdings in the area. Of these, a portion of Rock Springs Ranch is approved for development and other parts are in the early stages of development planning.

Finally, the area north and west of Falcon and north of Woodmen Road has a number of large landownerships, some of which are in various stages of development. This area can be expected to become increasingly developed as these large holdings are subdivided.

Another notable feature of the major landowners analysis is the absence of major land holdings in some areas. Namely, the area south of Falcon Highway, the area directly south of Peyton, and the Northwestern corner of the planning area. Because of a pattern of multiple smaller land owners, these areas are likely to resist large-scale land use changes in the future.

Landownership (Parcels greater than 475 ac.)



*= Includes Santa Fe Springs LLC, SFS Holdings LLC, Cheuk S. Kwan, and CS One LLC.

**= Not mapped because holdings are widely distributed across the study area.

***= Not mapped because individual holdings are already subdivided, or widely distributed in the study area.

Figure 2-18 - Major Landowners

2.7.4 Sketch Plans and Other Major Projects

The County currently has a number of projects that are in various stages of review and approval. Identifying these ongoing projects and sketch plans is another critical element in spotting development trends as they occur. [Table 2-7](#) lists the current projects, and [Figure 2-16](#) gives a general idea of their locations.

Table 2-7: Planning Area Major Projects							
Project Name	Total Acres	General Status	Planned Dwelling Units	Total Platted DU's	Non-Res Acres	Remaining Residential Capacity	Remaining Non-Res Capacity
Meridian Ranch	1633		3266	0	46.00	N/A	
Bentgrass	178.77	PUD's approved, SP for phase 1 approved	578	0	29.00	100%	100%
Latigo Trails	1619	SP approved, SF's in process	450	230	187.00	51%	N/A
Falcon Highlands	852	All filings approved	713	347	70.00	51%	10%
Four Way Ranch	557	SP & SF approved	137	42	0.00	69%	N/A
High Plains Ranch	1500	SKP under review	1000	0	22.00	100%	100%
Red Sky Ranch	159	SKP in process	444	0	27.00	100%	100%
Silver Star	35.25	PUD Approved	0	0	35.25	N/A	100%
Santa Fe Springs	6420	Several site specific PUD's approved	5370	0	297.53	100%	100%
Paint Brush Hills	960		2513	730	11.00	70%	100%
Sagecreek South 2	357.23	SP approved,	118	0	0.00	100%	N/A
Shaw Ranch	4200	SKP under review	6770	0			
Sterling Ranch	1585	SKP under review	5500	0			
Rock Springs Ranch	714	PUD under review. Concurrent SP & Ph1 SF	203	0			
Acronyms: SKP - Sketch Plan PUD - Planned Unit Development DU - Dwelling Unit SP - Subdivision Plan (Preliminary Plan) SF - Subdivision Final (Final Plat)							

2.8 Transportation

Capturing the current and anticipated transportation flows accurately is an important step in a careful planning process. Land use planning and transportation planning are intricately linked and interdependent. The following sections describe the existing and future transportation systems in the planning area.

2.8.1 Introduction

The existing surface transportation network of the Falcon/Peyton Planning Area is an integral part of land use planning, affecting such factors as quality of life, public safety, land development patterns and economic development potential.

The road system in the planning area is the primary way for residents to travel to and through the planning area. However, transit service, bicycle facilities, pedestrian infrastructure, railroad corridors, and airports are also part of the transportation system. The residents of the Falcon/Peyton Planning Area currently rely overwhelmingly on personal automobiles as their primary means of transportation. Many residents regularly commute between the planning area and the city of Colorado Springs for employment, shopping and other purposes.



While U.S. Highway 24 functions as the primary transportation corridor through the planning area, there are a number of other roadways which function as regional corridors in providing access either within the planning area, or between it and outside destinations.

The purpose of this subsection is to describe existing transportation conditions in the planning area, and then to touch on some of the regulatory and other factors which effect the location, design, maintenance and financing of roadways. Finally, the section will discuss other "alternative" forms of transportation.

2.8.1.1 Relationship Between Land Use and Transportation

The settlement pattern in the Falcon/Peyton Planning Area at the turn of the twentieth century was the typical pre-automobile compact town development pattern centered on railroad stops at Falcon and Peyton. The remainder of the area consisted primarily of large undeveloped ranch land holdings. At the end of the twentieth century the small town centers at Falcon and Peyton remained, but the development pattern had shifted to the conversion of former rural agricultural land to low-density housing subdivisions and "ranchettes".

This shift to decentralized, low-density development, by its very nature, separates housing from employment and services. This has important implications regarding transportation

infrastructure. Specifically, the decentralized low-density development results in increased personal vehicle use. Travel between dispersed housing, employment centers, and retail stores that provide goods and services can lead to longer trips and higher Vehicle Miles Traveled (VMT) than patterns with more traditional centralized employment and services.

The relationship between land use and transportation systems is a dynamic one. Changes in land use can modify the travel demand patterns and induce the transportation system to change in response. Transportation systems evolve and create new accessibility levels that in-turn change land use patterns.

The high vehicle miles traveled from highly dispersed locations requires a relatively extensive road network given the areas low population density.

The following are land use factors that affect travel:

Density and Clustering: Density refers to the number of people or jobs in a given area. Clustering refers to related activities located close together, often in commercial centers.

Transportation Diversity: Increased density tends to increase the number of transportation options available in an area due to economies of scale. Higher density areas tend to have better sidewalks, bicycle facilities and transit service because increased demand makes them more cost effective. Reduced automobile accessibility equates to increased auto density, which tends to reduce traffic speeds, increase traffic congestion and reduce parking supply, making driving relatively less attractive than alternative modes. People who live and work several miles from a city tend to drive more annual miles than if located in the same type of development closer to the urban center.

Centeredness: Refers to the portion of employment, commercial, entertainment, and other major activities concentrated in multi-modal centers, such as central business districts, downtowns and large industrial parks. Such centers reduce the amount of travel required between destinations and are more amenable to alternative modes, particularly public transit. Centeredness affects overall regional travel, not just the trips made to the center.

Land Use Mix: Refers to locating different types of land uses (residential, commercial, institutional, recreational, etc.) close together. Increased land use mix tends to reduce the distances that residents must travel for errands and allows more walking or other alternatives for such trips. It can reduce commute distances, and employees who work in a mixed-use commercial area are more likely to commute by alternative modes.

Connectivity: Refers to the degree to which a road or path system is connected, and therefore the directness of travel between destinations.

Roadway Design: A connected road network provides better accessibility than a conventional hierarchical road network with a large portion of dead-end streets. Increased connectivity can reduce vehicle travel by reducing travel distances between destinations.

Street Calming, Streetscaping and Walking and Cycling Improvements: Residents of neighborhoods with connected street networks and limited commercial parking rely more on alternative modes for non-work trips and drive significantly less than residents of conventional

suburban neighborhoods. Residents in a pedestrian friendly community walked, bicycled, or rode transit for approximately 50% of the time. Walking is three times more common in a community with pedestrian friendly streets than in otherwise comparable communities that are less conducive for travel.

Parking Management: Refers to the supply, price and regulation of parking facilities. If parking is abundant and inexpensive, automobile ownership and use increase, and destinations become more dispersed, reducing land use accessibility.

Transit-Oriented Development: TOD refers to communities designed to provide convenient access to high-quality transit services. The shift to transit serves as a catalyst for more accessible land use, creating higher density, mixed-use, walkable centers. People who live or work in such areas tend to own fewer cars, drive less and use transit more than in other locations.

Walking and Cycling Conditions are affected by the quantity and quality of sidewalks, crosswalks and paths, path system connectivity, the security and attractiveness of pedestrian facilities, and support features such as bike racks and changing facilities. Improved walking and cycling conditions tend to increase non-motorized travel, increase transit travel, and reduce automobile travel.

Site Design and Building Orientation: Some research indicates that people walk more and drive less in areas with traditional pedestrian-oriented commercial districts where building entrances connect directly to the sidewalk than in areas with automobile-oriented commercial strips where buildings are set back and separated by large parking lots.

Transportation Demand Management (also called Mobility Management) policies and programs can encourage more efficient travel behavior, and can be implemented as an alternative to road and parking facility capacity expansion. TDM affects land use indirectly by reducing the need to increase road and parking facility capacity, providing incentives to businesses and consumers to favor more accessible, clustered development with improved transport choices. Mobility management programs, such as commute trip reduction programs, can often reduce affected automobile trips.

Cumulative Impacts: Effects of individual land use factors tend to be cumulative. Areas that contain a combination of land use density, mix, connectivity and walkability tend to have significantly lower overall per capita vehicle ownership and use, and higher use of alternative modes than average.

2.8.2 Existing Roadway Network

The roadway functional classification indicates the level of access permitted for a roadway that correlates to the level of maximum safe travel speed and traffic volume. The roadways in the planning area are classified as one of the following functional types:

Expressways: Roadways that serve high-speed and high-volume traffic over long distances. Access to an Expressway will be highly controlled and may have both grade-separated interchanges and signalized intersections. Adjacent land uses, both existing and future, shall be served by other network roadways.

Principal Arterials: Roadways that serve high-speed and high-volume traffic over long distances. Access is highly controlled with a limited number of intersections, medians with infrequent openings, and no direct parcel access. Adjacent land uses, both existing and future, shall be served by other network roadways, service roads and inter parcel connections.

Minor Arterials: Roadways that currently serve high speed and high-volume traffic over medium distances. Access is restricted through prescribed distances between intersections, use of medians, and no or limited direct parcel access.

Collectors: Roadways that serve as links between local access facilities and arterial facilities over medium-to-long distances, outside of or adjacent to subdivision developments. Collectors are managed to maximize the safe operation of through-movements and to distribute traffic to local access.

Locals: Roadways that provide direct parcel access and deliver parcel generated trips to the collector network.

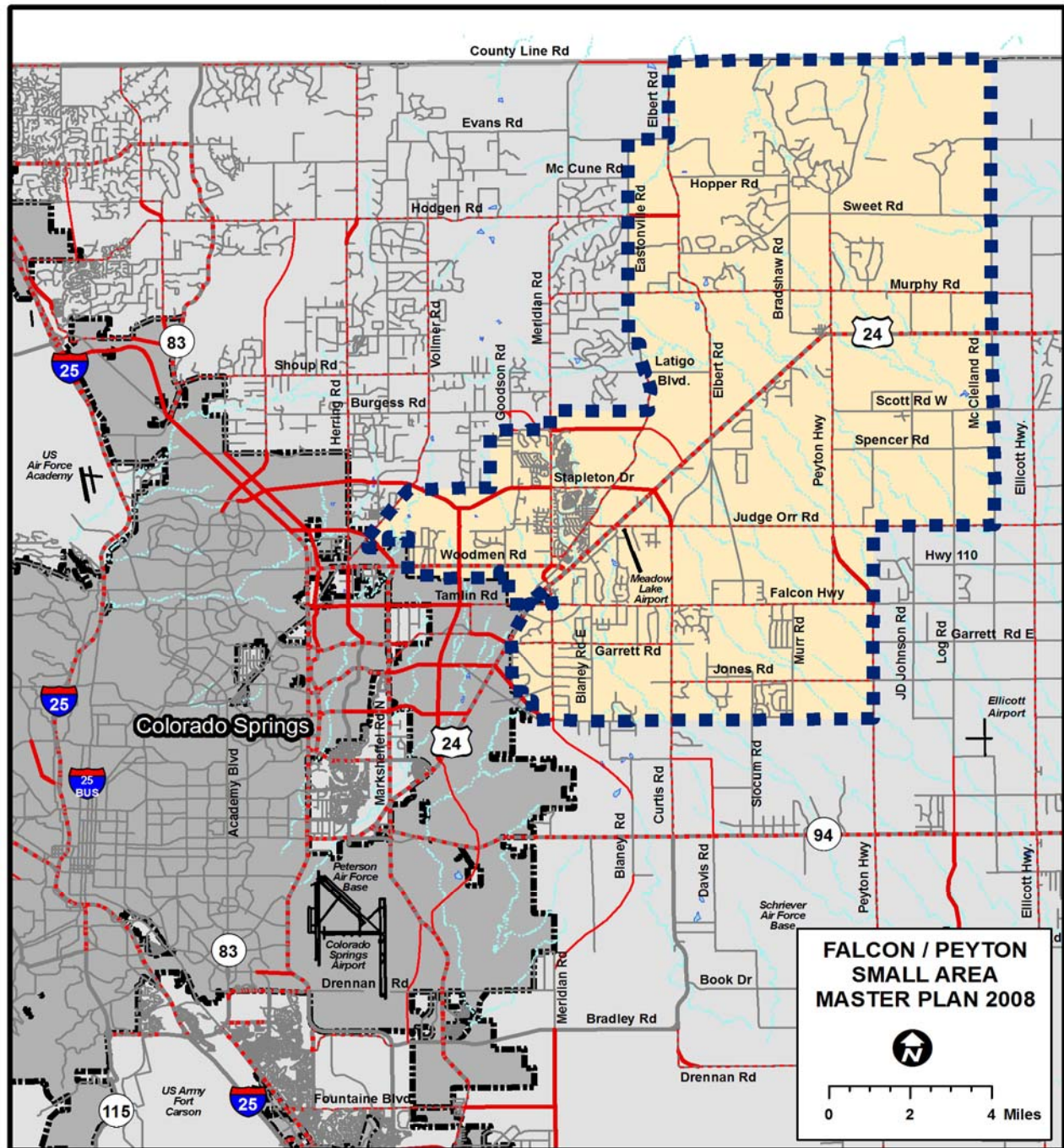
The planning area is heavily influenced by the major roadway corridors that run through it and connect it to the metropolitan area. The U.S. Highway 24 corridor is the major transportation facility bisecting the area, serving as a key means of access and linking the metropolitan area to Interstate 25 to the west and Interstate 70 to the east. Woodmen Road is emerging as a primary urban growth, commercial and transportation corridor linking northern Colorado Springs and the planning area. The Briargate/Stapleton corridor, once completed, is expected to create a link from I-25 through the planning area to Curtis and Judge Orr Roads to the southeast.

There are approximately 380 miles of roadway in the Planning Area. All major roadways are maintained by El Paso County with the exception of U.S. Highway 24, which runs for approximately 16 miles through the Planning Area. As [Figure 2-20](#) shows, the majority of the roads are classified as local roads. As [Figure 2-21](#) shows, about 150 miles are paved (hot pave and cold pave). An additional 42 miles of roadways in and around the planning area are treated with gravel that is impregnated with emulsified asphalt (chip seal). Due to the expansive rural character of much of the Planning Area, gravel and unimproved roads remain the predominant roadway type.

The roadway system is depicted in [Figure 2-19](#). For more detailed information about the roadway network in the planning area, please see the following sources:

- [El Paso County Transportation Department](#)
- [State of Colorado Department of Transportation](#)
- [Pikes Peak Rural Transportation Authority](#)
- [Pikes Peak Area Council of Governments - Transportation](#)

Planning Area Transportation Map



Data Based on El Paso County GIS data reflecting the 2030 plan in the El Paso County Major Transportation Corridors Plan (2004)
 Figure 2-19 - Transportation Network Map

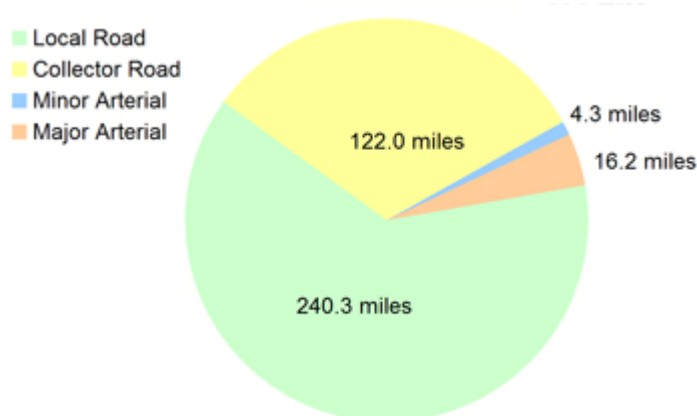


Figure 2-20 - Planning Area Roadway Classification

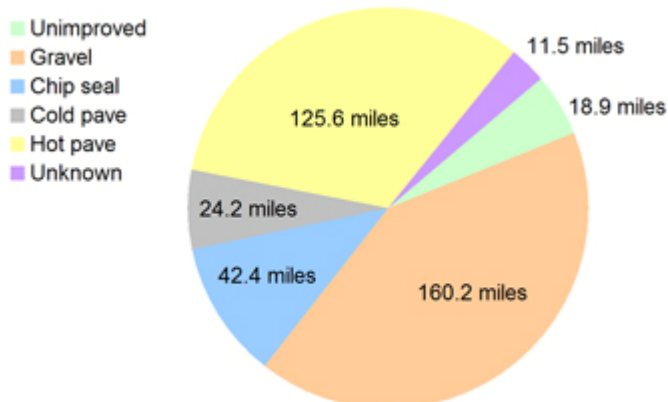


Figure 2-21 - Planning Area Roadway Type

2.8.3 Roadway Planning Efforts

Several transportation planning efforts have recently been completed by the [El Paso County Transportation Department](#) and the [State of Colorado Department of Transportation](#) that outline the issues, challenges and proposed solutions to transportation issues in the planning area. These include:

- [El Paso County Major Transportation Corridors Plan \(2004\) and Map](#)
- [Moving Forward 2035 Regional Transportation Plan](#) (Pikes Peak Area Council of Governments, 2008)
- [U.S. Highway 24 Access Plan](#)
- [Stapleton Corridor Study](#) (ongoing in 2008)
- [Ongoing Woodmen Road Work](#)

The [Major Transportation Corridors Plan](#) (MTCP) addresses questions about which transportation corridors need to be upgraded and expanded to serve projected growth, prioritization of the needed improvements, and alternatives that the County can pursue to meet

current and future transportation needs in the planning area. This plan is also a response to the federal government's [Transportation Equity Act for the 21st Century](#) (TEA-21) which mandates that all states develop a statewide transportation plan to be eligible for Federal transportation funding.

Figure 2-19 shows the major future roadway construction efforts that are part of the MTCP for the year 2030. In general, the following improvements are projected by the MTCP.

2010 Timeframe

- *Woodmen upgraded from Minor Arterial to Expressway*
- *Judge Orr Ave. upgraded from Collector to Principal Arterial*
- *Rex Road Minor Arterial connection between Meridian and Eastonville*
- *Stapleton/Curtis linkage (Principal Arterial) and Stapleton partially extended to the west*
- *Meridian upgraded from Collector to Principal Arterial between US 24 and Rex Road*

2015 Timeframe

- *Eastonville upgraded from Collector to Minor Arterial*
- *Stapleton extended further west*
- *Curtis partially upgraded from Collector to Principal Arterial*
- *Garrett upgraded from Collector to Minor Arterial*
- *US 24 upgraded from Principal Arterial to Expressway to Curtis/Stapleton intersection*

2020 Timeframe

- *Segment of Curtis upgraded from Collector to Principal Arterial*
- *Falcon Highway between US 24 and Curtis upgraded from Collector to Minor Arterial*
- *Stapleton extended further west*

2025 Timeframe

- *Meridian upgraded from Collector to Minor Arterial up to Hodgen*
- *Judge Orr upgraded from Collector to Minor Arterial east to Ellicott Highway*
- *Falcon Highway upgraded from Collector to Minor Arterial east to Peyton Highway*
- *Peyton Highway upgraded from Collector to Minor Arterial south of Judge Orr*

2030 Timeframe

- *Curtis extended as Principal Arterial south to Highway 94*
- *Elbert Road upgraded from Collector to Minor Arterial north to county line*
- *Murphy Road upgraded from Collector to Minor Arterial*
- *Peyton Highway upgraded from Collector to Minor Arterial north to Sweet*
- *US 24 upgraded from Principal Arterial to Expressway*
- *Meridian upgraded from Collector to Principal Arterial south to Blaney*

In 2030, the MTCP foresees the major transportation corridors in the Planning Area as follows:

- *US 24 - Expressway*
- *Woodmen - Expressway*
- *Stapleton/Curtis - Principal Arterial*
- *Judge Orr - Minor/Principal Arterial*
- *Meridian - Minor/Principal Arterial*

2.8.4 Air Travel

[Meadow Lake Airport](#) is a public use facility located 11 miles east of Colorado Springs, southeast of Highway 24, near Judge Orr Road. This general aviation facility is owned by a 501.C non profit airport association, and has been in operation since 1969 when it first opened with 40 aircraft. Aircraft owners from the Colorado Springs area quickly realized the convenience this airport provided and based aircraft increased rapidly to 102 in 1972, 170 by 1980, 276 by 1994, 420 by 2002 and according to the FAA Terminal Area Forecasts, Meadow Lake Airport is presently home base to an estimated 455 aircraft, with annual operations (takeoffs or landings) fluctuating between 60,000 and 90,000 per year (an average of 200 per day). The Colorado Division of Aeronautics figures place Meadow Lake as the Number Two airport in the state for the quantity of based aircraft and Number Seven for annual operations. Due to its significance to the local general aviation population, Meadow Lake was designated by the FAA as a "Reliever Airport" in 1991. This enabled the airport to apply for Federal funding for capital improvements and in 1992 the runway was lengthened from 4,293 to 6,000 feet, widened from 30 to 60 feet and designed to Airport Reference Code (ARC) B-II criteria for small aircraft weighing 12,500 pounds or less (although the runway is currently classified as a B-I (small), Visual Aircraft runway The upgrade also included runway lighting for night operations.



