

Falcon/Peyton Small Area Master Plan

Draft Policy Outline

January 10, 2007

Land Use- General and Major Sub-areas

- 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 as these areas identified on the Concept Plan.
- Reserve the eastern area of the planning area, as identified, for either low density or future development based on its distance for current developed areas and the more than sufficient development capacity of other parts of the planning area.
- Allow for the Stapleton/Curtis corridor to develop as a focus for commercial and mixed use development.
- Allow the potential for development and redevelopment in the vicinity of the existing Peyton Town Center as rural commercial center if services can be reasonably provided.
- Require long term density transitions and/or buffering where developing urban areas abut existing or designated rural residential or rural areas.
- 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.
- 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
- Discourage conventional 2 ½ and 5 acre rural residential subdivision development in favor of rural residential cluster which preserve significant open space in a manner which it can be maintained as a lasting amenity.

- 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. Avoid hard-line boundaries between designated areas for particular uses and densities unless there are sub-area characteristics that support these boundaries.
- 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.
- Accommodate logical annexations of property by the City of Colorado Springs along the Woodmen corridor west of the Falcon, especially south of Woodmen Road.
- 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.

Commercial and Employment Centers and Uses

- 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.
- 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.
- 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, the functional integrity of U.S. 24 can be maintained.
- Allow for limited 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.
- Recognize the planned commercial center at the intersection of Meridian Road and Stapleton and the identified commercial center in Santa Fe Springs.
- 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.
- Recognize the Meadowlake Airport area as an appropriate location for non-residential uses including those industrial uses which are compatible with Airport operations and surrounding residential areas.
- 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.
- 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.

Residential Areas and Densities

- 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.
- 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.
- 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.

Facility and Service Concurrency

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

Transportation

- 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

- 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.
- 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
- 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.
- 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
- 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.

Water Supply (Quality, Quantity and Dependability)

- 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.
- 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, with a preference for those plans which will maintain the available water supply in the larger aquifer.
- Discourage the location of land uses with a high potential for water pollution, in the most sensitive alluvial aquifer recharge areas, as these areas are identified.
- Review and manage all land uses in a manner which reasonably reduces potential for acute or long term adverse water quality impacts to aquifers.
- Encourage land uses which accommodate the re-use of water including capture of non-consumptively used water within the basin and use of non-potable water for irrigation and similar uses, within legal parameters and providing that water quality is maintained.
- Encourage and accommodate water conservation practices for existing and new developments in the area.
- 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.

- Allow for the potential to import new and preferably renewable water supplies from outside the planning area potentially including the Arkansas River.
- Encourage development which limits the proliferation of additional individual wells, especially in the near-surface aquifers, and connection to central water supply systems.
- 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.
- Provide adequate water supplies for fire suppression (see fire policies).
- 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 private wells.

Wastewater

- Recognize the plans for opening the new Cherokee Metropolitan District wastewater plan 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.
- Support plans for the location of one additional treatment plant in the central part of the planning area to allow for effective use of non-potable water and aquifer recharge within the developing part of the planning area.
- 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 unless these subdivisions will either be connected to central sewer or will meet a very high standard for individual on-site sewage treatment.
- 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

Parks, Trails and Open Space

- 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.
- 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.
- 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
- 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.

- Encourage the acquisition of one or more additional regional park sites in area, in coordination with the County Parks Department and participating landowners
- Specifically efforts to locate a new regional park in the 4-Way Ranch/ Meridian Ranch area.
- 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.
- Encourage opportunities for pedestrian linkages especially to connect residential areas to schools, shopping and significant trail corridors

Fire Protection

- Discourage more intensive rezonings in areas that are greater than 5 road miles from an existing or programmed qualifying fire station.
- 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.
- Require reasonable public all-weather interconnections between developments to reduce emergency response times.
- Encourage second points of access to developments with a preference for full versus emergency-only access points in all cases.
- 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.
- 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.

Airport

- Recognize the economic and safety importance of Meadowlake Airport and encourage compatible land uses within and around the facility
- 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.
- Encourage effective notice of Airport operations and impacts to adjoining property owners, preferably in advance of purchase and development of these properties.

School Sites and Facilities

- 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.

- Consider both 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.
- Carefully evaluate the availability of safe and efficient routes to schools in the design and review of development applications.

Natural Systems

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