Meadow Lake Airport

Although the developed area of Meadow Lake Airport is currently fairly small, it provides an important service to area residents as well as providing jobs. The Airport alone supports a number of different aviation businesses ranging from airplane engine repair to aircraft restoration to a full-service FBO (fixed base operator providing fuel, flight instruction, aircraft services, rental, maintenance, tie-downs), as well as several miscellaneous light industrial businesses using airport facilities. An estimated 301 persons are employed at the airport, generating over 11 million dollars in wages and an impact of over 29 million dollars to the local economy.

Meadow Lake Airport Influence Area

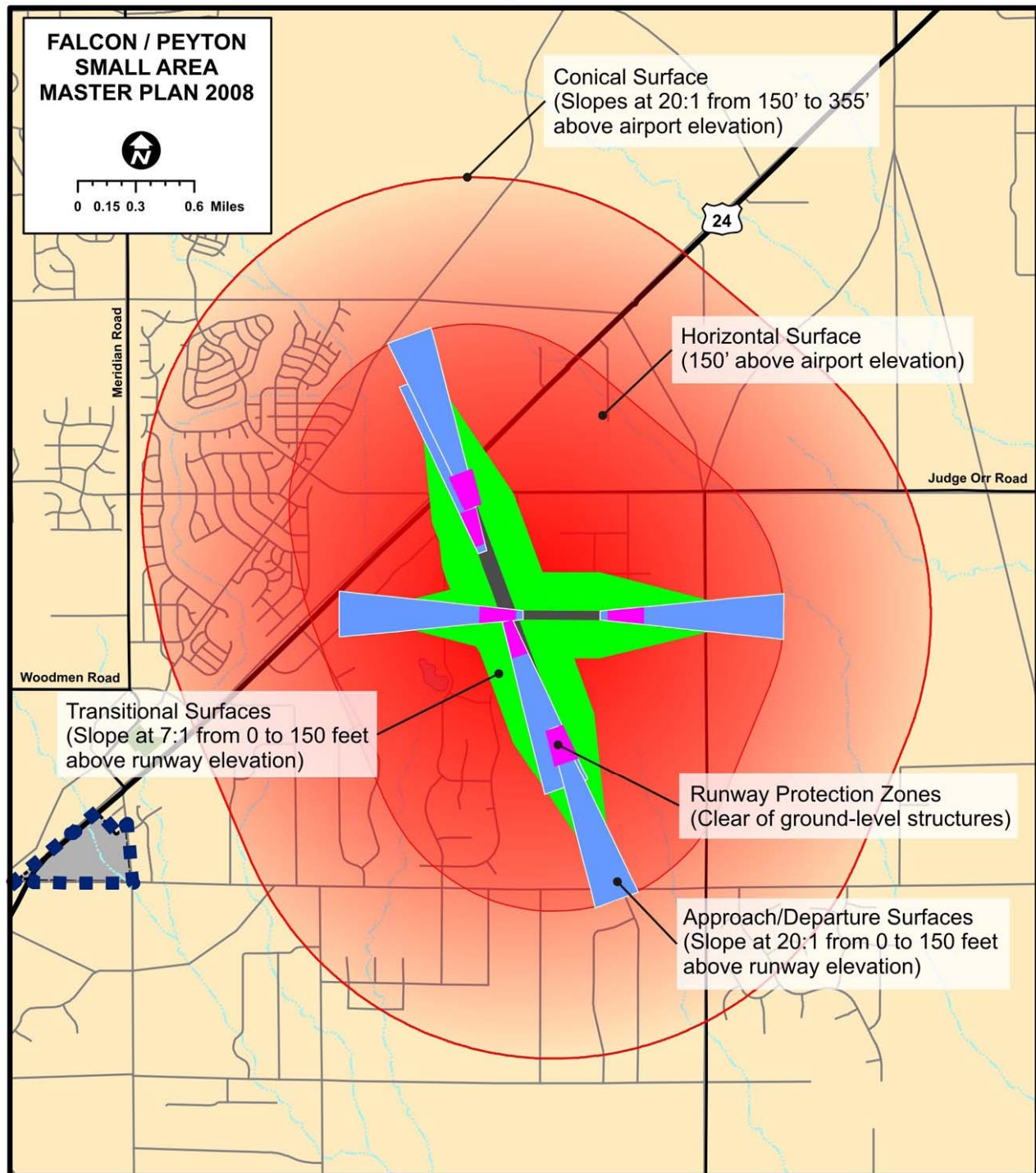


Figure 2-22 - Meadow Lake Airport Influence Area

Meadow Lake Airport is overlaid by the County's General Aviation Zoning District (OAG). This zone applies a number of transitional and approach surfaces, which result in height limitations for surrounding uses (FAA Part 77 obstruction guidance). [Figure 2-22](#) shows the Airport's generalized influence area based on these surfaces. In actual practice, these surfaces trend upward at a steep enough rate that they will only impact very tall structures such as transmission towers. However, these types of towers require special land use approval. Unlike with the Colorado Springs Airport, there are no noise contours adopted for this facility. Again, in practice, the noise levels that would require land use regulation are currently limited to the airport property.

Forecasts for future expansion of Meadow Lake Airport estimate an increase of based aircraft to 600-676 based aircraft and approximately 135,220 operations by 2025. To meet this projected demand and the general aviation needs of our growing community, the Airport Layout Plan (ALP) has been updated and approved by the FAA. A new runway/taxiway complex should begin in the next few years with a series of construction phases as needs develop. The first phase of construction will be a new primary runway of approximately 7,000 feet.

2.8.5 Multimodal Transportation

Nationally, 22% of all person trips are made as a result of job commutes. Many times applicable alternative solutions are proposed in order to take some of the burden off of streets and freeways. These solutions can include new or expanded bus service, bus rapid transit, light rail, express bus service, new bike path systems and improved pedestrian corridors. Vanpool, carpool, and telework programs are other types of projects also included as alternative solutions to relieving congestion.

The Mission of the Colorado Department of Transportation is to provide Colorado with a multimodal transportation system that will effectively move people, goods, and information while taking advantage of the inherent efficiencies of each mode. Intermodalism is an approach that is necessary to respond to the diverse needs of both urban and rural customers, to preserve and improve the environment, and to ensure the connectivity and interaction of modes. Multimodal systems promote preservation of the natural, and enhancement of the created environment for current and future generations.

In order to go beyond the traditional single-occupancy vehicle improvements, emphasizing multimodal and intermodal approaches in transportation planning, development, and maintenance is a necessary response. By integrating these approaches, single-occupancy vehicle impacts are lessened. Following are impacts that can be mitigated by multimodal/intermodelism.

Impacts to regional air quality emissions.

- *Noise impacts to adjacent properties from State Highway 24 and other highly used corridors.*
- *Impacts to parks, open space easements along busy corridors.*
- *Impacts on storm water runoff quantity, on water quality of adjacent surface waters in study area.*

Land use issues that need to be addressed are:

- *The relationship between transportation and land use growth patterns and examination of land use scenarios.*
- *Examine integrated land use and transit alternatives (i.e., transit-oriented development).*
- *Minimization of property takings from and relocations of adjacent residences and businesses.*
- *Design of bicyclist and pedestrian (non-motorized) facility access to adjoining multimodal connectivity (transit center, Park & Ride, etc.).*

Public Transportation

Residents of the planning area are not served by any fixed route public transportation except for school buses. Vehicles operated by an agency known as Human Services East provide limited service to the elderly and handicapped on a demand basis. According to Ridefinders, the County's regional carpool locator service, there are no formally established Park-and-Ride lots within the area, but some informal meeting does take place on properties in the Falcon area. No Park-and-Ride projects are under formal consideration at this time.

Pedestrian & Bicycle

Bicycling and walking are important elements of an intermodal transportation system. Constructing sidewalks, installing bicycle parking at transit, teaching children to ride and walk safely, installing curb cuts and ramps for wheelchairs, striping bike lanes and building trails contribute to national goals of safety, mobility, economic growth and trade, enhancement of communities, the natural environment, and national security. All of these activities are eligible for funding as part of the State Transportation and Improvement Programs (STIP), and Transportation Improvement Program. (TIP). Using these non-motorized modes in mainstream transportation encourages alternative, safe movement of people biking and walking.

The Bike Plan for Colorado Springs includes recommendations referencing the Woodmen Road corridor. The Woodmen Road Expressway has incorporated trails in its design. The multi-use trail will parallel Woodmen Road from the Powers/Woodmen Interchange to the existing trail along US 24. The existing trail uses the abandoned Rock Island railroad right-of-way. There are no plans for an on-street bicycle facility on the Expressway.

The most recent addition to the regional trail system, the Rock Island Trail follows the abandoned Chicago and Rock Island Railroad between Falcon and Peyton. This 9 mile, gravel surfaced trail runs parallel to Highway 24 and provides a safe passageway for non-motorized use. During the fall of 1998, the El Paso County Parks Department created an 11-acre trailhead facility in Falcon. The trailhead includes parking and restroom facilities.

See also [Section 2.9.2: Parks, Trails, and Open Space](#) .

2.9 Community Facilities and Services

2.9.1 Introduction

Community facilities and services are major components of the planning area's physical and social fabric. Facilities, such as schools and fire stations, are major investments and offer some indication of community values.

2.9.2 Parks, Trails, and Open Space

Parks, trails, and open space are vital components to well-balanced communities. Such places protect and emphasize natural, cultural, and recreational resources to the benefit of humans as well as non-humans. These types of nature-focused settings allow recreational pursuits to harmonize with unique environments and sensitive ecologies. Parks, trails, and open spaces are also critical in the formation of community identity and sense of place, as they serve community gatherings and emphasize shared natural assets. Moreover, parks and trails create desirable linkages while separating incompatible land uses. These positive attributes often create spillover benefits in their host communities by increasing local property values and visitors to the area. Though the Planning Area currently contains valuable parks, trails and open spaces, including a large regional park and a regional trail, additional commitment to such community features must accompany population growth to achieve preferable levels in the future. In addition to resources mentioned below, the [Trails and Open Spaces Coalition](#) is an excellent source of information about trails and parks in the area.

Since the Planning Area is not incorporated into any official cities or towns, the provision of parks, trails, and open space falls primarily under the scope of [El Paso County Parks and Leisure Services](#). Housing subdivisions and other private organizations are key providers of parks, trails, and open space in the Falcon and Peyton areas as well. Local public entities, such as school districts, also feature important community recreational spaces and facilities. Non-local public groups, including the [Colorado Division of Wildlife](#) or outside municipalities, offer additional parks, trails, and recreational spaces in several locations easily accessed from, but not technically in the Planning Area.

Homestead Ranch Regional Park is currently the sole County regional park in the Falcon/Peyton Planning Area. The 460-acre park, bordered by Black Forest, is situated north of Sweet Road in the northern portion of the Planning Area. In keeping with the predominant pattern among the County's regional parks, Homestead Ranch Regional Park is comprised of primarily natural area and has limited portions devoted to developed recreational components. El Paso County Parks Department obtained the Homestead Ranch Park site in the late 1980's and has been administering gradual improvements since. Current facilities and natural features of the park include a playground, restrooms, pavilions, multi-use fields, hitching posts, a spring-fed pond, and over three miles of trails. Parts of the notable Rattlesnake Butte landmark are also included in the Homestead Ranch Park property. Wildlife inhabitants of Homestead Ranch include deer, foxes, coyotes, waterfowl, and, occasionally, pronghorn antelope. County Parks and Leisure Services staff also provides educational resources at the park through guided interpretation and an outreach cart during certain peak visitation times.

In addition to Homestead Ranch Regional Park, El Paso County Parks and Leisure Services also maintains The Rock Island Regional Trail for recreational purposes in Falcon and Peyton.

The Rock Island Trail, which is considered a 'Tier 1' trail by the County, provides opportunities for hiking, bicycling, and horseback riding on more than 9 miles of multi-use paths in the Planning Area. Picnic areas and restroom facilities are also associated with the trail. Rock Island Trail primarily runs parallel to Highway 24, stretching diagonally between Peyton and Falcon and beyond. The trail derives its name from the Chicago and Rock Island Railroad Line that once ran along the same corridor. Uniting with the City of Colorado Springs portion of the trail to the west, the Rock Island Trail constitutes part of the America the Beautiful Trail, which is a 76-mile trail network stretching from Peyton to Cripple Creek. According to the [2005 El Paso County Parks and Leisure Services Department Master Plan](#), future phases of the trail would extend along Highway 24 to include Calhan, Paint Mines, and Ramah.

Several private subdivisions within the Falcon/Peyton Planning Area contain a number of acres for open space, trails, and parks and recreation. Additionally, the public schools in the Planning Area are key sources of recreational acreage, as area students and residents frequently use playgrounds and ball fields. The Falcon School District's main sports complex is one such example. The privately operated Latigo Trails Heritage Centre is also considered a recreational asset for the area. The facilities in this complex include large indoor and outdoor equestrian arenas, a restaurant, meeting rooms, retail and office space, an art gallery, a boarding barn, and a multi-use community center.

When land is proposed for commercial, industrial or residential use, the sub-divider of the land is required to provide land, fees in lieu of land, or a combination of land and fees for public park and open space needs generated by the proposed use. The average of the per-acre dwelling unit density or the average of the subdivision lot sizes determines the appropriate subdivision density category and subsequent level of park and open space dedication requirements. The minimum dedication requirement for regional parks for rural and urban density subdivisions is five percent of the land for each gross acre of commercial/ industrial use contained within the proposed subdivision. Further explanation of these regulations can be found in the [El Paso County Land Development Code](#).

There is currently a tentative plan to create a new regional park in the area of the Meridian Ranch and 4-Way Ranch properties. This proposed park, along with other existing parks, trails, and open space resources, are shown on [Figure 2-23](#).



2.9.3 Schools

There are three school districts within the Falcon/Peyton Planning Area. They are: Peyton School District 23J, Falcon School District 49, and Ellicott District 22. Their boundaries are shown on [Figure 2-24](#).

Although Ellicott District 22 is within the planning area boundary, administration officials stated that there are a statistically insignificant number of students

coming from the planning area. For the purpose of this plan, we will consider Peyton School District 23J and Falcon School District 49 as the significant districts to be discussed.

Table 2-8: School District Enrollment					
District	2003	2004	2005	2006	2007
Falcon D 49	8660	10072	10680	12257	12783
Peyton D 23J	650	601	659	660	660

Peyton School District 23J

This rural school district covers a large portion of the planning area, with Eastonville Road being its western-most boundary. According to school officials, 90 to 95 percent of the students in District 23J are bussed in from surrounding subdivisions. Peyton School District 23J is served by an elementary, middle, and high school in the community of Peyton. A unique aspect of District 23J is the successful implementation of a four-day school week. As Table 2-8 shows, enrollment in District 23J has been relatively stable over the past five years. This is a result of the relative lack of significant development activity within the district within that time period.

Table 2-9: Summary of School Facilities in the Planning Area					
School	District	Grades	Current Enrollment	Capacity	Comments
Peyton Elementary School	23J	Pre K-5	291	350	
Peyton Middle School	23J	6-8	144	400	
Peyton High School	23J	9-12	252	350	
Falcon Elementary School of Technology	49	K-6	433	425	Will house only K-5 beginning in 08-09 school year
Meridian Ranch Elementary School	49	K-6	691	650	Will house only K-5 beginning in 08-09 school year
Woodmen Hills Elementary	49	K-6	845	600	Will house only K-5 beginning in 08-09 school year
Falcon Middle School	49	7-8	648	900	Falcon Middle School was re-located to the old Falcon High School in January 2008
Falcon High School	49	9-12	1180	1200	
Pikes Peak School of Expeditionary Learning	49	K-8	195	195	A new PPSEL facility with a 350 student capacity will be open for the 08-09 school year in Antler

PLANNING AREA DESCRIPTION

					Ridge
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School Districts and Facilities

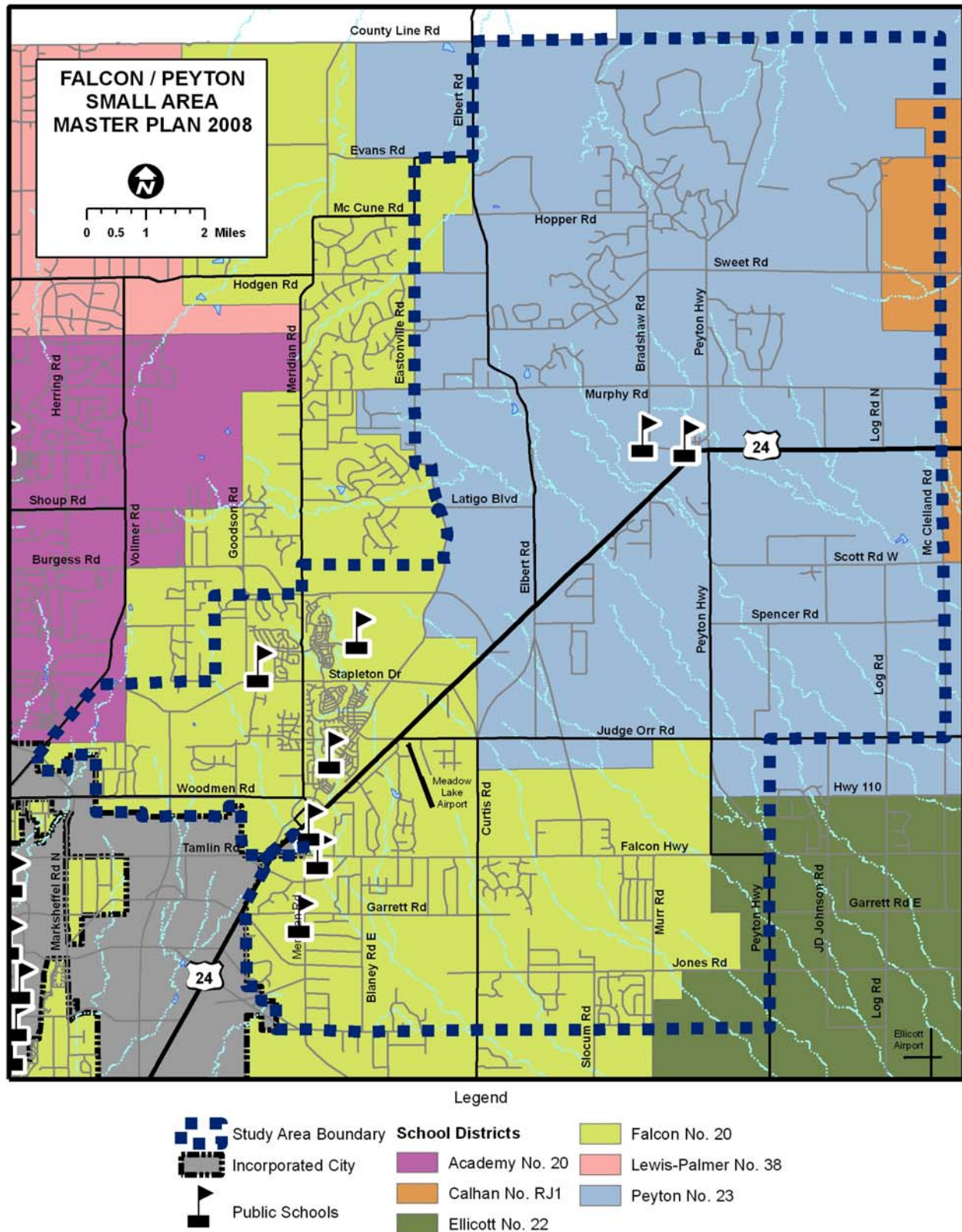


Figure 2-24 - School District Map

Falcon School District 49

Falcon School District 49 is unique in that it is comprised of a large portion of the rural part of El Paso County, but also serves some urban areas. The District serves some parts of Colorado Springs along Powers Boulevard such as the unincorporated area known as Cimarron Hills. Unfortunately, this situation has created a burden on homeowners, as there is little industry in the district to assist with the financing of present and future schools. Transportation is a major item in the district's budget since District 49 because of the rural environment.

Falcon School District has experienced explosive growth in recent years. Between 1998 and 2002, Falcon School District 49 grew at an annual rate of 11.5 percent. From 2003 to 2007 district enrollment continued its upward trend, climbing from 8,660 to 12,783 students. Students attend District 49 schools from many different subdivisions in the area north of Falcon, and several approved developments will add additional students and demand for facilities to the district. The further build-out of Meridian Ranch Phase II will add a significant number of new students to the district.

Phase I of the Santa Fe Springs, another urban-density subdivision, includes three school sites in its development plan, for example. The district population is anticipated to rise as more of the approved developments around Falcon are completed. The Falcon School District has identified short-term needs -- to be met by the 2010-2011 school year -- for a new elementary school, a middle school, and an addition to the newly opened (2008) Falcon High School to increase its student capacity from 1200 to 1600. To address longer-term needs for the district, several potential school sites have been located and are summarized in Table 2-10.

Table 2-10: Potential School Sites in Planning Area		
District	Location	Description
49	Santa Fe Springs subdivision	2 to 3 potential sites
49	Falcon Highlands subdivision	10 acres; Possibly a K-5 school site
49	Bennett Ranch subdivision at Eastonville Rd. and Stapleton Rd.	10 acres
49	Adjacent to Woodmen Hills Elementary School	20 acres; middle school site
49	Falcon Hills/Paint Brush Hills Metro District, next to Falcon Middle School	10 acres
49	Meridian Ranch subdivision	Approx. 40 acres; either a K-8 or K-5 and a middle school site
49	Latigo subdivision	10 acres
49	Woodlake subdivision	10 acres
49	Bentgrass subdivision	10 acres

Common School Issues

Funding for public school districts is generally provided by a combination of state and local factors. Per pupil funding is set at a different rate per each school district by the state, based on

their student enrollment on October 1 of each year. Additional factors including, but not limited to numbers of low-income students, cost of living, and employee costs are incorporated in state funding calculations. These state funds constitute operational budgets for the schools for the most part, covering expenses such as faculty pay, educational supplies, and textbooks. State allotments based on the October 1 assessments can be problematic for rapidly growing school districts like Falcon #49, because high numbers of students typically move to the district after said date, leaving the districts to cover operational cost deficits resulting from the discrepancy between actual student levels and October 1 levels. While alternative operational funding can come from district resources, especially fast-growing ones are generally dependent on those moneys for capital needs.

The most realistic funding options for school district facilities come from voter approved ballot initiatives. The most familiar method for these initiatives is a bond referendum for capital construction. The state limits each school district's bonding capacity based on a ratio of the assessed value of all of the property of the school district. Other financing limitations such as the Gallagher Amendment and Amendment 23 lead many districts to seek out other means for new capital construction. One response has been sophisticated arrangements between school districts and real estate developers for additional construction resources. In Falcon #49, Community Builders for Classrooms (FCBC) generates some additional funding for school facilities.

The primary responsibility of the County as it relates to school districts is directing the dedication of land for school sites in accordance with its land use regulation authority. State lands are not available for school dedications. Since residential development is a direct generator of students and related facility needs, the County has established a process by which each school district has the opportunity to request either formulated portions of land in new residential developments for school sites or a fees-in-lieu of sites from developers. It is the role of the County to decide whether a site or fee will be obtained by school districts. When school sites are the chosen option, land for sites is generally dedicated without improvement, though developers are charged with extending utilities and road infrastructure up to the site.

Table 2-11: Fire Protection Districts Serving the Planning Area							
District/ Department	Paid Staff	Volunteer Staff	ISO Rating	Calls in 2007	Pieces of Equipment	Existing Stations	Planned Stations
Falcon Fire Protection District	20	29	6	1689	14	3	3
Peyton Fire Protection District	0	23	9	299	6	1	2

2.9.4 Fire Protection

Although there are other fire protection entities within or near the planning area, residents rely mainly on the [Falcon Fire Protection District](#) and the [Peyton Fire Protection District](#) for fire control, emergency medical response, and other related services.

Falcon Fire Protection District (FFPD) is a full service fire department providing fire suppression, Advanced Life Support (ALS) emergency response, Hazardous Material response, Fire

Prevention and Education, and Code Enforcement. FFPD's force is comprised of both career and volunteer members totaling about 50 in number. FFPD responded to almost 1700 alarms last year in a coverage area spanning approximately 123 square miles. This coverage area has the fastest growing assessed value of all fire districts in unincorporated El Paso County. Three separate stations and over 15 major pieces of equipment support the District in fulfilling its duties.

In contrast to FFPD, Peyton Fire Protection District is constituted entirely of volunteers. At the present time, about 23 volunteers serve a predominantly rural area of 94 square miles from 1 station. Last year Peyton Fire volunteers answered nearly 300 calls with the aid of 6 major pieces of equipment. The call volume is increasing, with 205 calls as of the end of June in 2008. A recent mill levy increase will expand the budget for the District, which should soon lead to improved or additional facilities, equipment, and firefighter training. The district has plans for two additional stations.

Like some other community services in the Planning Area, Peyton's and Falcon's fire departments are challenged to balance service to both rapidly developing areas and extensive rural areas. Proper road connectivity and access to properties are critical for timely responses for all fire departments. As such, indirect access points for agglomerations of multiple subdivisions can result in extraneous circumnavigation around perimeter roads, negatively influencing response times. Confusing street naming conventions within subdivisions can be a further obstacle to emergency responders. Beyond accessibility issues, adequate fire flow, which is water used to fight fires for a given land use type and density must be ensured throughout the Planning Area as development proceeds. This is accomplished through a combination of central water systems linked to hydrants and strategically located water storage cisterns. Cisterns are required in all areas and not protected by approved central systems. Significant costs associated with these cisterns, such as the purchase and staffing of water tenders, are born by the fire departments. Another firefighting issue related to new building in the Planning Area concerns existing ladder equipment that is not well suited for reaching the roofs of 'big box' style retail stores. The presence of sprinkler systems within such buildings and expected improvements in ladder equipment should render this a short-term concern for the most part, however.

Falcon Fire department has future plans, need-based for staffed stations in Santa Fe Springs (Judge Orr and Elbert Area) and Meridian Ranch (Rex between Eastonville and Meridian area). There is a need to upgrade the existing station at Meridian and Murphy to accommodate overnight staffing as well. Station one in Falcon with Administration Headquarters is to be built at the intersection of Golden Sage and Woodmen Road. This station should be completed by November of 2008. At that time the existing station at 7030 Old Meridian Road will be demolished. Depending on future developments in the area of station three, there may be a need to relocate or upgrade the capacity of that station as well. That station is on Jones Road just east of Curtis Road. These are the future plans noted on the 20-year plan for Falcon Fire within the planning area. While the plan shows stations in Banning Lewis Ranch and on Woodmen Road near Marksheffel, it is recognized that they will most likely never be required due to the expansion of the City of Colorado Springs Fire Department.

Emergency Services

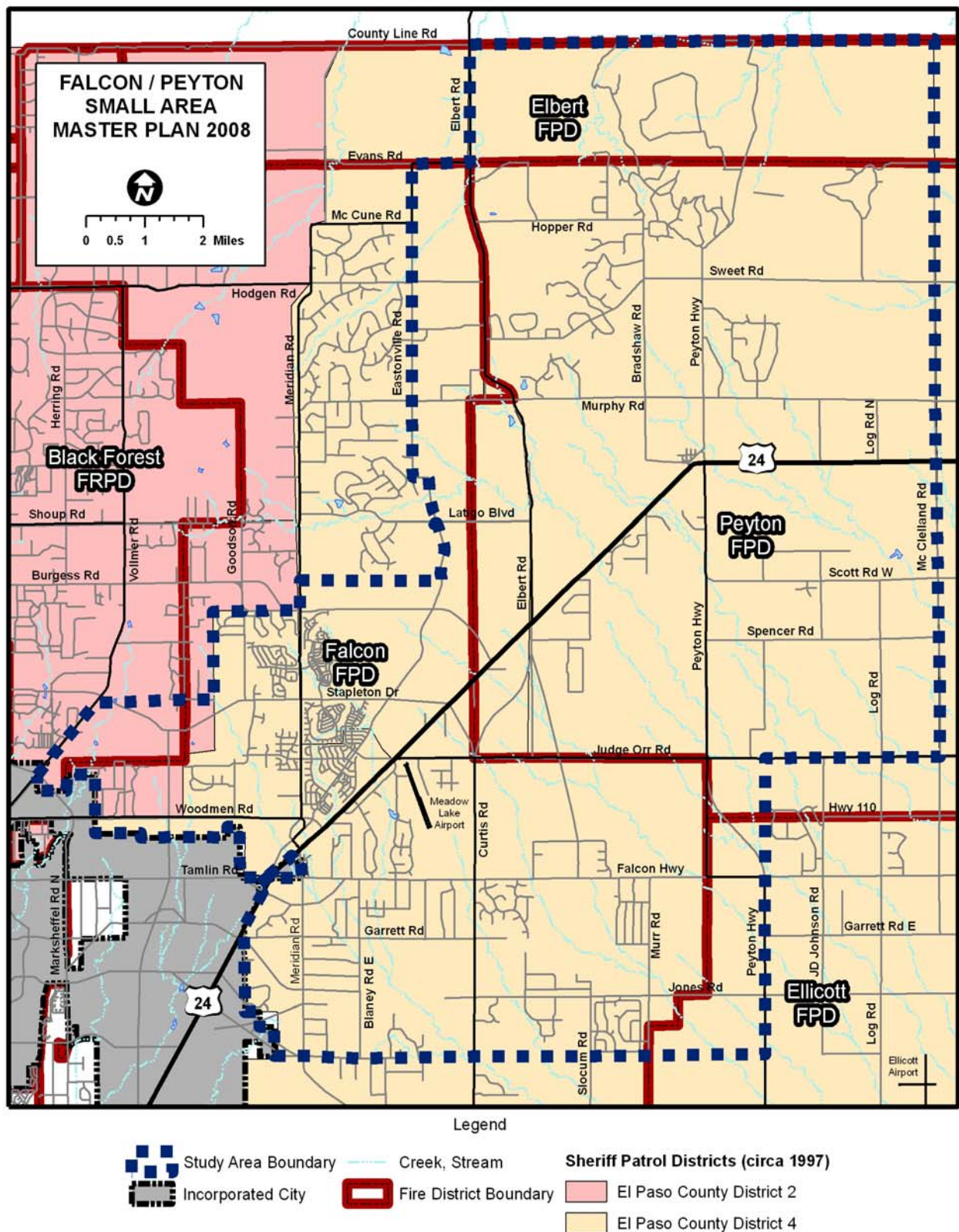


Figure 2-25 - Emergency Services Map

A concern of the Falcon Fire Department is the future exclusion of the Falcon Fire Protection District from areas of Banning Lewis Ranch. The concerns are that the remaining County areas such as the Main Lane area and Toy Ranch are not under the City, thereby remaining in the Falcon/Peyton district to service. This would be a grave injustice to these small enclaves, and would be better served if adopted by the City's Fire Department response teams.

Another fire-related concern for Falcon and Peyton, and for all communities to some degree, are ISO ratings. The ISO (Insurance Service Organization) issues ratings that assess the level of fire protection in a given community based on factors such as water supply, fire fighting equipment, personnel levels, and alarm and communications technologies. A 1 rating is the best possible and a 10 implies that a given area essentially has no fire protection in place. Fire departments tending to



rural locations face a disadvantage in regard to ISO ratings, because any area not within five miles of a qualifying fire station is automatically classified as a 10 regardless of a particular department's actual capabilities there. Because ISO ratings are important determinants of insurance rates, poor ratings may cause financial burdens on a community's residents and businesses. ISO ratings as well as other factors affecting firefighting ability for in Falcon and Peyton are detailed in Table 2-11.

The [El Paso County Department of Health and Environment](#) was responsible for passing new air quality standards in 1987. Under these regulations, open burning of any kind is not allowed without a special permit, issued by the appropriate fire protection district. Such permits are only issued for certain agricultural uses such as burning along fencerows and drainage ways. Although open burning technically requires a permit, some unregulated burning takes place in eastern portions of the county, usually in the unzoned areas. This burning often results in fires, one of the main reasons for call outs to the local fire protection districts.

2.9.5 Ambulance Services

Ambulance transportation and emergency medical services in the planning area are provided through a public-private partnership between the Emergency Services Agency (ESA) of El Paso County and the American Medical Response (AMR) ambulance company. The ESA board, an oversight board consisting of citizens, medical professionals, and elected officials, is responsible for securing a private ambulance provider through contract and thereby stipulating response times and other details ensuring accountability. The Falcon and Peyton fire departments also share duties for initial response to medical emergencies within their communities. This is the same general arrangement present in the majority of El Paso County. The average emergency response time for the planning area is just under twenty minutes; although, given the geographic extent and rural nature of some portions of the area, actual response times can vary considerably based on the location of the emergency. While operations for AMR are based out of their main Colorado Springs facility at 2370 North Powers Boulevard, an advanced life support ambulance is posted at the Falcon Fire Department station located at Highway 24 and

Meridian at all times. Due to the upcoming expiration of the current contract term between ESA and AMR, a new agreement between ESA and a private provider expecting to be established by mid-2008.

2.9.6 Law Enforcement

There are no local police departments for the communities of Falcon or Peyton. The entire Falcon/Peyton Planning Area is under the jurisdiction of the [El Paso County Sheriff's Department](#). The Sheriff's Department has divided the planning area into two patrol districts. Each district is assigned an officer 24 hours a day, allowing two officers at any one time to respond to emergencies in the planning area. These patrol districts are shown on [Figure 2-25](#).

The [Colorado State Patrol](#) has jurisdiction over U.S. Highway 24, which extends from the southwest to the northeast through the planning area. A patrolman is available for emergencies along this segment of the highway. However, that state trooper is also assigned to Highway 94 and therefore has an extensive area to patrol. For residents of the Falcon/Peyton Planning Area, this could mean that an immediate response to an emergency may not always be possible. In addition, because Falcon and Peyton are unincorporated areas, the State Patrol responds to and investigates all traffic incidents therein, even those occurring on roads other than State highways.

A new Sheriff's Office substation facility in the planning area has been seriously considered but would require resources beyond those currently available. At the present time, all patrol operations originate out of the Pikes Peak Regional Building at 101 W. Costilla.

2.9.7 Land Use Code Enforcement

Code Enforcement within the Planning Area is the responsibility of a code enforcement officer from the El Paso County Development Services Department. Code Enforcement is tasked with enforcement of the County Land Development Code, Weed Ordinance, and Rubbish Ordinance. The goal of Code Enforcement is to protect the health, safety, and welfare of El Paso County citizens.

Generally Code Enforcement officers respond to complaints from residents and businesses regarding adjacent properties.

2.9.8 Library Services

At the present time, in the absence of permanent library branches in the planning area, [Pikes Peak Library District](#) (PPLD) provides service in both Falcon and Peyton through the use of its County Bookmobile. The County Bookmobile, which is 32 feet long and houses over 4,500 items, makes several stops in the Planning Area throughout the week. The PPLD has plans to create a permanent Falcon branch by 2009. The new library will be located near the intersection of Old Meridian and Highway 24. The planned Falcon branch will house collections catering to young children, teens, and adults and will offer diverse technological and multimedia resources, such as public access computers, Wi-Fi access, CDs, DVDs, and books-on-tape.

2.9.9 Health Services

There are currently no major medical facilities in Falcon or Peyton, causing a reliance on other communities often at significant distances for certain services. Professional health care options do exist in a few locations in the area, however, including Pulse Family Acute Care Center, Falcon Physical Therapy-- both on McLaughlin Road-- and Falcon Family Medicine in the Falcon Town Center. Some elderly care services, including senior housing, are offered in nearby Calhan.

2.9.10 Postal Service

Postal services are found at the Peyton Post Office located one block off U.S. Highway 24, at the intersection of Railroad Street and Main Street. The Falcon Community Post Office, a contract facility served by the Peyton Post Office, is located on Meridian Road near Highway 24. A full post office in Falcon has been planned for several years, but has not yet been funded for construction.

Individual mailboxes for residents of new developments in the Planning Area are located in centralized locations, rather than at each residence, to simplify delivery services.

2.9.11 Water System

2.9.11.1 Introduction

The residents, businesses and agricultural uses within the planning area obtain their water supplies either from individual wells, on-site wells, or from one of a growing number of central water providers. These water providers and systems are briefly described in the following sections.

The water rights associated with either individual wells or central systems are administered by the State of Colorado through the [State Engineer's Office](#).

The [Upper Black Squirrel Creek Groundwater Management District](#) has some authority to promulgate rules for wells within their basin. Where property is being subdivided, El Paso County has final authority with respect to approving the subdivision's water supply whether it is in the form of individual wells or a central system. The [El Paso County Department of Health and Environment](#) is involved in the initial determination of water quality for all subdivisions. The County and State Health Departments have a role in the ongoing testing and regulation of central, but not individual systems.

At this time, none of the individual or central water systems in the planning area rely on surface water supplies. However, as explained below, alluvial water is currently imported into the planning areas from outside sources, and other options for water importation are in the planning or implementation stages.

2.9.11.2 Individual Wells

Historically, the majority of property owners in the planning area have obtained their water supply from individual wells most often completed in one of the Denver Basin aquifers

underlying their property. There are very few individual wells permitted in the alluvium in the planning area. Although central systems have now supplanted individual wells in terms of total number of customers, the number of individual on-lot wells in the planning area continues to grow as new rural residential subdivisions are approved and as lots in existing developments are developed. Developments which rely on individual wells seldom if ever convert to central systems due in part to the investments already made in these individual systems, and in part due to the generally higher cost of providing this service to lower-density areas.

Although an exact estimate does not exist, estimates from the State Engineer's Office database indicate there are currently at least 4,000 permitted wells in the planning area, in addition to uncounted unregistered wells that were drilled before registration was required in 1972. The vast majority of these are individual wells serving one or more individual homes. As existing parcels with the option for individual wells are developed, and new large lot subdivisions are approved, the number of individual wells will continue to grow, but likely at a reduced rate.

The permitting process for individual wells is relatively rigorous at the front end. A permit will stipulate what aquifer or aquifers may be used, the maximum pumping rate, the maximum amount of water that can be used annually, and will often include limits on the amount of outside water use, sometimes expressed as a maximum amount of area that may be irrigated, if any outside water use is allowed.

Once an individual well is permitted and/or a subdivision is approved, ongoing permitting and monitoring requirements are typically minimal. The water quality of individual wells does not have to be tested after the subdivision is approved, with the exception that the County Health Department requires a test for coliform when property is transferred.

Under Colorado law, a parcel of 35 acres or larger is entitled to one fully exempt well for domestic purposes. Certain pre-existing lot or parcels may also have the benefit of an exempt well if they predate the current regulations. For all other parcels of less than 35 acres, the State Engineer's Office provides an opinion, and the County must approve the water supply. This typically requires the drilling of the wells deeper into non-tributary aquifers or the approval of a replacement (a.k.a. augmentation) plan with the purpose of assuring that there will no damage to the holders of surface water rights that may be affected by the well.

There are some "individual" wells in the planning area, which are shared by up to 3 different users; typically residents. This is legal under State law and in some cases under the Upper Black Squirrel Designated Groundwater Management District rules. The County generally discourages this practice with new subdivisions, but allows it in some cases subject to the recording of a shared well maintenance agreement.

The El Paso County Land Development Code does not allow the creation of new lots or less than 2.5 acres to be served by individual wells or septic systems. These lots must be served by central water and wastewater systems.

For additional information, [Protect Our Wells](#) is a Colorado non-profit, citizen-based organization formed to advocate the interests of county residents with private wells into the Denver Basin Aquifers.

2.9.11.3 Central Water Systems

Central water systems are those which serve more than one customer or "tap" from the same system, with shared individual wells being the exception. Once a water system reaches the threshold of serving either 15 homes or 25 individuals, it is regulated by the Colorado Department of Health as a public water supply. This designation triggers a whole series of requirements including periodic testing for water quality.

At the time the 1993 Plan was completed, the only central water systems in the planning area were the Paint Brush Hills Metropolitan District and the Sage Water Users Association systems, and each had a limited number of customers. Presently, well over half of the planning area's approximately 20,000 residents obtain their water from central systems. This trend toward central water providers is expected to continue as higher density projects continue to develop and more are approved.

A summary of current and anticipated central water suppliers is included in Table 2-12.

Table 2-12: Summary of Existing Operating Water Providers					
Name of Provider	Primary Areas or Subdivisions Served	Approximate # of Current Residential Taps	Projected Total Residential Taps at Capacity	Primary Source(s) of Water Supply	Comments
Paint Brush Hills Metropolitan District	Paint Brush Hills Filings 4-12, with Filing 13 soon to be recorded	Information not provided.			
Woodmen Hills Metropolitan District	Woodmen Hills Filings 1-11, Courtyards North, South and West, and other external commitments.	2,452	5,500	11 Denver Basin wells, up to 350 AF if alluvial water from Cherokee Metropolitan District and 531 AF from Guthrie wells	
Meridian Ranch Metropolitan District	Meridian Ranch Filings 1-5 with additional filings being added	800	3,600 – 3,800	Denver basin wells along with some Black Squirrel alluvial wells	Meridian Ranch is a 46% partner in the Cherokee replacement plan and new WWTP so there is the potential for returned flows as the plant is completed and the flows from Meridian increase to the plant.

Table 2-12: Summary of Existing Operating Water Providers					
Name of Provider	Primary Areas or Subdivisions Served	Approximate # of Current Residential Taps	Projected Total Residential Taps at Capacity	Primary Source(s) of Water Supply	Comments
Falcon Highlands Metropolitan District	Falcon Highlands Filings 1 Recorded, Filing 2 is recorded and Filing 3 will soon to be recorded; commercial developments in Falcon, Falcon Market Place Filing 1 is recorded, Meridian Crossing soon to be recorded, The Shops in Falcon soon to be recorded, Rolling Thunder Business Park soon to be recorded.	225	756 SFE	Laramie Fox Hills 1 and 2, Arapahoe 1, Denver Basin Wells	Highlands Metropolitan District is working with CDOT to complete the US 24 and New Meridian tie-in.
4-Way Ranch Metropolitan District	4-Way Ranch Filling 1, with others being added. District could eventually serve the entire 4-Way Ranch.	Approximately 300 taps currently approved for commercial and rural residential development in the southern part of the ranch.	Approximately 5,000-10,000 taps could eventually be served.	Denver Basin wells using all four underlying aquifers, primarily the Laramie/Fox Hills and the Arapahoe aquifers.	If the 4-Way Ranch Metropolitan District were to establish and provide central wastewater services to the area, the density of currently approved development could be increased.
Bobcat Meadows Metropolitan District	Southfork Filing 1 & 2	177	at least 500	Two wells one in the Arapaho basin flowing 50 GPM and one in the Laramie-Fox Hills flowing 150GPM	
Sage Water Users Association	Sagecreek Filing No. 1, Blue Sage, Sagecrest	350	350	67% Laramie-Fox Hills, and 33% Arapahoe	Served on a wholesale basis by Mid-Colorado Investments whose assets are being acquired by High Plains Ranch Metropolitan District
Cherokee Metropolitan District	Provides water to Woodmen Hills Metropolitan District on a wholesale basis-see above	N/A	N/A	Several alluvial wells in the Upper Black	

Table 2-12: Summary of Existing Operating Water Providers

Name of Provider	Primary Areas or Subdivisions Served	Approximate # of Current Residential Taps	Projected Total Residential Taps at Capacity	Primary Source(s) of Water Supply	Comments
				Squirrel Creek Basin	
Sunset Metropolitan District	Committed to serve Santa Fe Springs.	110	8,000	37% Laramie-Fox Hills, 28% Arapahoe, 9% Denver, and 26% Alluvial	

2.9.12 Wastewater System

2.9.12.1 Introduction

At this time, wastewater in the planning area is either treated in septic systems on individual properties or piped through sewer lines for treatment at the Paint Brush Hills sewage treatment plant located east of Meridian Road and north of Stapleton Road in the Meridian Ranch development. Additional central facility options are being either actively implemented or proposed for the planning area. These options include piping some effluent to the existing Sunset Village Metropolitan District facility located south of Ellicott or the Cherokee Metropolitan District plant, which is currently under construction south of Schriever Air Force Base. Both of these plants are located outside of the planning area. In addition, a number of options are being pursued with respect to new wastewater facilities within the planning area itself. Wastewater providers and systems are briefly described in the following sections.

As is also described in other sections of the Plan (Sections [4.6.3](#) and [4.9.11](#)), the treatment and management of wastewater is often inextricably tied to the quantity, quality and dependability of water supplies.

2.9.12.2 Individual Septic Systems

Generally, individual on-site septic systems, which are formally referred to as On-site Wastewater Systems (OWS), are an available option for treatment of wastewater from individual homes and small businesses located on lots of 2.5 acres or larger. These individual septic systems treat wastewater by first piping it from the source to a nearby buried tank for settling and anaerobic digestion. Then, in most cases the effluent flows out of the tank into an array of perforated pipes. From this "leach field" the water percolates into the soil for additional treatment through natural processes.

Individual septic systems must be permitted through the [El Paso County Department of Health and Environment](#) (The Department). The Department considers among other factors the flows being generated by the use, the location of the proposed septic system in relationship to wells and other water supplies, the availability of suitable sites for the primary and alternate leach fields, and the underlying geology and associated infiltration rate of the soil. Percolation tests must be performed to assure that the effluent will move through the soil at a rate that is not too fast or too slow, thus allowing for proper treatment in the soil. Septic systems cannot be constructed in floodplains. In the event there are soils-related or other constraints associated

with a site technical options may exist for alternate system designs. One common option is the design of a mound system, which essentially constructs a leach field where the native topography and soils will not percolate properly.

If an OWS is proposed for a use that will generate more than 2,000 gallons of effluent per day, a much more complicated site approval process is triggered. This involves the [Colorado Department of Public Health and Environment](#) along with an expanded local role in the review.

Historically, the majority of property owners in the planning area have relied on individual septic systems. This includes some areas such as Bobcat Meadows and the Sage Water Users Association area that are served by central water systems.

Although the exact number of permitted septic systems in the planning area has not been calculated from the records of the [El Paso County Department of Health and Environment](#), it is reasonable to assume that there is roughly the same number of septic systems as there are wells after factoring out the rural residential areas served by central water systems. The vast majority of these are individual septic systems serving one or more individual homes. As existing parcels with the option for individual septic systems are developed, and new large lot subdivisions are approved, the number of individual wells will continue to grow, but likely at a reduced rate.

Once an individual septic system is permitted and/or a subdivision is approved, ongoing permitting and monitoring requirements are typically minimal for systems serving individual homes. Although septic system pumping is strongly recommended, there are no County requirements that mandate routine maintenance unless there is an obvious system failure or complaint.

There are a few "individual" septic systems in the planning area that are shared by more than one lot, but this is very rare.

2.9.12.3 Central Sewer Systems

At this time the only wastewater treatment plant located within the planning area boundaries is the Paint Brush Hills plant, which is located within the Meridian Ranch development, and has been in operation since the mid-1980s. The plant currently treats an average of 600,000 gallons per day, and is projected to have a capacity of 1,300,000 gallons per day. It was originally constructed to provide service to the Paint Brush Hills development, and is now identified as a regional facility in the Pikes Peak Area Council of Governments [Water Quality Management Plan](#) (2008). This plant is operated under joint agreement between the Paint Brush Hills, Woodmen Hills and Meridian Ranch Metropolitan Districts, and currently provides service to all of the urban development in the planning area. A considerable number of lift stations have been permitted and constructed to pump sewage from developments such as Woodmen Hills and Falcon Highlands that are located down gradient from this plant.

A summary of current and anticipated central wastewater service providers is included in [Table 2-13](#) below.

The capacity of the Paint Brush Hills plant is limited without major upgrades. The plan had been to close this plant in the near future and divert all of the flows in the Falcon area to the new

Cherokee Metropolitan District plant, which is currently under construction south of Schriever Air Force Base. However, more recent consideration has been given to maintaining this plant for the near future and only diverting certain existing and projected additional effluent to the new plant.

Although there is only one active wastewater plant in the planning area, several entities have some relationship to the sewage treatment function. [Table 2-13](#) describes some of the entities that participate in the use of the Paint Brush Hills plant and/or operate sewage collection and pumping systems, and/or have agreements with other entities that provide wastewater-related services.

Table 2-13: Summary of Existing Wastewater Service Providers			
Name of Provider	Areas or Subdivisions Served	Wastewater Service Role	Comments
Paint Brush Hills Metropolitan District	Paint Brush Hills (PBH) Sketch Plan Area	Finances and operates systems including collection and treatment party to PBH treatment plant agreement	Controls the major share of the Plant Brush Hills treatment plans and intends to keep it operating at this time.
Woodmen Hills Metropolitan District	Woodmen Hills and Bennett Ranch Sketch Plan areas	Operates collection system including lift stations; party to PBH treatment plant agreement	Contracts with other entities and properties to provide them wastewater service.
Meridian Ranch Metropolitan District	Meridian Ranch Sketch Plan Area	Operates collection system; party to PBH treatment plant agreement; finances facilities	
Falcon Highlands Metropolitan District	Falcon Highlands Sketch Plan Area	Contracts with Woodmen Hills for service; operates lift stations and finances facilities	Many construct a limited on-site treatment plant to reclaim water for irrigation.

In addition to the existing operating wastewater providers in the planning area, there are several other entities that do not actively supply wastewater services to development at this time, but may in the future. These entities are listed in [Table 2-14](#).

Table 2-14: Summary of Approved and Potential Central Wastewater Providers				
Name of Provider	Expected Areas of Subdivisions to be Served	Expected # of Residential Sewer Taps	Primary Expected Sewer Role	Comments
Santa Fe Springs Metropolitan District	Approved Santa Fe Springs Sketch Plan Area	5,400	Financing and probable operation of collection system; potential construction and operation of new plant that currently has a State site approval	Has an Intergovernmental Agreement for sewer services with the Sunset Metropolitan District, who owns and will operate the Santa Fe Springs Wastewater Treatment and Reclamation Facility. Sunset Metropolitan broke ground for this facility on May 5, 2008 and anticipates completion of Phase 1 construction by June of 2009. Sunset's Santa Fe Springs plant is under construction and will be capable of storing fully treated grey water for residential irrigation reuse by July of 2010.
Bent Grass Metropolitan District	Approved Bent Grass Sketch Plan Area	578 Residential Units	Finance the construction of facilities needed by Woodmen Hills Metropolitan District	District is formed but will not directly provide sewer service will finance infrastructure for Woodmen Hills Metropolitan District.
Sterling Ranch Metropolitan District	Proposed Sterling Ranch Sketch Plan Area	5500 Potential Dwelling Units	Finance collection systems and lift stations to be operated by the district.	Districts not yet created and land use plans not yet approved.
Rock Springs Ranch Metropolitan Districts	Rock Springs Ranch Filing 1 and potential additional inclusion area 170 for initial rural residential filling.	170 for initial rural residential filing	Approved rural residential filings will have individual septic systems; later phases may be urban, so the Districts are proposed to have authority to finance, construct and/or operate wastewater facilities.	Districts are not yet approved or created and only the rural residential land use plan is approved.
Shaw Ranch Metropolitan District	Proposed Shaw Ranch Sketch Plan Area	6,770 potential dwelling unit, plus non-residential	Financing of sewer infrastructure; with the potential for system operation as well as partnering in a new plant	Districts not yet created. Sketch plan submitted in April 2008.
High Plains Ranch	Proposed High Plains Ranch	1,005 potential	Financing of sewer infrastructure; possible	District is created, but does not currently provide

Table 2-14: Summary of Approved and Potential Central Wastewater Providers				
Name of Provider	Expected Areas of Subdivisions to be Served	Expected # of Residential Sewer Taps	Primary Expected Sewer Role	Comments
Metropolitan District	Sketch Plan Area	dwelling units, not all on sewer. Plus non-residential	agreements with other providers; possible site of new Cherokee northern facility	services; land uses not currently approved
Cherokee Metropolitan District	New treatment plant under construction south of Schriever Air Force Base would	N/A	Treatment plant for most of Falcon Area; source of re-use and/or aquifer recharge water	District has interceptor lines in place to connect Falcon area to the new plans
Sunset Metropolitan District	Could provide service to many developments in the area, including the Santa Fe Springs PUD area.	N/A	Operator of the existing plant located south of Ellicott, location of sewer interceptor lines approved to connect Santa Fe Springs and High Plains Ranch areas to this plant. Currently provides central wastewater services Sunset Village Filings No. 1 – No. 5, Ellicott School District and has contracts to serve Springs East Village, Ellicott Town Center, and Santa Fe Springs Developments.	Has potential for shared wastewater facilities with Shaw Ranch, 4 Way Ranch, Woodmen Hills Metropolitan District and Paint Brush Metropolitan Districts.
4-Way Metropolitan District	Could provide service to the 4-Way Ranch property, as well as surrounding areas.	Expected capacity of 5,000-10,000 dwelling units.	The district may be able to provide it's own wastewater treatment plant, a regional wastewater treatment plant, or may partner with another neighboring district with an Inter-Governmental Agreement.	The service agreement allows for expansion of the district within a 5 mile radius, allowing provision of services to surrounding areas, especially within the 4-Way Ranch property.

2.9.13 Stormwater

Stormwater is the water from rain and snowmelt that runs across the surface of the ground rather than soaking in. During and following heavy rainfall and spring snowmelt runoff, flooding and erosion are major problems. Stormwater can also pick up sediments and other pollutants as it runs off, contaminating streams and lakes. Stormwater is not treated before it drains into these water bodies. Building houses and roads reduces the previous area where stormwater can soak in, which subsequently allows more water runoff creating an increase in pollution problems.

Stormwater management issues have become critical in the region, especially over the last 20 years of population growth. During this time, previous existing drainage-related problems have worsened. Funding and programs to address the problems from a long-term perspective have been inadequate.

The need for stormwater infrastructure is elemental in providing public safety and property protection. This need is further justified per county policy and water quality permitting, as well as new state and federal regulations. In addition, El Paso County has a current backlog of drainage infrastructure, including identified capital projects and drainage maintenance, estimated at \$100 million dollars. Master plans for drainage basins are outdated by over 20 years in over half the studied basins. Less than a quarter of all basins have been studied.



Stormwater needs funding. There are a few options available to help obtain fees needed to mitigate the problems that arise from stormwater runoff. These are being used by county and city entities all over the country. They include sales tax increases, property tax increases and stormwater enterprise service fees. Each of these options has pros and cons to consider.

Sales taxes are generally simple and easy to understand. Their implementation and collection is inexpensive, and the revenue is generated from visitors. The problems with this approach are that sales tax is the least equitable of the alternatives and they are less dependable from year to year.

Stormwater funding by way of property tax is also simple and easy to understand. The implementation and collection is inexpensive and it is dependable from year to year. The downfall of this system is that it is less equitable than a service fee, but more than sales tax. Another problem is that tax-exempt properties would not contribute to the solution.

Stormwater funding fees are the most equitable and dependable. These fees are not subject to TABOR, and tax-exempt properties will also have to pay. The drawback of this program is that implementation and collection is the most expensive.

In order for a stormwater fee enterprise to be successful, user fees should fairly allocate the cost of service to each customer. The stormwater fee is calculated based directly on the amount of impervious surface a customer has on their property and also on the type of property.

The fees collected are generally spent on capital projects, maintenance, water quality, and basin studies.

As part of the development process, El Paso County requires the completion of Drainage Basin Planning Studies. The studies are essentially a master plan for stormwater management within

a basin, and they evaluate existing and future drainage conditions, identify corrective and future capacity improvements, and establish the fees for stormwater related infrastructure within a basin. These planning studies are a critical tool in identifying stormwater issues and allocating the costs of system upgrades efficiently. More information is available through the [El Paso County Asset Management Division, Stormwater Management Group](#).

2.9.14 Natural Gas System

The City of Colorado Springs and Peoples Natural Gas provide natural gas to limited parts of the planning area. The predominant source of gas throughout the planning area comes from individual propane storage tanks.

2.9.15 Electrical Power System

The electricity in the planning area is distributed through Mountain View Electric Association. Mountain View Electric Association, Inc. /Tri-State has substations, transmission line, and easements located near U.S. Highway 24 running east and west between the Black Squirrel Substation at 12498 Goodson Road spanning approximately 15 miles in the unincorporated El Paso County. Proposed projects are in multiple comprehensive planning areas including the Falcon/Peyton planning area.

Renewable energy production is a segment in which the planning area could excel, taking advantage of ample affordable land and natural resources such as wind. Wind resource maps indicate an area's wind resources, which range from class 1 (the lowest) to class 7 (the highest). Areas designated class 3 or greater are suitable for most wind turbine applications. A map produced by the [National Climatic Data Center](#) shows much of the Falcon/Peyton area has class 3 and class 4 wind resources, and [local studies](#) have verified the potential.

The wind power generation potential combined with affordable land and low density or undeveloped areas make many locations in the planning area ideal for the large wind turbines used in wind power generation. This potential is further enhanced because the planning area is located in close proximity to two of the State's major power-consuming population centers of Colorado Springs and Denver, and there is a 230 kV electric transmission line through the center of planning area.

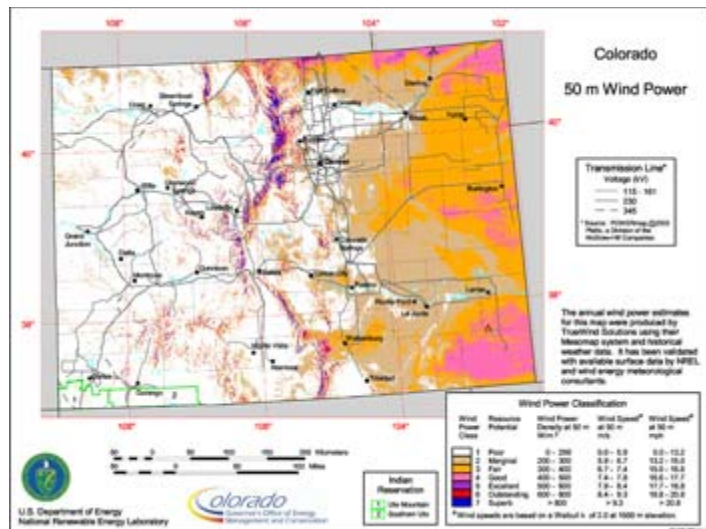


Figure 2-26 - Wind Potential Map (produced by U.S. Department of Energy)

The Planning Area also has great potential for Solar Power Generation, and there have been significant demonstrations of this potential in the region. In 2007, Fort Carson began operating a 2 Megawatt ground-mounted array sited on a former landfill.

2.9.16 Telecommunications System

Telecommunications services are provided by several entities in the planning area, and can be important as a planning factor because of the impact of underground lines on roadway construction efforts and the impact of transmission towers on the aesthetics of the area. These issues are handled



Two Megawatt Solar Array at Fort Carson, Colorado

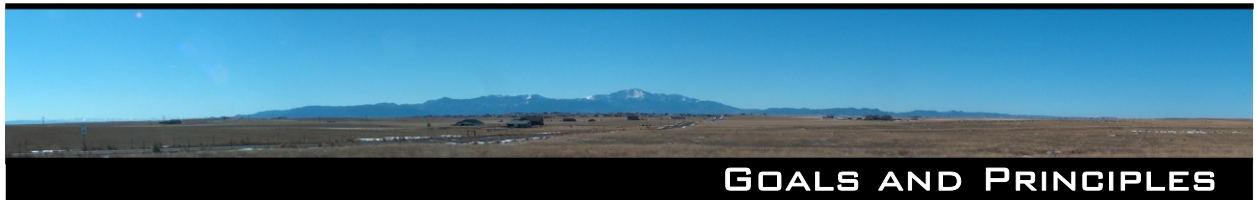
during the development review process and are driven by the [El Paso County Land Development Code](#) , and the [El Paso County Engineering Criteria Manual](#)

2.9.16.1 Telephone and Internet Service

Telephone service in the Planning Area is provided by Qwest and El Paso County Telephone Company (Elpasotel) south of Judge Orr Road. Broadband internet is provided by Comcast and Falcon Broadband.

2.9.16.2 Telecommunications Towers

There are a number of cellular phone providers that serve the planning area. The [El Paso County Land Development Code](#) allows free standing telecommunications towers in A-35 zoning areas as a special use. Towers are also allowed in some other commercial and industrial zones as a special use.



This section outlines the goals and principles that were established by the Public and the Advisory Committee as the foundation for the plan. These goals were presented to the public and served as the foundation for the recommendations and policies in Chapter 4. These goals are the foundation around which the recommendations in [Chapter 4](#) were built. They are divided into the following categories:

3.1 Land Use

- Provide a **balance of land** uses that respects existing and historical patterns while providing opportunities for future residents and businesses.
- Promote the concepts of **urban cores** and **community identity**.
- Preserve the **core rural character** of the area.
- Provide a **variety of different densities** of development options.
- Promote the idea of **mixed-use, historical town centers** that attract and provide for residents.

3.2 Commercial and Employment Centers and Uses

- Establish a variety of **Primary Employers** that will provide stable, diverse, well-paying employment opportunities for current and future residents of the planning area.
- Advocate for **quality of life amenities** that will bring jobs and tax base to the area.
- Recognize **interrelatedness** to other issues (i.e. schools, transportation, public safety)

3.3 Residential Areas and Densities

- Encourage **diversity and variety in housing** types, sizes, locations, and prices to meet the needs of existing and new residents.
- Promote **predictable growth** in the housing market that is consistent with the Small Area Master Plan.
- Prevent poorly executed, land-consuming development patterns by promoting **compact growth and planned development**.
- Meet the **housing needs** of as many existing and new residents of differing ages, incomes, and desired living accommodations.

3.4 Facilities and Services (Fire Protection, School Districts, Wastewater Facilities, etc.)

- Encourage development in urban areas where **adequate public facilities** or services exist or can be provided in an efficient manner.
- Provide for the efficient provision of **public safety** in the area.

- Encourage the **availability** of facilities and services within the planning area, close to the residents.
- Recognize the negative water quality impact of **individual septic systems** in the planning area

3.5 Transportation

- Recommend land use patterns that make **efficient use** of existing transportation infrastructure and limit the cost of future extensions and upgrades.
- **Mitigate congestion** by providing flexibility for areas of higher population densities while protecting lower density areas from the negative effects of traffic.
- Prevent **pedestrian hazards** by identifying and prioritizing key pedestrian linkages and carefully integrating future urbanized areas with the existing network of traffic corridors.
- Promote **alternative modes** of transportation in order to reduce peak traffic, increase safety, and promote health.
- Enhance the future role of **Meadow Lake Airport** through the recommendation of compatible land uses.
- **Balance** long term transportation infrastructure needs with current requirements.
- Ensure the **coordination** of land use and transportation planning.
- Implement **transportation infrastructure financing** options which fairly allocate the cost of improvements to the source of existing or new demand for services.

3.6 Water Supply

- Plan for **water resources** in a thoughtful way that recognizes the non-renewable nature of water resources in the area, accommodates existing and historical uses, and allows for sustainable, planned growth.

3.7 Parks, Trails, and Open Space

- Provide **recreational amenities** for area residents.

3.8 Natural Systems

- Preserve **important natural features** that are critical to the function of natural systems such as watersheds and wildlife corridors.

3.9 Miscellaneous

- Preserve the **visual resources** that are unique or are considered part of the identity of the planning area.
- Protect the **rural character** that remains in parts of the planning area.
- Enhance **historical features** that are important to the identity of the planning area and its communities, and provide a sense of place for both residents and visitors.
- Develop **alternative energy strategies** that take advantage of the area's potential for solar and wind energy.



4.1 Introduction

[Section 4.2](#) describes the process that the planning team engaged in while formulating the development recommendations. First, the team analyzed existing land uses and estimated what population the current and approved development could support. Then, by comparing data layers described in [Chapter 2](#) and incorporating comments from the public and the Advisory Committee, the team created a Recommendations Map and a set of policies that are meant to channel development in the area in a manner that reflects the community interest as represented by the Advisory Committee.

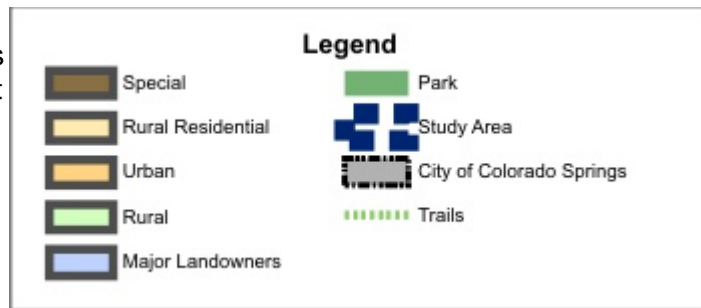
The final three sections are organized to enable a staged evaluation of development proposals in the area. First, a proposal would be evaluated against the spatial land use and density recommendations that are shown in the Recommendations Map in [Section 4.3](#). Second, a proposal should be checked against the specific area policies in [Section 4.4](#), depending on the specific location of the proposed development. Third, a proposal should be evaluated according to the general policies in [Section 4.5](#)

4.2 Land Use Analysis

The purpose of this Master Plan is to make practical land use recommendations to help channel development in a way that suits the community's interests while supporting individual land owners' property rights. In order to prepare recommendations, the Advisory

Committee needed to know what type of development is likely to occur in the area and if there will be a relative shortage or

surplus of development capacity in the area into the future. The Land Use Analysis described in this chapter estimates future fixed and potential land uses in the area, providing a framework around which the recommendations will be built.



This analysis takes into account the existing land use pattern, the pattern of approved land uses, and projections of future major landowner development plans. It is not designed to take into account the constraints described in [Chapter 2](#), such as schools, fire districts, and water supply issues. These factors are brought into the analysis in the Land Use Recommendations ([Section 4.3](#)) and the Policies in [Section 4.4](#) and [Section 4.5](#).

4.2.1 Existing Development Pattern

The initial step in analyzing the land use in the planning area was to define how "fixed" the existing land use pattern is.

Some areas, by virtue of the type of development, character of the land, parcel sizes, or location are unlikely to be redeveloped within the time horizon of this plan. For example, well established rural residential and urban density developments are generally unlikely to be redeveloped at a higher or lower density in the future due to the investments already made in these properties and the relative difficulty of re-consolidating the parcels and unifying ownership. Likewise, some rural density areas, such as the north-central portion of the planning area, are unlikely to be redeveloped at higher densities because the land use pattern has been relatively fixed over time (in this case, since the 1970s), and because the rolling topography would make redevelopment unlikely.

The Existing Land Use Analysis Map shown in [Figure 4-1](#) shows the pattern of existing reasonably fixed land uses as defined by this plan. These areas are considered anchors, and the plan does not generally foresee substantial redevelopment of these areas at new densities.

Note that areas shown as white on this map are not considered undeveloped. They are parcels with homes and farms that are owned and run by residents of the area. Rather, these areas contain parcels that are large enough, with minimal construction such that they could be vulnerable to changes in land uses in the future.

Land Use Analysis - Existing Development Pattern

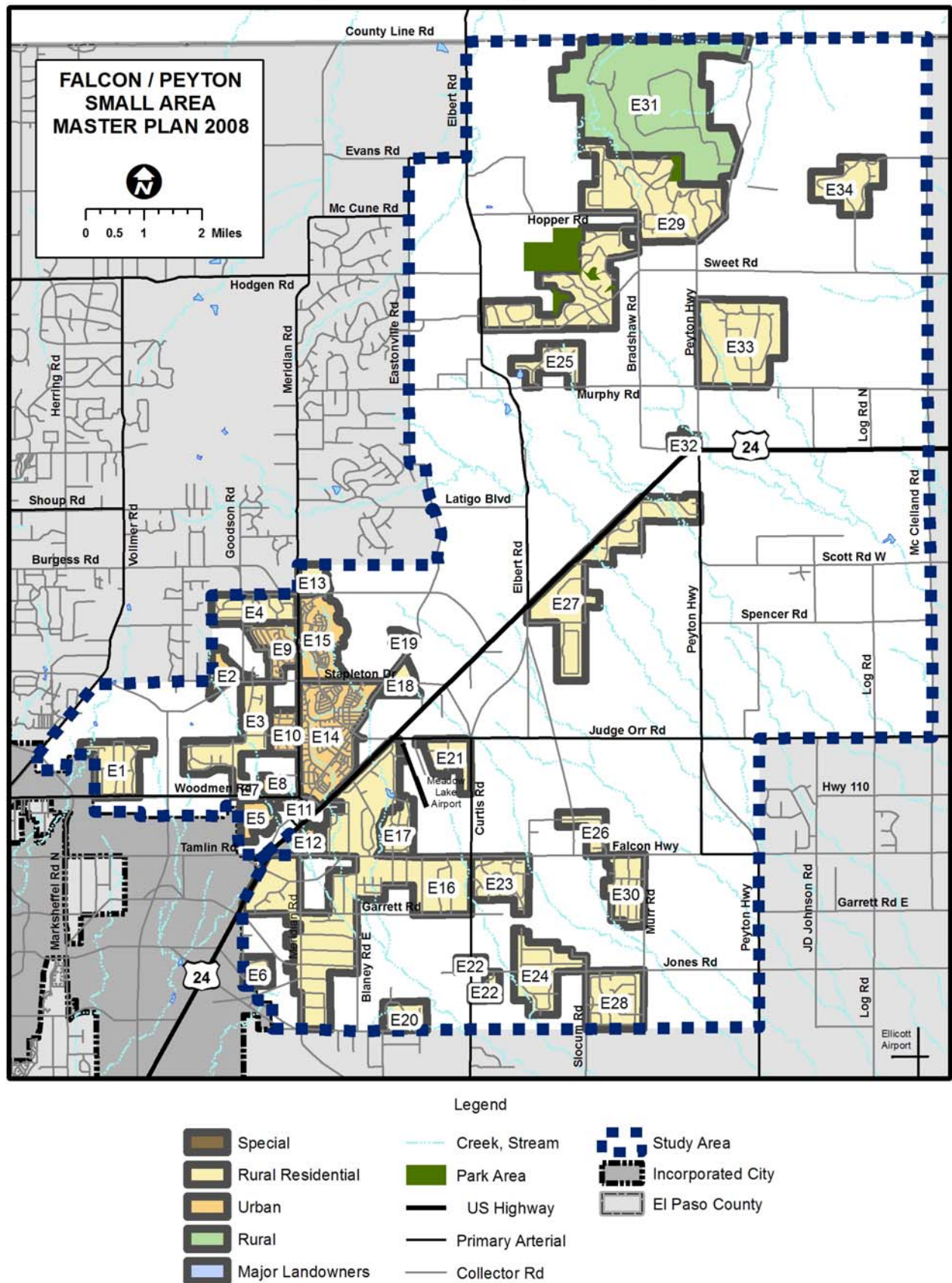


Figure 4-1 - Existing Development Pattern

4.2.2 Existing Development Capacity

Each of the areas identified as fixed existing development was evaluated, using aerial photography and parcel data, to determine how many of the existing home sites within each identified area are currently vacant. The results of this analysis are included below in [Table 4-1](#). This analysis determined that there is surplus capacity within the existing development area sufficient to house roughly 3,300 people. Additional nonresidential and especially commercial capacity was not evaluated within these existing developed areas, although it is recognized that some of this non-residential capacity also exists.

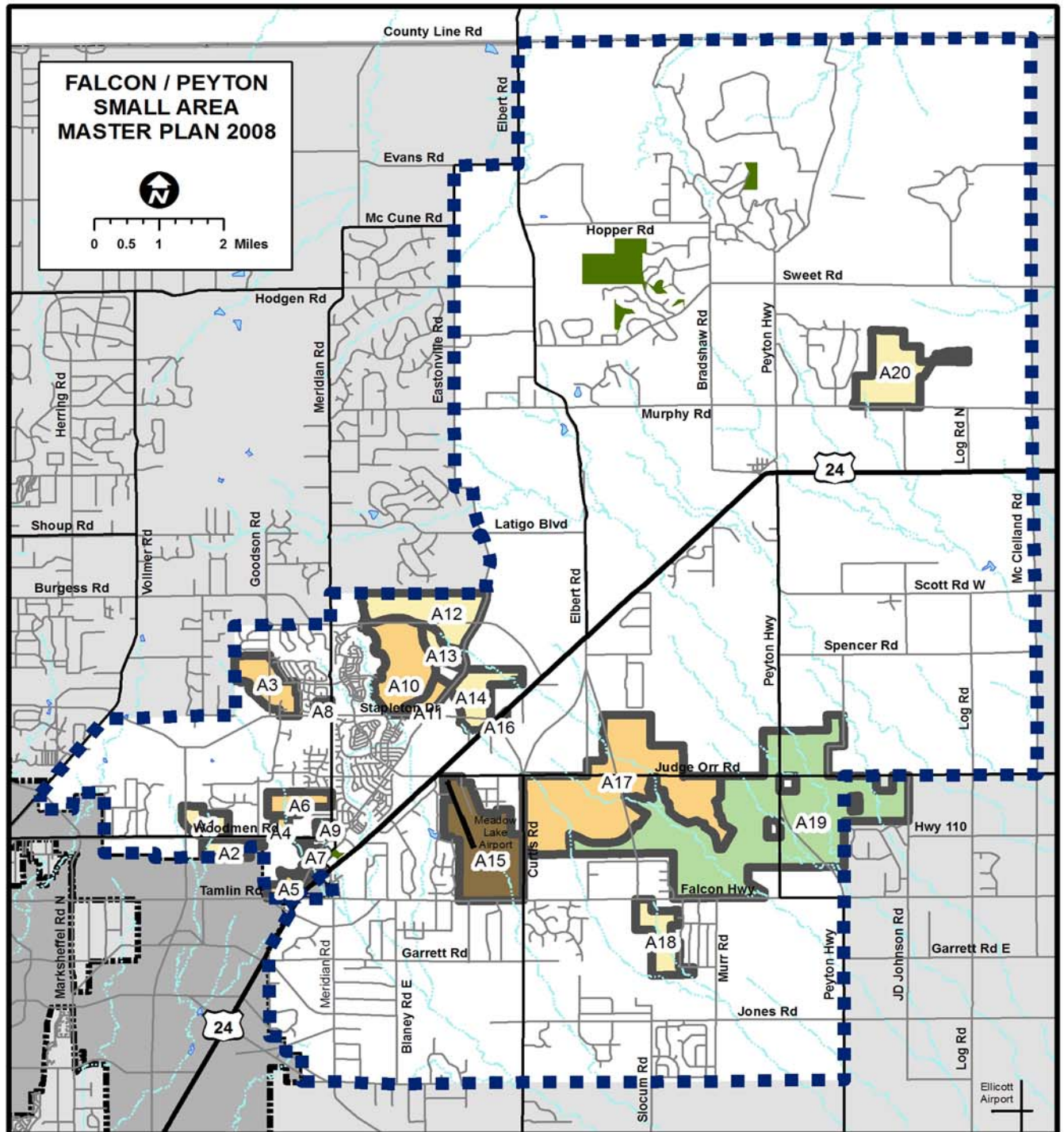
Table 4-1: Existing Fixed Land Use Areas - Capacity Analysis (detailed table available in archive)					
Bubble #	Name	Additional Residential Capacity	Bubble #	Name	Additional Residential Capacity
E1	Pawnee Rancheros	14	E18	4-Way Ranch	118
E2	Paintbrush Hills	138	E19	Meridian Ranch High School	0
E3	The Meadows	11	E20	Coral Ranches	0
E4	Paint Brush Hills 1-3	22	E21	Meadow Lake Estates	28
E5	Falcon Highlands	605	E22	Manley/ Yucca Estates	0
E6	Cross D	3	E23	Southfork	0
E7	Mountain View Electric	0	E24	Sagecrest	0
E8	Courtyards at Woodmen West	624	E25	Tiboria Estates	13
E9	Paintbrush Hills	28	E26	Sage Creek North	0
E10	Woodmen Hills 1-4	8	E27	Heritage Ranch Estates	83
E11	Falcon Town Center	0	E28	Blue Sage	55
E12	Falcon Vista	308	E29	Peyton Pines/ Reata	55
E13	Meridian Ranch	28	E30	Sage Creek South	0
E14	Woodmen Hills/ Bennett Ranch	619	E31		55
E15	Meridian Ranch	275	E32	Peyton	0
E16	Falcon Heights/ Meadowlake	138	E33	Peyton Ranches	41
E17	Falcon Heights	8	E34	Rivers Divide	55
			Total		3,332

4.2.3 Approved Development Pattern

One of the foundational assumptions of this plan is that currently approved land uses should be treated as fixed, even though the plan recognizes that some of these approved but not-yet-developed plans may in fact undergo changes and adaptations over time. In other words, this plan will not offer recommendations that would contradict Sketch Plan and other zoning and subdivision approvals that have already been granted by the Board of County Commissioners at the time of the plan's adoption.

The Approved Land Use Analysis Map shows the pattern of approved land uses, which this plan considers to be fixed. The approved sketch plans have been simplified to show the patterns of land uses and density at the same detail as the Existing Land Use Analysis Map above. Note that these graphics are meant to show the current plans for these parcels for planning purposes. This Master Plan recognizes that development plans can change after approval, and these graphics are not meant to limit the ability of landowners to re-evaluate their plans.

Land Use Analysis - Approved Development Pattern



Legend

- | | | |
|-------------------|------------------|-------------------|
| Special | Creek, Stream | Study Area |
| Rural Residential | Park Area | Incorporated City |
| Urban | US Highway | El Paso County |
| Rural | Primary Arterial | |
| Major Landowners | Collector Rd | |

Figure 4-2 - Approved Development Pattern

4.2.4 Approved Development Capacity

Each of the areas identified as Approved Development was evaluated to estimate the total planned residential capacity of the area. The results of this analysis are included below in [Table 4-2](#). This analysis determined that the Approved Developments in the area could house roughly 30,000 people. As with the Existing Development Capacity Map, the emphasis in this analysis was on the residential side of the equation. Many of the approved plans in [Table 4-2](#) also have a significant commercial component. Some of this non-residential approved capacity data can be found in the detailed land use analysis tables in the [archive](#).

Table 4-2: Approved Land Use Areas - Capacity Analysis (detailed table available in archive)					
Bubble #	Name	Additional Residential Capacity	Bubble #	Name	Additional Residential Capacity
A1	Falcon Highlands	168	A11	Meridian Ranch	0
A2	Falcon Highlands	58	A12	Meridian Ranch	711
A3	Paintbrush Hills	1,521	A13	Meridian Ranch	1,180
A4	Latigo Business Park	0	A14	4-Way Ranch	259
A5	Falcon Highlands	1,221	A15	Meadowlake Airport	0
A6	Bentgrass	1,590	A16		0
A7	Falcon Highlands	165	A17	Santa Fe Springs	14,306
A8	Paintbrush Hills	519	A18	Sage Creek	324
A9	Woodmen Crossing	0	A19	Santa Fe Springs	215
A10	Meridian Ranch	7,018	A20	Rock Springs	476
			Total		29,731

4.2.5 Major Landowner Projections

The third layer of analysis (after analyzing the existing and approved residential capacity in the area) was to project what the probable capacity of some of the major landholdings would be if they were to develop in a manner consistent with surrounding precedents and landowner desires and expectations. In some cases, this layer represents fairly detailed land use plans that may be formally under review by the County. In other cases, landowners and developers were interviewed to obtain rough future estimates, and in some cases, planners used rule-of-thumb density estimates and general development assumptions.

The purpose of these estimates is to provide an overall, general idea of what the bottom-line residential capacity of the area would be. These projections are rough estimates generated by the preparers of this plan and used for planning purposes, and they are not meant to suggest concrete plans on the part of any of the landowners concerned. Likewise, any pending

developments in this section of the analysis were not approved at the time of the analysis (early 2008), and this section does not imply any approval of the densities projected here. The numbers used are merely a snapshot of landowner projections at the time of the analysis.

As [Table 4-3](#) below shows, the parcels analyzed at this level would add approximately 79,000 to the overall residential capacity of the area. As with the prior two layers, many of the plans for parcels in this future expectations layer contain or are assumed to also have major commercial as well as residential components.

Table 4-3: Major Landowners - Capacity Analysis (detailed table available in archive)					
Bubble #	Name	Additional Residential Capacity	Bubble #	Name	Additional Residential Capacity
F1	Sterling Ranch	18,051	F10	4-Way Ranch	20,625
F2	Banning Lewis Ranch	3,416	F11	Mountain View Properties	958
F3	Elkhorn	3,190	F12	Shaw Ranch	16,500
F4	Red Sky Ranch	0	F13	High Plains Ranch	2,736
F5	Falcon Town Center	0	F14	Mountain View Properties	512
F6		0	F15	Mountain View Properties	1,083
F7		0	F16	Rock Springs	9,914
F8	Falcon Crossing	0	F17	Blattspieler Property	1,568
F9	Meadowlake Commons	0	F18	Harmony Land and Cattle	366
			Total		78,919

Land Use Analysis - Major Landowners

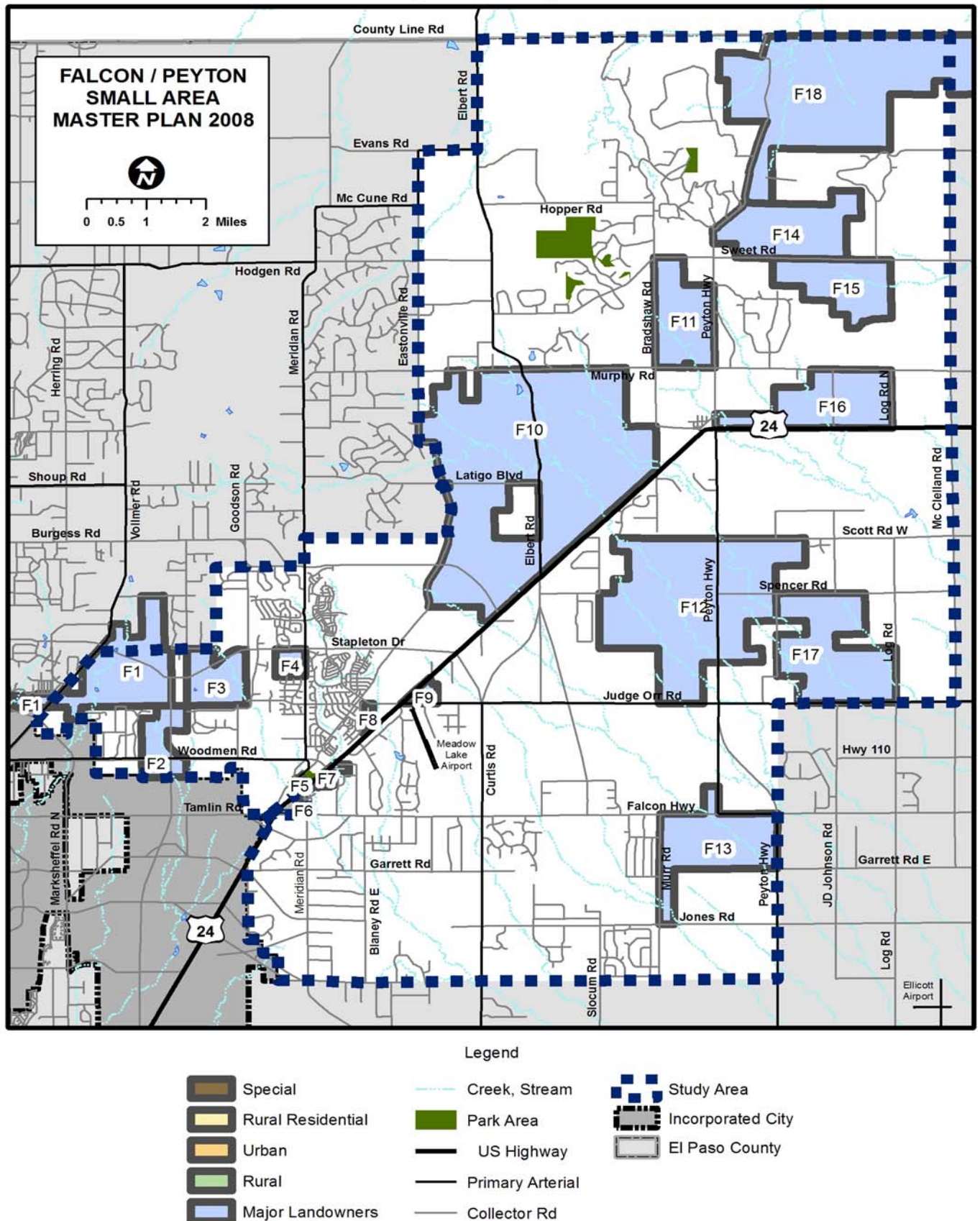


Figure 4-3 - Major Landowner Projections

4.2.6 Land Use Analysis Conclusions

As [Table 4-4](#) shows, the land use analysis projects that the area would support roughly 132,000 people if the land areas shown on the Composite Land Use Analysis Map were completely built out. In essence, this number represents the maximum capacity projection for areas with some combination of existing, approved, or expected development capacity, given the estimates and projections used in the analysis and assuming that the white areas on the map do not experience any changes in density during this planning horizon.

Table 4-4: Land Use Analysis Summary	
Existing Population	19,749
Existing Residential Capacity	3,332
Approved Residential Capacity	29,741
Major Landowners Projected Capacity	78,919
Total Residential Capacity	131,741

In [Section 2.3](#), this Plan projects that the population of this area will grow to approximately 58,000 people by 2035, leaving excess capacity of approximately 74,000 people. In fact, if the Existing Residential Capacity and the Approved Capacity were built out and occupied, only 6% of the Major Landowners Projected Capacity would have to be built to house the full estimated population in 2035.

This analysis shows that planning and development in this area will be conducted in an environment of surplus capacity in the future. It is further noted that some additional theoretical development capacity exists in the unplanned or white areas of the analysis map. In essence, the community is anticipating and planning for more development than will be necessary, which means that some of the proposed developments will occur and attract new residents, while some will likely not proceed as planned because the market demand for housing will not be able to keep pace with development plans. Any land use recommendations that come from this analysis will be focused on defining the "best" places for development, and discouraging development in other places, preserving that housing capacity for the longer-term future.

Land Use Analysis - Composite

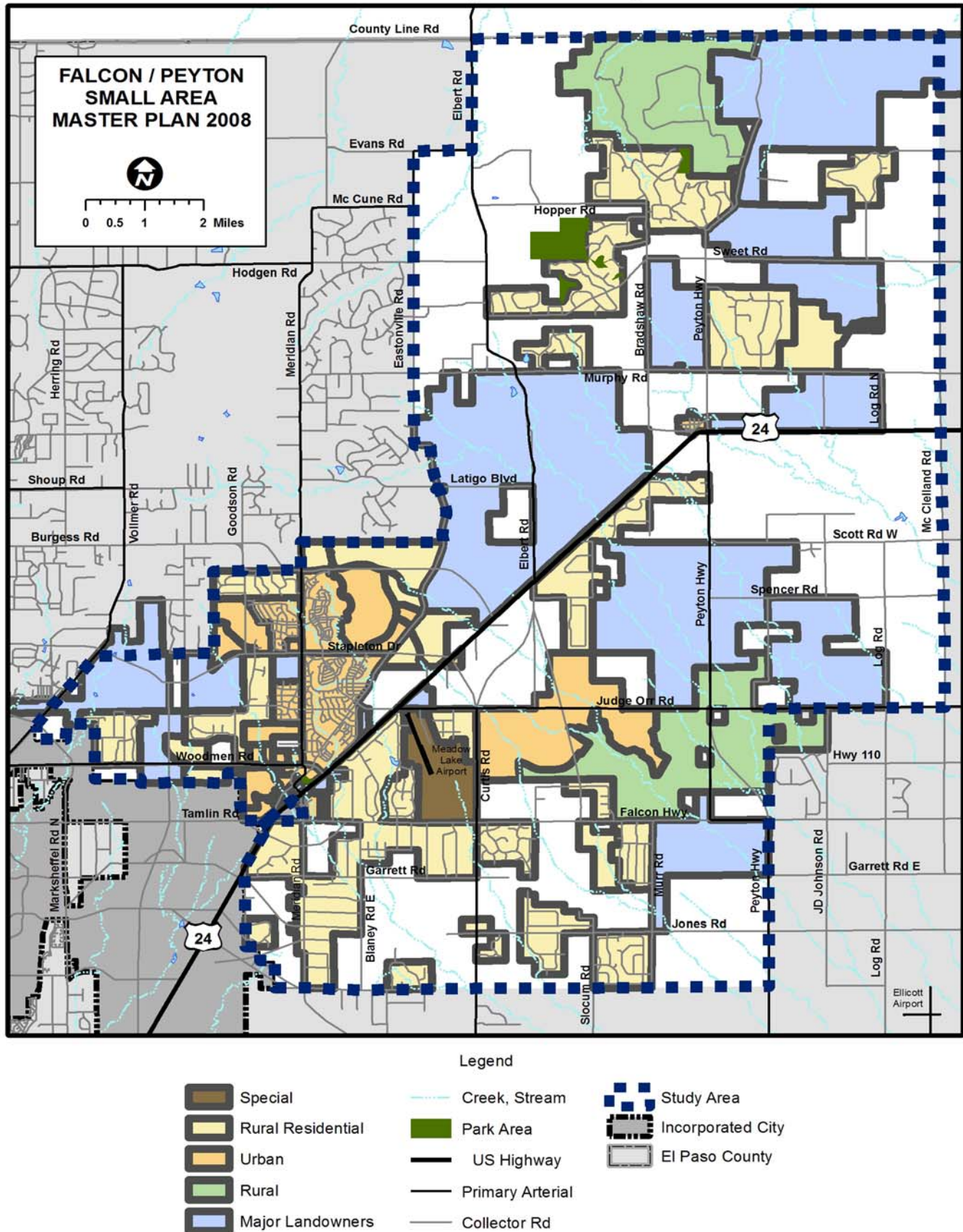


Figure 4-4 - Land Use Analysis Composite Map

4.3 Land Use Recommendations

One key purpose of the Small Area Master Planning Process is to discover and express the community's desires for the shape of future land development in the Planning Area. Through the development review process, diverse parties advocate for their personal interests as each individual project is discussed and either approved or denied. The Small Area Master Plan is useful in this context as the repository of the "community interest" in the area. It looks at the area as a whole, takes all views in the community into account, and is able to inform the development or conservation of individual parcels with a holistic, large scale, long-term understanding of the community's interest in the area. In this way, this Plan is intended to influence development, nudging it toward greater alignment with the collective will of the residents in the area.

Of course, the area is very diverse, and the community interest can be very complex and difficult to distill into specific graphics and policies. During the planning process, many diverse views and opinions were heard by the El Paso County Staff, Consultants, and the Citizen Advisory Committee. In order to present an accurate and actionable plan that all parties could consent to, the recommendations were generated through the process of establishing the existing conditions in the Planning Area, examining the future development scenarios, analyzing alternatives, and polishing the preferred alternative through multiple review cycles.

The illustrations shown in [Figure 4-5](#) and [Table 4-4](#) describe the map, giving some additional detail about the meaning of the symbology shown on the map.



EL PASO COUNTY FALCON/PEYTON SMALL AREA MASTER PLAN

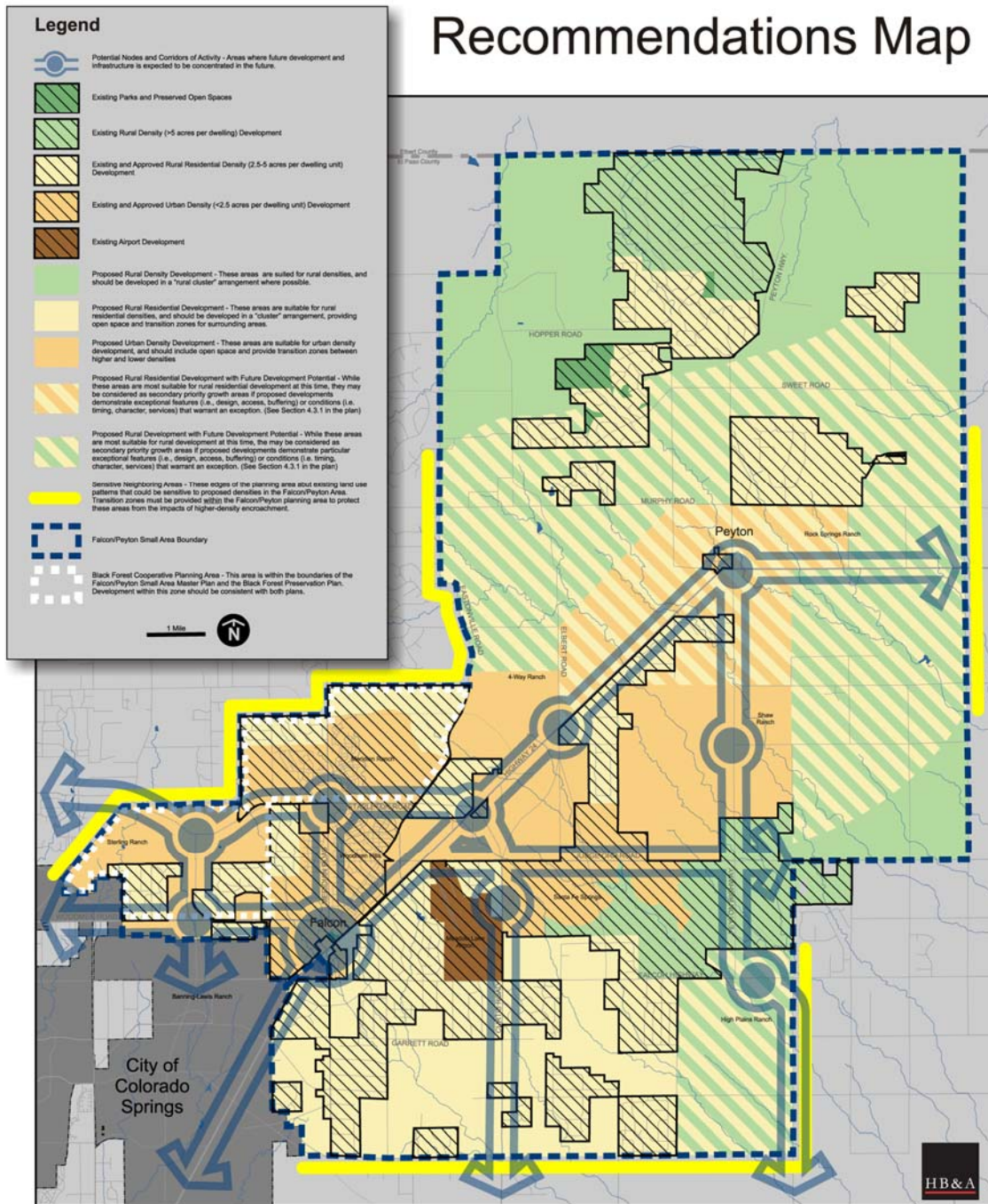


Figure 4-5 - Recommendations Map

In the area as it exists today, most of the land usage is agricultural and residential, with limited commercial, industrial, and institutional uses. This balance is expected to continue into the future. Because the land use is relatively homogenous, the intensity of use is the chief factor in the visual, environmental, and infrastructural impact of the area. As a result, the land use recommendations for the Planning Area focus chiefly on the density of development and distinguish between three different densities in particular:

Urban Density - Parcel sizes are less than 2.5 acres, typically less than 1 acre. These areas are served by urban-level infrastructure, including roadways, water distribution, and wastewater treatment.

1. Rural Residential Density - Parcel sizes are between 2.5 acres and 5 acres, with some of these platted lots ranging up to 10 acres in area. This development density is typically dependent on individual septic systems and individual wells. In some cases, these areas have central water systems.
2. Rural Density - Parcel sizes are greater than 10 acres, and typically greater than 35 acres, because this acreage is the threshold above which the subdivision process is not normally required. Rural areas are most often residential or agricultural in nature, and are typically developed at low densities.

In general, the following policies describe the land use pattern shown on the map:

- *Recognize and logically infill the existing urbanization pattern in the identified developing and approved urban area of Falcon.*
- *Recognize and accommodate the development of a potential new urban community center including urban portions of the approved Santa Fe Springs development along with logical identified areas to the north and east of that area.*
- *Recognize and accommodate continued rural residential development in the identified southern portion of the planning area, with the encouragement to connect to central water systems, and with more emphasis on cluster development approaches,*
- *Do not allow any urban development in the northern part of the planning area and discourage any further rezoning with a density greater than A-35 or rural cluster in the far northern part of the planning area.*
- *Reserve the eastern part of the planning area, as identified, for either low density or future development based on its distance from current developed areas and the sufficient development capacity in other parts of the planning area.*

Table 4-5: Recommendations Map Elements

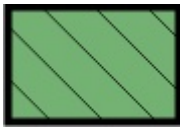




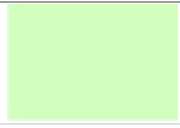

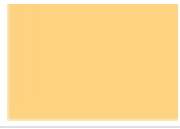





Existing and Approved Development		
	Existing Parks and Preserved Open Spaces	This identifies Homestead Regional Park, as well as several other major parks in the northern planning area. These areas were assumed to be stable land uses and change was not recommended.
	Existing Rural Density (>5 acres per dwelling) Development	Areas shown as "existing" represent a land use pattern that was assumed to be fixed for the purposes of this plan because of the type of development, character of the land, parcel sizes, or location. While some of these areas may redevelop over the course of this plan's timeframe, it is unlikely, and redevelopment is not likely to change the surrounding recommendations.
	Existing and Approved Rural Residential Density (2.5-5 acres per dwelling unit) Development	
	Existing and Approved Urban Density (<2.5 acres per dwelling unit) Development	
	Existing Airport Development	
Recommended Development		
	Proposed Rural Density Development	These areas are suited for rural densities, and should be developed in a "rural cluster" arrangement where possible.
	Proposed Rural Residential Development	These areas are suitable for rural residential densities, and should be developed in a "cluster" arrangement, providing open space and transition zones for surrounding areas.
	Proposed Urban Density Development	These areas are suitable for urban density development, and should include open space and provide transition zones between higher and lower densities
	Proposed Rural Residential Development with Future Development Potential	While these areas are most suitable for rural residential development at this time, they may be considered as secondary priority growth areas if proposed developments demonstrate exceptional features (i.e., design, access, buffering) or conditions (i.e. timing, character, services) that warrant an exception. (See Section 4.3.4)
	Proposed Rural Development with Future Development	While these areas are most suitable for rural development at this time, they may be considered as secondary priority growth areas if proposed

Table 4-5: Recommendations Map Elements		
	Potential	developments demonstrate particular exceptional features (i.e., design, access, buffering) or conditions (i.e. timing, character, services) that warrant an exception. (See Section 4.3.4)
Special Considerations		
	Potential Nodes and Corridors of Activity	Areas where future development and infrastructure is expected to be concentrated in the future. The nodes signify the location of future town centers, which could be rural or urban in nature, and should include primary employers, commercial services, and public spaces.
	Sensitive Neighboring Areas	These edges of the planning area abut existing land use patterns that could be sensitive to proposed densities in the Falcon/Peyton Area. Transition zones must be provided within the Falcon/Peyton planning area to protect these areas from the impacts of higher-density encroachment.
	Black Forest Cooperative Planning Area	This area is within the boundaries of the Falcon/Peyton Small Area Master Plan and the Black Forest Preservation Plan. Development within this zone should be consistent with both plans. (See Section 4.4 - Area Specific Policies)

4.3.1 Future Urban Areas

The future urban areas shown on the Recommendations Map would add to the existing urbanized development around and north of Falcon. These areas are highlighted on [Figure 4-6](#). Future urban densities are recommended in two areas: the area on the western edge of the Planning Area between the Stapleton Corridor and the City of Colorado Springs boundary, and the area east of Falcon along Judge Orr Road, to include the approved Santa Fe Springs development and portions of the 4-Way Ranch and Shaw Ranch properties.

Although the map may seem to show uniform urban density throughout the area, this is not the intent of this Plan. These urban growth areas are meant to show the extent of where urban density clustered development would be acceptable. Anticipating the exact location of future urban clusters is very difficult, and this Plan does not seek to

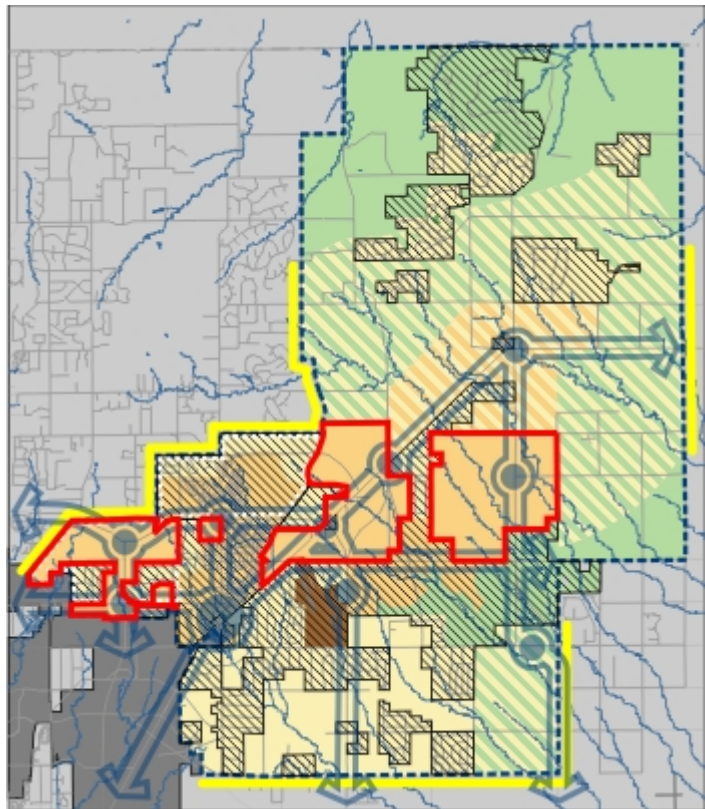


Figure 4-6 - Future Urban Areas

dictate where those clusters might arise. Urban growth in these areas will be intermixed with existing rural residential land uses, and new urban developments should be small and dense, surrounded by lower density uses, preferably open space. The growth nodes suggest possible locations for urban density centers.

These areas are considered generally acceptable for urban development because of their locations and because of the current land use patterns in the areas. These locations are well-suited to urban density development for a couple of reasons. First, they are not centered along US Highway 24, enabling better access control along that corridor. Second, both of these areas are logical extensions of urban density growth from the existing urbanized areas. They are contiguous to existing and approved urban densities and infrastructure, resulting in relatively lower costs of services, as well as a more compact and predictable urban fabric. Judge Orr Road, Woodmen Road, and Stapleton Road are all expected to be improved and provide good access to the future urban areas. The current land use pattern of the areas is a positive factor for future urban development because the areas, particularly the area along Judge Orr Road, contain several large parcels with consolidated landownership. These large parcels can more

easily be developed in a forward-looking, holistic fashion that creates mixed use communities with employment, public space, and well-designed, efficient transportation and infrastructure networks. The areas are large enough to allow phased and transitioned development to occur in a manner which creates community separation and buffers between these potential communities and lower density and rural areas.

4.3.2 Future Rural Residential Areas

Future rural residential development has been focused on the southern part of the planning area, as shown in Figure 4-7. The area recommended for rural residential development is bounded on the south by the Planning Area Boundary and on the west by the City of Colorado Springs. It extends north to Santa Fe Springs and east to Murr Road.

This area already contains a scattered pattern of rural residential development, and this plan concludes that this existing pattern has established itself as the defining character of the area and should be allowed to continue. Future rural residential land uses in the area should incorporate cluster style development as much as possible. In rural residential cluster development, houses are clustered at higher densities than would occur in typical rural residential development, and the remainder of the development parcel is dedicated to open space. The gross density (total homes

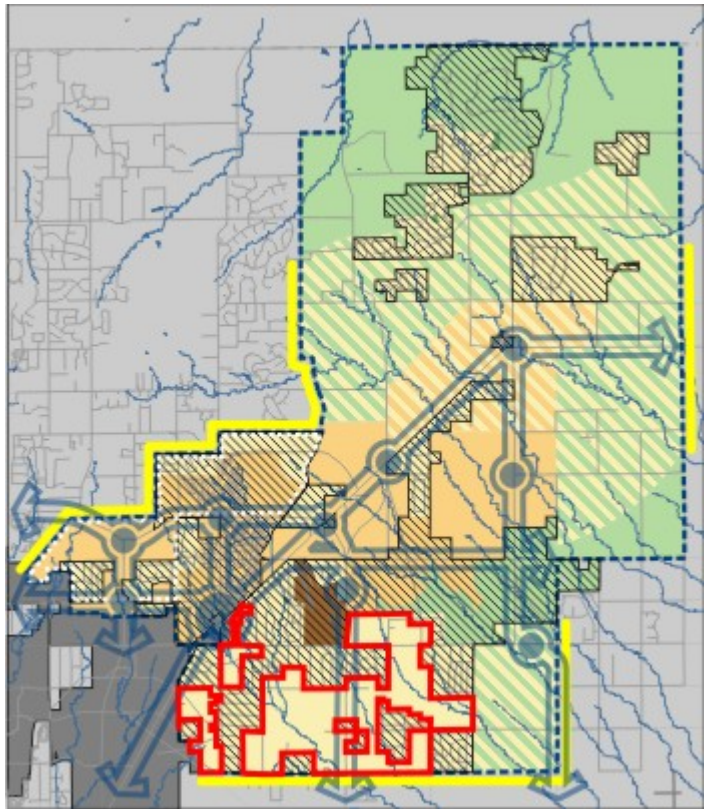


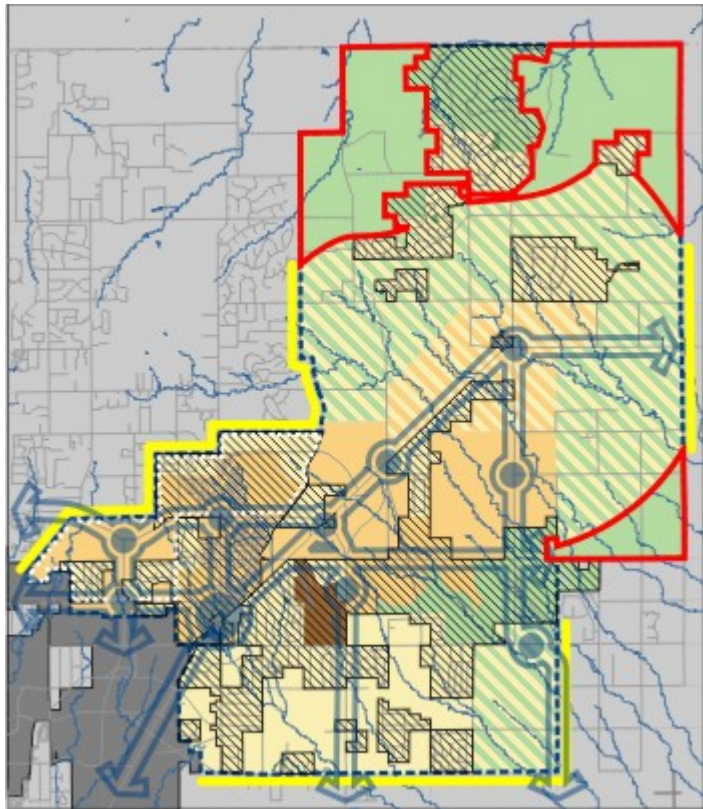
Figure 4-7 - Future Rural Residential Areas

per acre) in these developments is similar to traditional rural residential development, but development impacts are focused in predictable areas and large open spaces are created. In this area, these open spaces should be planned for linkage, enabling a large connected network of public open space useful for recreation, aesthetics, and natural system function.

Rural residential developments in this area should also consider central water systems. Central water systems allow for a greater degree of control and monitoring of the quality and quantity of water used in the area. Central water systems, because they are professionally maintained and often are drilled into deeper aquifers, help to protect the groundwater supply from the contamination risks that come with the proliferation of individual septic systems in the area.

4.3.3 Future Rural Areas

Areas that are recommended for strictly rural uses are primarily in the northern portion of the planning area, as shown in [Figure 4-8](#). This area does include a few existing examples of rural residential development, but as the Recommendations Map shows, the undeveloped area north of the drainage basin divide is reserved for rural uses, and any rezoning with a density greater than A-35 is discouraged. This area is far from urban infrastructure, and thus would not be suitable for urban or rural residential uses in the future. The landscape in the area is hilly and there is significant tree cover throughout the area. Existing rural residential and rural uses are well-established, and have defined the land use pattern in the area. Any future development should be carefully designed and sited to protect the significant scenic resources in the area.



There is a small recommended rural area in the southeastern corner of the planning area. This area was chiefly recommended for future rural uses because of its distance from denser development and its location more than 5 miles from the nearest fire department facility.

Figure 4-8 - Future Rural Areas

4.3.4 Timing-Sensitive Recommendations

At this time, certain areas within the Planning Area are not recommended for development at their ultimate future potential land use densities

These areas, shown with a hatched pattern on the Recommendations Map and highlighted in [Figure 4-9](#), fall into two categories: those that are recommended for rural residential densities at this time and those that are recommended for rural densities at this time. The Plan recognizes that the ultimate mix and density of future land uses in these areas is not fully determined. Urban uses may be appropriate in these areas, in some cases. Therefore, rather than being designated permanently for low density or rural land uses, these areas are set aside as having potential for future development. These areas are not designated for development at this time because there is sufficient capacity for accommodating projected growth to the south and west, one or more essential facilities and services necessary to support higher density development are not available in proximity to the properties, and/or the existing character of the area is either rural or rural residential at this time.

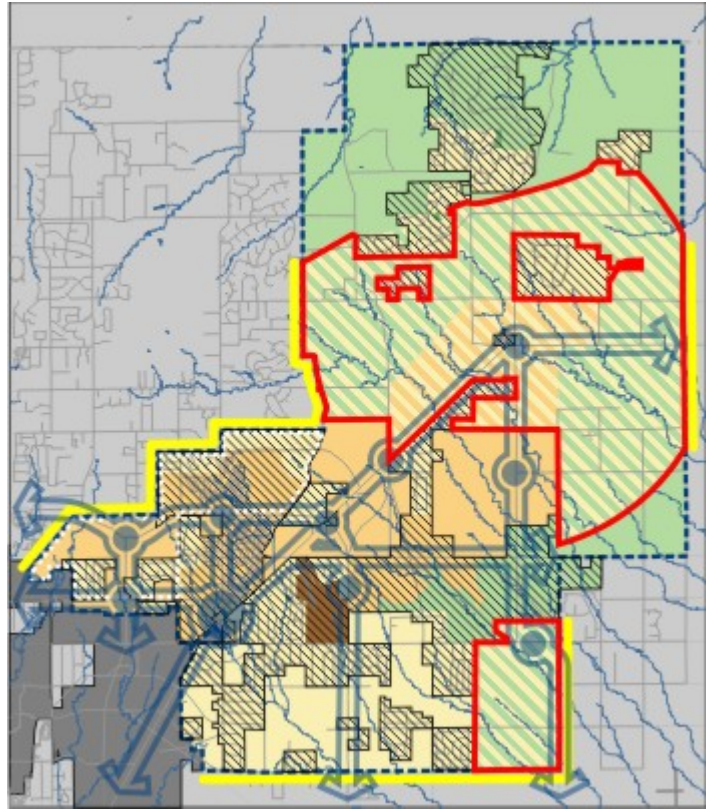


Figure 4-9 - Timing-Sensitive Recommendation Areas

The Plan recognizes the potential for accelerating development plans within these Future/Additional Development Areas. This acceleration of land use approvals should be subject to the submittal of land use applications which comprehensively address the timely, economical, and efficient extension of adequate facilities and services, and which also address the transitional issues associated with developing higher density projects within largely undeveloped areas.

Land use applications in these areas should be required to specifically and comprehensively address all relevant facility and service provision and extension issues associated with discontinuous development. School district capacity and proximity to facilities should specifically be addressed along with availability of fire protection services at an appropriate urban or rural residential standard with specific attention to achieving an ISO rating commensurate with the proposed use and density. Planning and funding for road system capacity should likewise be comprehensively addressed to include required off-site road improvements and extensions using probable worst case assumptions for surrounding development. Drainage planning in these areas should be approached regionally in a manner which supports the adoption of a Drainage Basin Planning Study which fairly and equitably distributes the costs of future improvements across the applicable basin to include the project area. Sufficiency of water and sewer service should be comprehensively addressed to include discrete plans for available capacity and service with attention to timing and economical funding of required improvements.

Participating developers in these areas should have the responsibility to develop fair and equitable funding plans for the extension of facilities and services in conjunction with the County. These plans should assure that the facilities and services are available in a timely manner, while recognizing the inherent uncertainty of development absorption in these areas.

4.3.5 Growth Nodes and Corridors

While the overall pattern of development in the area is important, the location of community facilities and nodes of density is also important. The historical pattern of growth in the area has been small towns that operate as pinpoints of density providing centralized community services and amenities for a broad expanse of rural landowners in the surrounding area. The full expression of this historical pattern may not be viable in the area today because of two main reasons: 1) the character of agricultural land uses is changing from large ranches and farms to smaller rural residential parcels, and 2) residents in the area are more mobile and look to the City of Colorado Springs for many of their community amenities such as shopping, services, recreation, and cultural opportunities.

Although the development of small, dense townsites in this area may not translate well to modern development patterns, residents have a strong desire to avoid a pattern of homogenous development in the area resulting in large expanses of urban and/or rural residential housing without any recognizable centers, edges, or orderly transitions. Residents would like to avoid this sprawling pattern and adapt the historical pattern of dense centers surrounded by rural land uses to provide a number of community benefits.

One of these benefits is that extension of utilities and transportation infrastructure is more efficient. Sprawling land uses tend to require greater investment in road improvements relative to areas that have a clear and predictable distinction between the less populated rural areas and the dense town centers. Likewise, sprawling development requires inefficient utilities extensions or, as is the case in the rural residential development in this area, relies upon individual wells and septic systems, both of which can have negative environmental and water resources impacts. Dense town centers allow for more predictable targeted road improvements and utility extensions.

Another benefit of clustered density is the encouragement of community character, culture, and identity through the creation of shared community spaces. These community spaces can be actual public spaces like town squares or parks, or can be privately owned destinations like a main street shopping district. These shared spaces are essential to the small town atmosphere.

By analyzing the current distribution of population, the pattern of roads and intersections, and the current and future location of critical utilities infrastructure, this plan identifies ten growth nodes. Of these, two have already been developed and eight would happen at various different points in the future.

These growth nodes, shown on [Figure 4-4](#), identify the locations of current and future "town centers." These centers could be urban or rural in nature, but should be designed to be whole communities, meaning that in addition to some dense housing, they would include some industrial space, primary employment, traditional/main street style commercial services, and public spaces. As the Figure shows, the locations of these nodes are somewhat independent from the underlying land use recommendations. In cases where a node may be located on land recommended for rural or rural residential densities, the node may eventually develop at greater

densities, possibly including some limited urban density if it is necessary to create the "critical mass" for a town center.

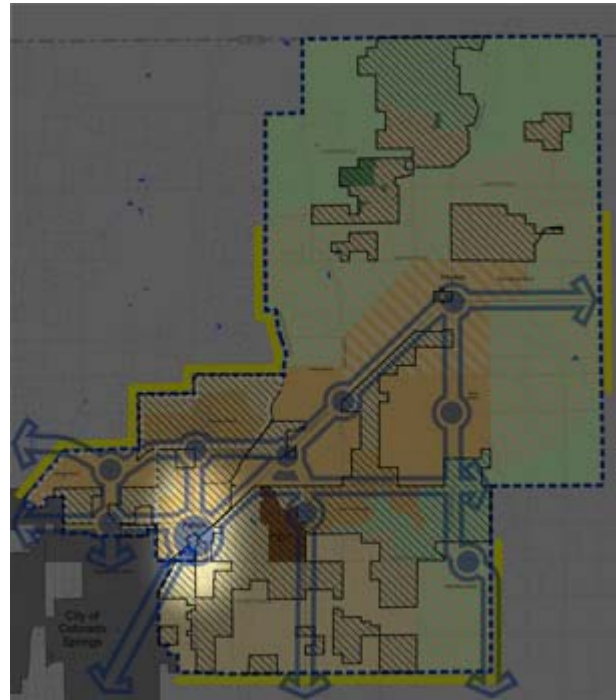
On [Figure 4-4](#), the growth nodes are connected by a pattern of corridors. These corridors do not signify that dense residential or commercial growth is encouraged along these corridors. The corridors are shown to display the connections between the growth nodes and to identify the possible routes for efficient infrastructure development. Growth is likely to expand along these corridors, but linear "strip mall" developments along the roads are strongly discouraged.

4.4 Area Specific Policies

4.4.1 Falcon Town Site Area

The Falcon town site is the primary center of commercial business and service activities in the planning area. This area generally includes the non-residential mix of land uses around the historic center of Falcon and the Highway 24/Meridian Road Intersection as well as the adjacent residential development near the non-residential core.

- 4.4.1.1 Recognize the greater Falcon Town Center as the primary commercial center in the planning area, and allow for reasonable expansion with integrated compatible mixed uses. Allow for some logical extension of this commercial area, consistent with approved plans and consistent planning

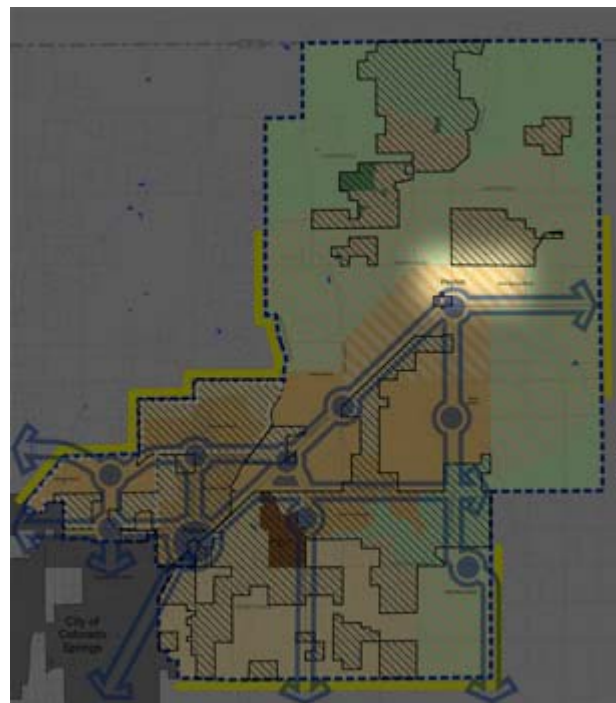


Falcon Area

4.4.2 Peyton Town Site Area

This area includes the historic town center of Peyton, the urban density parcels and roads in town, and the immediately surrounding transitional uses.

- 4.4.2.1 Allow the potential for development and redevelopment in the vicinity of the existing Peyton town site as rural commercial center if services can be reasonably provided.
- 4.4.2.2 Encourage any future commercial development in the Peyton town site area to respect and build on the historic town center.

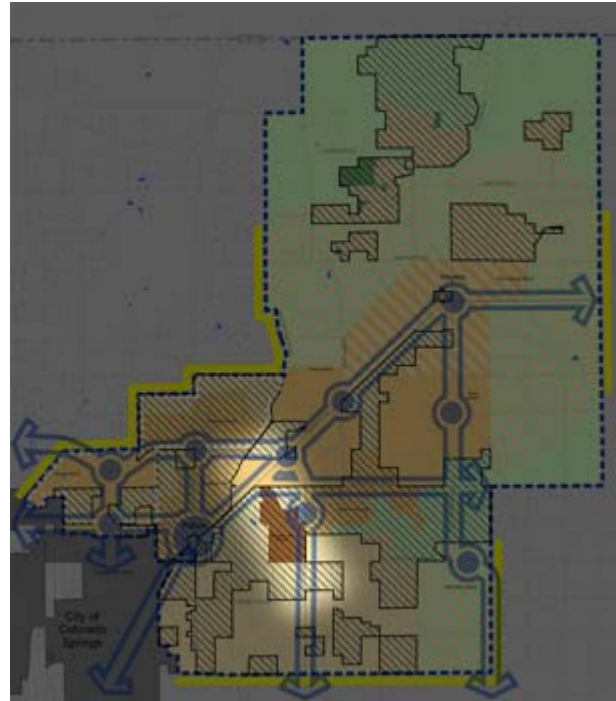


Peyton Townsite Area

4.4.3 Meadow Lake Airport Area

The Meadow Lake Airport area includes the airfield, associated airfield support and industrial areas, and the extent of the area influenced by airport noise and safety zones.

- 4.4.3.1 Recognize the economic and safety importance of Meadow Lake Airport and encourage compatible land uses within and around the facility
- 4.4.3.2 Promote the Airport property as a center for mixed use commercial, business airport-compatible residential uses under the assumption that urban services will ultimately be extended to the property
- 4.4.3.3 Encourage effective notice of Airport operations and impacts to adjoining property owners, preferably in advance of purchase and development of these properties
- 4.4.3.4 Recognize the Meadow Lake Airport area as an appropriate location for non-residential uses including those industrial uses which are compatible with Airport operations and surrounding residential areas.

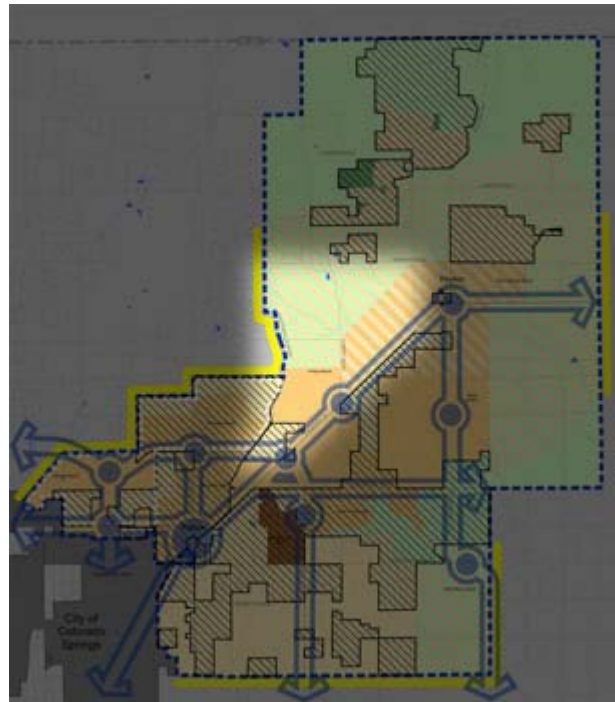


Meadow Lake Airport Area

4.4.4 Way Ranch Area

The 4-Way Ranch area encompasses the historic ranch parcels currently owned by 4-Way Ranch LLC and the immediately surrounding parcels to the north and west of the ranch.

- 4.4.4.1 Encourage the acquisition of one or more additional regional park sites in area, in coordination with the County Parks Department and participating landowners. Specifically encourage current efforts to locate a new regional park in the 4-Way Ranch/Meridian Ranch area.
- 4.4.4.2 Encourage planned coordination of the development of the 4-Way Ranch parcels. A development master plan should be developed to thoughtfully arrange land uses and community amenities on the ranch parcels and coordinate any future development of subsections of the historic 4-Way Ranch.

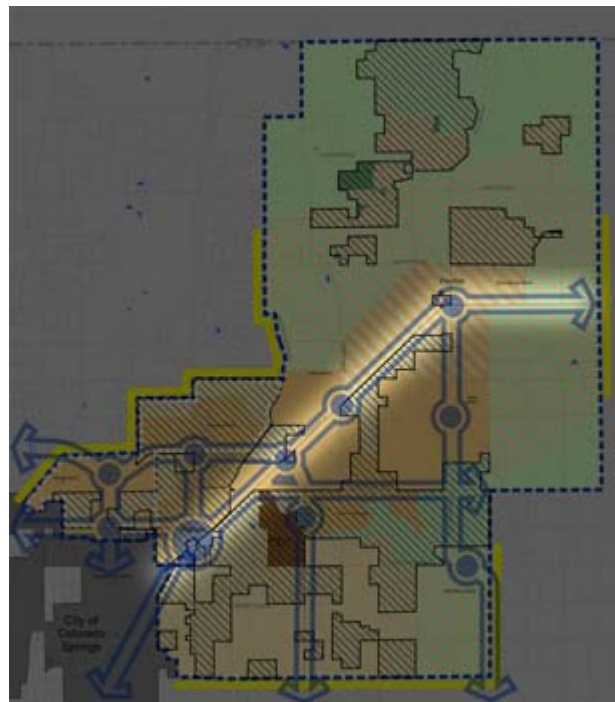


4-Way Ranch Area

4.4.5 Highway 24 Corridor

The US Highway 24 Corridor includes the land on both sides of the highway that can reasonably be expected to be influenced by the noise, traffic, and access control associated with the highway. This would generally include land areas within 1/4 mile of the highway.

- 4.4.5.1 Allow for potential commercial development south of Highway 24 near its intersection with Woodmen Road, provided that adequate transportation improvements are made, utility extensions can be made, and adjoining existing land uses are adequately buffered
- 4.4.5.2 Recognize the importance of Highway 24 as the primary transportation artery serving the existing and future needs of the area. Maintain options for stringent access control, adequate right-of-way preservation and adjacent uses which will complement a higher speed, high traffic expressway corridor



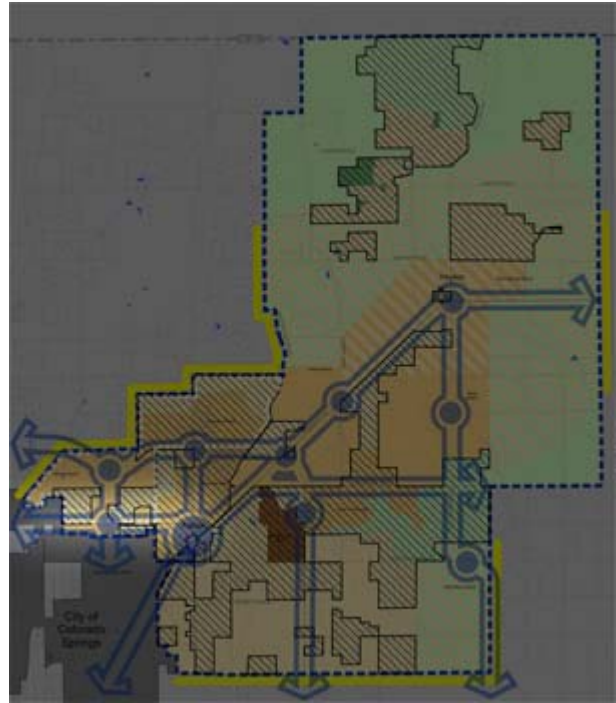
Highway 24 Corridor

- 4.4.5.3 Maintain the integrity of the Rock Island Trail Corridor through the planning area by limiting at-grade crossings, encouraging compatible adjacent uses which complement the trail, and encouraging interconnecting non-motorized trails and adjacent open space

4.4.6 Woodmen Road Corridor

The Woodmen Road corridor generally includes the various residential, commercial, and industrial uses that are located along Woodmen Road as it enters the planning area and ends at US Highway 24. Generally, the corridor would include areas within 1/4 mile of the road, but could include other areas influenced by road noise, traffic impacts, or access controls.

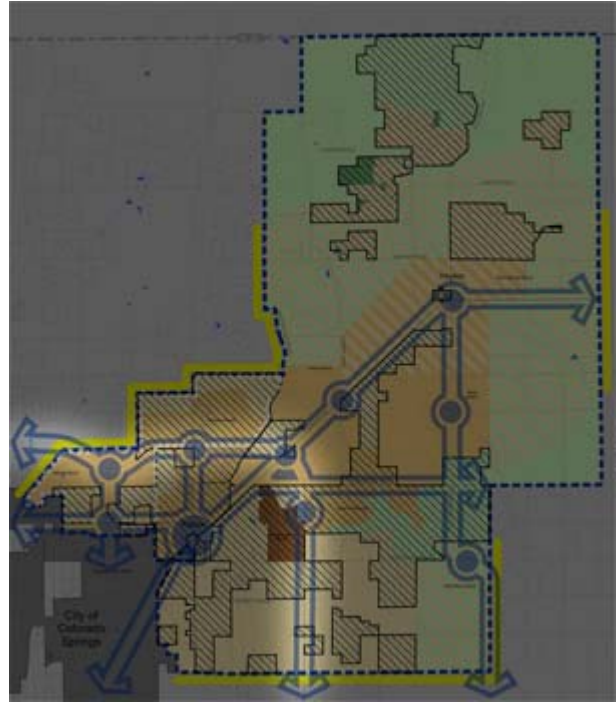
- 4.4.6.1 Accommodate logical annexations of property by the City of Colorado Springs along the Woodmen corridor west of the Falcon townsite, especially south of Woodmen Road
- 4.4.6.2 Encourage screening and buffering of existing neighborhoods north of Woodmen Road as urban development and re-development occurs, either through annexations or unincorporated development projects



Woodmen Road Corridor

4.4.7 Stapleton-Curtis Corridor

The Stapleton-Curtis corridor includes several existing and proposed road extensions that form a unified corridor through the Planning Area. Curtis Road enters the Planning Area on the southern end and extends up to Judge Orr Road. A planned extension of Curtis will bend westward, intersect with US Highway 24, and connect with Stapleton Road. The existing stretch of Stapleton Road extends west from Eastonville Road to Goodson Road, where a planned extension will eventually lead westward where it exits the Planning Area on the western edge. Stapleton is planned to eventually connect with Briargate Blvd. and eventually, Interstate 25. Generally, the corridor would include areas within 1/4 mile of the road, but could include other areas influenced by road noise, traffic impacts, or access controls.



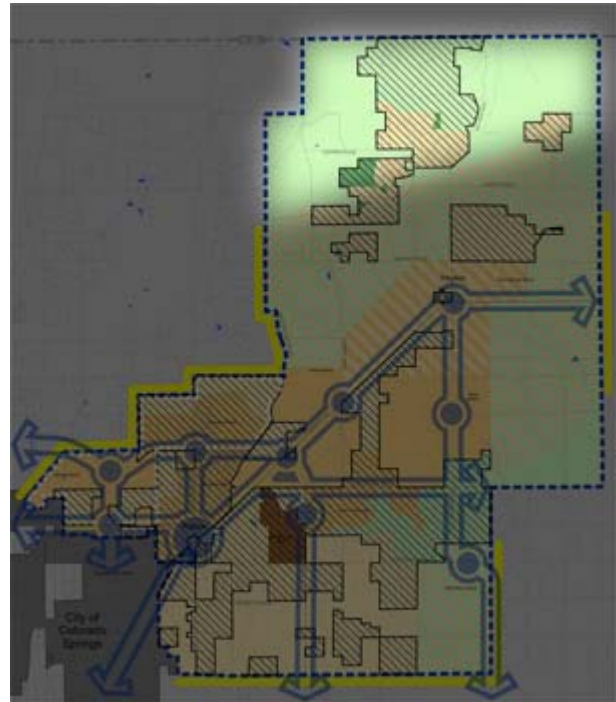
Stapleton-Curtis Corridor

- 4.4.7.1 Allow for the Stapleton/Curtis corridor to develop as a focus for commercial and mixed use development
- 4.4.7.2 Recognize the greater Falcon Town Center as the primary commercial center in the planning area, and allow for reasonable expansion with integrated compatible mixed uses. Allow for some logical extension of this commercial area, consistent with approved plans and consistent planning.
- 4.4.7.3 Recognize the planned commercial center at the intersection of Meridian Road and Stapleton and the identified commercial center in Santa Fe Springs.

4.4.8 Far Northern Area

The Far Northern Area generally includes land that falls north of the topographical breakline that runs through the northern end of the Planning Area. Land in this area drains northward to the Platte River, while the remainder of the Planning Area drains to the Arkansas River. This area includes the Bijou Basin, and is typified by increased topographical and vegetative diversity.

- 4.4.8.1 Respect the existing rural density pattern of development in this area.
- 4.4.8.2 Encourage the use of design standards on any new development that protect the aesthetic character of the area.

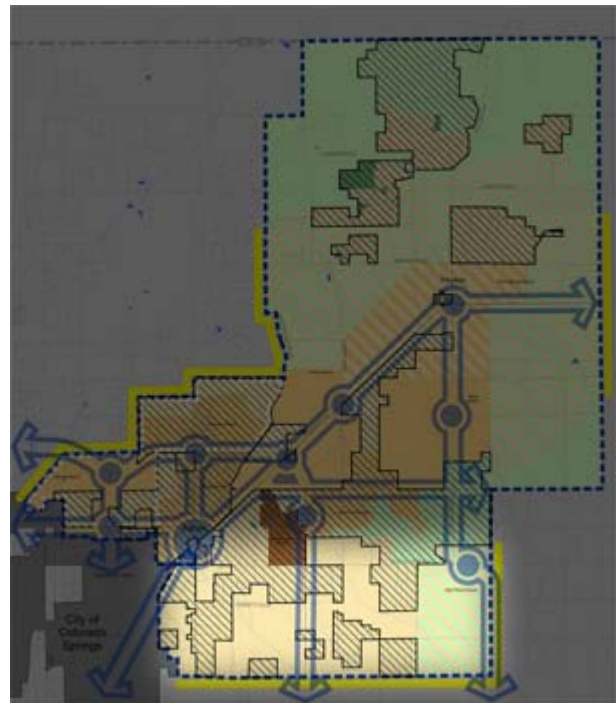


Far Northern Area

4.4.9 Far Southern Area

The Far Southern Area generally includes the lands south of Falcon Highway.

- 4.4.9.1 Generally discourage conventional 2 ½ and 5 acre rural residential subdivision development in favor of rural residential cluster development.
- 4.4.9.2 Generally encourage the use of central water systems to avoid groundwater contamination associated with individual septic systems.



Far Southern Area

4.4.10 Black Forest Boundary Area

A shared border with the [1987 Black Forest Preservation Plan](#) Area runs along the western border of the Planning Area. This area includes land uses that could influence parcels or residents in the Black Forest Planning Area, generally 1/4 mile from the Planning Area boundary. The area also includes the Black Forest Cooperative Planning Area which lies within both the Black Forest and Falcon/Peyton Planning Areas.



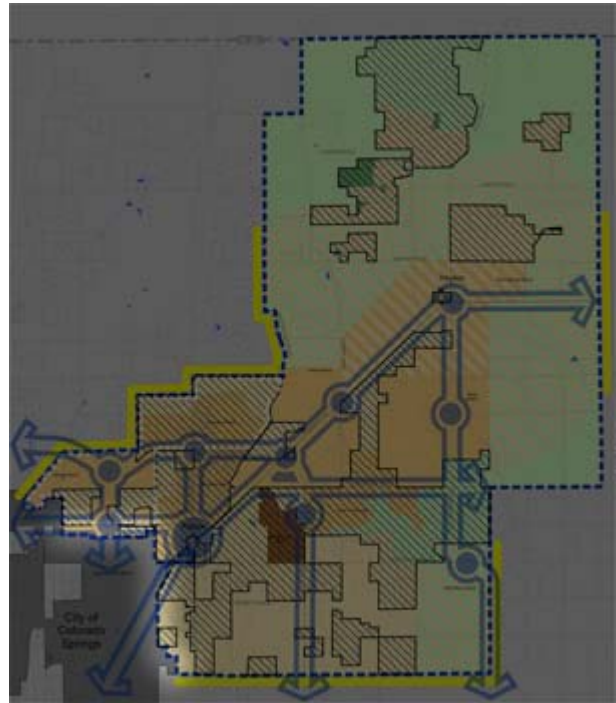
Black Forest Boundary Area

- 4.4.10.1 The type and intensity of land uses in the vicinity of the shared boundary with the Black Forest Planning Area need to be compatible with the long-standing policies of the Black Forest Preservation Plan. In areas of more intense densities or uses on the Falcon/Peyton side, transitions should occur starting at no less than 1/4 mile from the boundary so that densities are compatible at the boundary line. Vegetated buffers and open space can be used as well to facilitate the transitions.
- 4.4.10.2 All land uses that are within 1/4 mile of the boundary of the Black Forest Planning Area or could reasonable be deemed to have a major impact on the Black Forest Planning Area should be reviewed by the Black Forest Land Use Committee.
- 4.4.10.3 Development proposals that are located within the Black Forest Cooperative Planning Area (see map) should be evaluated according to both the [Current Black Forest Preservation Plan](#) and the Falcon/Peyton Small Area Master Plan. Proposals in this area should comply with both plans.
- 4.4.10.4 Uses that generate the need for east-west high-volume traffic through the designated rural residential areas in Black Forest Planning Area should not be allowed.

4.4.11 City of Colorado Springs Boundary Area

This area includes the portions of the Planning Area that share a border with the City of Colorado Springs, in the southwestern corner of the Planning Area.

- 4.4.11.1 Account for the future development of the Banning-Lewis Ranch, and the attendant spill-over impacts into the Falcon/Peyton Planning Area.
- 4.4.11.2 Accommodate logical annexations of property by the City of Colorado Springs along this border area.



City of Colorado Springs Boundary Area

4.5 General Policies

The general policies are meant to apply to all development in the planning area.

4.5.1 Land Use

- 4.5.1.1 Require long term density transitions and buffering where developing urban areas abut existing or designated rural residential or rural areas. These transition zones are intended to protect the integrity of both urban and rural areas. The transition zone should be wide enough to meaningfully reduce the negative visual, traffic, noise, and other impacts of urban areas on rural areas as well the negative impacts of rural agricultural uses on urban residential areas (noise, dust, chemical sprays, etc.).
- 4.5.1.2 Where applicable, design development plans to allow for the potential temporary buffering of currently undeveloped or rural areas through the use of options including phasing plans or potentially temporary open space buffer areas in cases where the ultimate land use disposition of the adjoining properties is not clearly determined.
- 4.5.1.3 Generally "internalize" higher density and potentially incompatible uses within planned urban developments to reduce the potential for impacts to adjacent uses, especially where some other feature such as a major roadway does not create a buffer, and where this approach is consistent with planning factors including the topography and natural character of the site, and proximity to utilities and major roadways.
- 4.5.1.4 Discourage conventional 2 ½ and 5 acre rural residential subdivision development in favor of rural residential cluster development which preserves significant open space in a manner in which it can be maintained as a lasting amenity.
- 4.5.1.5 Identify basic land use expectations in the Plan, but allow for the market and the detailed site planning process to specify detailed uses within the overall character, density and timing parameters established by the Plan.
- 4.5.1.6 Avoid hard-line boundaries between designated areas for particular uses and densities unless there are sub-area characteristics that support these boundaries.
- 4.5.1.7 Recognize the importance of the planning area within its larger regional context and area of influence, particularly noting the influence of Colorado Springs and the Woodmen Corridor to the east, the need to address traffic impacts to and from areas outside the planning area, and the interdependency of regional water and sewer systems.

4.5.2 Commercial and Employment Centers and Uses

- 4.5.2.1 Incorporate areas for mixed non-residential uses within planned urban developments, and specifically set aside areas for future non-retail employment uses as part of the Sketch Plan process for larger urban developments.

- 4.5.2.2 Allow for very limited commercial cross-roads developments within designated rural residential areas at key centrally located intersections, providing that these uses primarily meet the needs of the local rural-residential neighborhood and not the larger region.
- 4.5.2.3 Site commercial uses in areas where reasonable access can be gained without sacrificing the functional integrity of major transportation corridors. Less access-dependent land uses should be chosen for sites where the development of multiple and/or high traffic access points will compromise the design speeds or safety of the roadway system.
- 4.5.2.4 Neo-traditional or "new urbanist" mixed use centers with their potential waivers of normal access and parking standards may be accommodated if these are part of viable and integrated neo-traditional community plans and overall mitigation of traffic impacts is addressed.
- 4.5.2.5 Allow for additional secondary commercial centers at designated intersections with major arterial roadways and U.S. 24, including Stapleton/Curtis, and Peyton Highway, assuming adequate facilities and services can be provided, and the functional integrity of U.S. 24 can be maintained.

4.5.3 Residential Areas and Densities

- 4.5.3.1 Generally encourage a well-planned mix of housing types and densities in identified urban development and infill areas, with efficient access to supporting uses, parks, schools and open spaces.
- 4.5.3.2 Generally encourage cluster development in areas identified for rural residential development, with a preference for connected open spaces which preserve high quality natural and/or recreational areas in a manner where they will be adequately maintained as a neighborhood or community asset.
- 4.5.3.3 In areas identified for rural uses throughout the duration of this planning horizon, encourage use of the Rural Land Use Plan process in a manner which concentrates residential home sites on the least sensitive areas within parcels and allows for the preservation of high quality open space areas.
- 4.5.3.4 Encourage the use of design standards that enable new development to fit the surrounding natural, historical, and built context.

4.5.4 Facility and Service Concurrency

- 4.5.4.1 Assure that adequate facilities and services including but not limited to schools, fire protection infrastructure, parks, roads, trails, water and sewer service and utilities are available to serve planned development when these facilities and services are needed.
- 4.5.4.2 Recognize the challenge of potentially developing multiple urban and rural residential centers concurrently with uncertain rates of development and absorption. Place the burden of assuring adequacy of facilities under varying development scenarios on

the developer who chooses to proceed forward with non-contiguous projects.

- 4.5.4.3 Encourage cooperation and coordination among facility and service providers to reasonably limit the proliferation of metropolitan districts, reduce the potential for redundant and/or economically risky public service investments, and allow for a more economical and higher standard of service.

4.5.5 Transportation

- 4.5.5.1 Recognize the importance of the Woodmen Road, Meridian Road and Stapleton / Curtis corridors as critically important non-State transportation corridors serving the area. Maintain options for a high level of access control, adequate right-of-way preservation and adjacent uses which will complement these higher speed, higher traffic major arterial corridors.
- 4.5.5.2 Also recognize the importance of other key corridors in the planning area as identified on the Major Transportation Corridors Plan as it may be amended in response to development activities and plans. These corridors include but are not limited to Judge Orr Road, Elbert Highway and Peyton Highway
- 4.5.5.3 Require reasonable and planned road interconnections between existing, planned and potential future developments to enhance emergency response, reduce vehicle miles traveled, allow for efficient direct access to schools, parks and shopping and reduce congestion on other roadways.
- 4.5.5.4 Recognize the case-by-case utility of reducing local roadway interconnections if necessary either to avoid the need for multiple crossings of stream corridors and/or sensitive areas or to reduce the number of access points on major transportation corridors
- 4.5.5.5 Maintain options for additional Park and Ride lots and transit routes and stops in the higher density areas and along the major corridors within the planning area.
- 4.5.5.6 Intensity of use should also be compatible with the alignment of major thoroughfares.
- 4.5.5.7 More intense uses that would result in more traffic should be confined to high-volume transportation routes designated in the MTCP.
- 4.5.5.8 Uses that would result in high-volume traffic should not be allowed in areas that can only be accessed through minor arterials designated in the 2030 MTCP, as this plan may be amended.
- 4.5.5.9 Woodmen Road and Briargate/Stapleton should be considered the major east-west routes for high-volume traffic, and high intensity uses should be confined to areas that can easily access those routes.

4.5.6 Water Supply (Quality, Quantity and Dependability)

- 4.5.6.1 Recognize the water supply limitations inherent in the Falcon/ Peyton area based on the area's current reliance on non-renewable Denver Basin wells and the renewable

but limited and over-appropriated Upper Black Squirrel alluvium.

- 4.5.6.2 Encourage the plans to recharge the Upper Black Squirrel Aquifer if these are based on sound science, can be demonstrated to not adversely impact water quality or water rights, with a preference for those plans which will maintain or enhance the available water supply at a regional scale.
- 4.5.6.3 Discourage the location of land uses with a high potential for soil and/or water pollution in alluvial aquifer recharge areas, as these areas are identified.
- 4.5.6.4 Review and manage all land uses in a manner which reasonably reduces potential for acute or long term adverse water quality impacts to the aquifers.
- 4.5.6.5 Encourage land uses which accommodate the re-use of water including capture of non-consumptively used water within the basin and use of reclaimed water for irrigation, within legal parameters and providing that water quality is maintained.
- 4.5.6.6 Encourage and accommodate water conservation practices for existing and new developments.
- 4.5.6.7 Encourage the interconnection of water providers and projects that will have access to more than one water source, both to foster conjunctive use and to better accommodate water supply emergencies.
- 4.5.6.8 In order to reduce the dependency on non-renewable water supplies and accommodate new development, allow for the potential to import new and preferably renewable water supplies from outside the planning area potentially including the Arkansas River.
- 4.5.6.9 Discourage the proliferation of additional individual wells, especially in the near-surface aquifers, by encouraging the development of and connection to central water supply systems.
- 4.5.6.10 Discourage individual wells for new subdivisions with 2.5 acre average lot sizes when there is a reasonable opportunity to connect to an existing central system or construct a new central system when the economies of scale to do this can be met.
- 4.5.6.11 Provide adequate water supplies for fire suppression (see fire policies).
- 4.5.6.12 Encourage monitoring programs and studies which result in increased understanding of the quality, quantity and rate of depletion of available water supplies in the area, including but not limited to private wells.
- 4.5.6.13 Water resources are limited in the Falcon/Peyton Planning Area. Unless/Until adequate sustainable water resources can be established, the high-intensity urban uses within the Planning Area should not be approved. Until then, only the low-intensity and low-density rural uses should be considered.
- 4.5.6.14 Water resources should be re-evaluated on at least 5-year intervals to determine if additional urban uses should be allowed in the designated areas of the Plan and to evaluate monitoring data to assess changes in water quality, quantity, and rate of

depletion of available water supplies.

4.5.6.15 Uses that cannot meet 300-year's worth of sustainability from ground water should not be allowed to use ground water.

4.5.6.16 Each land use proposal should expressly declare its water source, quality, quantity, and sustainability in terms of years and number of users.

4.5.7 Wastewater

4.5.7.1 Recognize the plans for opening the new Cherokee Metropolitan District wastewater plant south of the planning area, and the likelihood that the existing Paint Brush Hills plant will not be further expanded and the likelihood that it will be closed at some point in the future.

4.5.7.2 Support plans for the location of additional treatment plants in the Planning Area to allow for effective use of non-potable water and aquifer recharge within the developing part of the Planning Area.

4.5.7.3 Discourage the further proliferation of individual septic systems in the area by encouraging the connection of new subdivisions to central systems and ensuring additional rezonings to RR-2.5 or equivalent Planned Unit Development densities will either be connected to central sewer systems or will meet a very high standard for individual on-site sewage treatment.

4.5.7.4 Consideration should be given to requiring provisions for scheduled septic system maintenance programs in exchange for allowance of rezonings to a density of less than one dwelling per 5 acres

4.5.8 Parks, Trails and Open Space

4.5.8.1 Identify the major stream corridors within the planning area with opportunities for integration as centerpieces for linear open space, park, recreation, trail and wildlife corridor uses in conjunction with surrounding development.

4.5.8.2 Encourage the incorporation of major floodplains into usable high quality open space by use of prudent line setbacks, only limited use of filling and channelization, and integration of these features within development plans.

4.5.8.3 Further articulate and develop the major trail and bikeway network for the area in conjunction with development plans and through an update of County and regional planning efforts.

4.5.8.4 Encourage the acquisition of one or more additional regional park sites in area, in coordination with the County Parks Department and participating landowners

4.5.8.5 Encourage the development of a sports fields complex in the area to serve local youth soccer, baseball, and other sports leagues. This need has been underserved in the past, and is likely to grow as the population grows.

- 4.5.8.6 Encourage the designation of conservation easements in the area with a preference for those parcels that have high natural systems and/or cultural heritage values.
- 4.5.8.7 Encourage opportunities for pedestrian linkages especially to connect residential areas to schools, shopping and significant trail corridors

4.5.9 Fire Protection

- 4.5.9.1 Discourage more intensive rezonings in areas that are greater than 5 road miles from an existing or programmed qualifying fire station.
- 4.5.9.2 Discourage urban density development in areas where urban-level fire protection services are not available and there is no clear, timely and achievable plan in place to attain this standard.
- 4.5.9.3 Require reasonable public all-weather interconnections between developments to reduce emergency response times.
- 4.5.9.4 Encourage second points of access to developments with a preference for full versus emergency-only access points in all cases.
- 4.5.9.5 Require the provision of on-site water supplies for fire suppression. Encourage all central water systems to be designed or retrofitted to a standard which allows for the installation of hydrants and sufficient fire flow.
- 4.5.9.6 Encourage fire districts to adjust their boundaries where this will create an overall economic benefit to the districts and the customers will result in higher levels of service and more favorable insurance service ratings.

4.5.10 School Sites and Facilities

- 4.5.10.1 Recognize and promote the importance of public and to some degree private school sites and facilities as central integrated features within existing and planned neighborhoods and community centers.
- 4.5.10.2 Consider the availability of both school sites and concurrency of available facilities in the identification of recommended growth areas and in the review of proposed development plans.
- 4.5.10.3 Carefully evaluate the availability of safe and efficient routes to schools in the design and review of development applications.

4.5.11 Natural Systems and Sustainability

- 4.5.11.1 Integrate development with natural features and natural systems with special attention toward preserving floodplains and riparian corridors.
- 4.5.11.2 Recognize the special environmental opportunities and constraints associated with the identified northern portion of the planning area.

- 4.5.11.3 Encourage the use of environmentally-friendly design, including the use of U.S. Green Building Council's Leadership in Energy and Environmental Design (LEED) standards to implement green building and development strategies for new buildings and neighborhoods.