



El Paso County  
Falcon/Peyton Small Area Master Plan Update  
Advisory Committee Meeting

10 October 2007: 3-4:30 pm

LOCATION: El Paso County Development Services Department  
2<sup>nd</sup> Floor Conference Room  
2880 International Circle Colorado Springs, CO 80910

ATTENDEES: Paul Danley, El Paso County DSD, Engineering Manager  
Rhonda Evanoika, Landowner  
Jim Kyle, Landowner  
Mark Andrew, CDOT Region 2, Resident Engineer  
Yun Han, CDOT Region 2, Project Manager  
Sandra Martin, Committee Member  
David Elliot, Committee Member  
David Litzelman, Committee Member  
Ellen Robley, Paintbrush Hills Metro District  
Chuck Burnett, Peyton Fire District  
Jason Alwine, Committee Member  
Tasha Norman, HB&A  
Ron Briggs, HB&A  
Trent Harwig, Falcon Fire District  
Kathy Wallace, New Falcon Herald  
Henry Reitwiesner, Falcon School District 49, Committee Member  
Tammy Jansma, Committee Member  
Meggan Yoest, El Paso County DSD  
Tim Kistler, Peyton School District  
Carl Schueler, El Paso County DSD  
Adrian Stanciu, Committee Member

## MINUTES

### 1) Miscellaneous / Administrative Items / Agenda for this meeting

Because there were so many people, we all introduced ourselves around the room at the beginning of the meeting.

Aaron introduced Ron Briggs who made an announcement:

Ron introduced himself as the Managing Partner for HB&A. He announced that Tasha has accepted a position with another firm. Aaron will be the main POC and has access to all resources for this project. HB&A has 30 employees located here in Colorado Springs, and everyone is devoted making sure this project continues to make progress and does not skip a beat. The County met with HB&A as recently as today to be sure this

project will transition smoothly on our end, so we can move forward. If anyone has any questions, please talk to Carl or Aaron.

He mentioned that, unconnected with this announcement, Tasha had a conflict and would not be here for the whole meeting.

## 2) Stakeholder Interviews – Status Report

- Aaron and Carl met with Chuck Burnett with Peyton Fire District about 30 minutes before the to introduce the project and will get back with him a little later with further detail. Eventually, he may end up on the committee.
- Protect Our Wells – Carl met with them and had a good meeting. The minutes are not up on the website yet but hopefully will be soon.
- A meeting was scheduled for Oct. 11 with the Bennett Ranch people. This is a major property owner, and we hope to discover some of their plans for their property.
- Another major meeting is with the Case Family, Lindsey and Randy Case. They have Bentgrass Property, the High Plains Ranch Property that is in the southern part of the planning area, and some additional interest potentially in the planning area. We were going to have a meeting with them, but it fell through and will be rescheduled.

## 3) Transportation/Roadway Issues

Carl introduced the invited guests, and Mark Andrew started the discussion.

### a. CDOT Representative – Mark Andrew

Mark Andrew introduced Yun Han with CDOT who has been involved with Highway 24 improvements. He first provided some background on HW 24.

- In the late 90's, Phase I projects updated intersections, drainage areas, and separation areas on 24.
- Phase II projects have been focused on widening and that started about 6 years ago. This started at the Peterson AFB interchange and went out to the Constitution Avenue Intersection with a four-lane segment.
- As of this summer we did receive funding for a study to continue widening eastward of Dodge. This study is basically an Environmental Analysis without the final clearance part. The reason for this is that an EA requires identified funding, which hasn't been secured for this project yet. The document will be a good planning document, and the process will start in the next couple of months.
- There is also an Access Control Plan for highway 24. It involved stakeholders and was produced with the city and county about 2 years ago.
- If there is any money left over they may end up doing smaller projects, maybe enhance certain projects out there around Meridian.
- Falcon Park N Ride is being built, there is a good feel for where that is going to go and they should have a couple billion dollars for this and enhance with the County projects.

Mr. Andrew then took questions from the group.

- Carl clarified that in order to actually build anything using federal or state money you have to get environmental clearances with either an EA or EIS, probably an EA. But CDOT cannot do this on this particular segment because you need some kind of funding set aside for this and right now, there is no funding. That's why CDOT is having this study done like an EA, but it's not an EA. Just something to be aware of.

- Carl asked how extensive the Access Control Plan, and said that we'd put it into our plan. The ACP only goes up to Rex Road
- Carl explained that there are six entities that control funding and planning for transportation.
  - CDOT
  - Pikes Peak Area Council of Governments (PPACG) – Long range transportation plan, 5 year increments, 30 year look, involves modeling and focuses the funding from all sources
  - Pikes Peak Rural Transportation Authority – Sales tax funded transportation projects.
  - El Paso County – Ends up funding many of the projects.
  - Special Districts – Are involved in deals to build parts of the network
  - Private Developers – Also involved in constructing parts of the network.
- Although CDOT doesn't have funding for improvements for 24 anytime soon, they know that intensity of development is coming sooner, and that's why they're doing the planning study.

b. County Engineering Representative – Paul Danley

Mr. Danley started by describing the Major Transportation Corridors Plan (MTCP)

- In the past, they had an outdated transportation plan with little public input, but in 2004, they did the MTCP coincident with the PPACG's 2030 plan.
- This map looks out into the future and shows roadways that are collectors, arterials, principal arterials, and expressways. This is important for development review, because it gives the county a clear standard to use in communicating the developer's requirements.

Significant Roadways

- Meridian road
- Woodmen road
- Curtis Road – very important to large development projects and the airport, eventually connects with Stapleton which eventually will lead all the way to I-25.
- Development projects are making pieces of the Stapleton connection happen bit by bit.
- Dublin will be important to the area as well. It's part of the Banning Lewis Ranch plan, and so it will be an important arterial into town.
- Banning Lewis Parkway will eventually connect all the way up to Stapleton

MTCP

- Will be going through an update process in the next couple of years. There will be public hearings involved. The plan is very important, and makes the development process a little bit easier.
- Each project goes through the land use process a little bit at a time, and the transportation process runs parallel to the regular development review process.
- Falcon is ground-zero for development in the county, and everyone is struggling to keep up with that. There is a lot coming, and everyone will help deal with it.

Questions

- Carl asked what goes into the assumptions that lie behind the designation of roadways and corridors. We would take this Small Area Master Plan and it would inform the update of the MTCP in 2009. Worked together with CDOT and other planning agencies to come up with forecasts, and they apply computer models to the assumptions in an effort to forecast congestion.

c. Jennifer Irvine

Ms. Irvine noted that historically, the El Paso County transportation department has traditionally had a maintenance role, and this heavy involvement in planning and construction is new.

Improvements along Woodmen road have been a result of federal funds and the woodmen road metropolitan district, funded by developers. Since 2000, the county's Woodmen road project got attached to the city's project. They're almost done with an Environmental Assessment process mandated by the Federal Highway Administration, but they've been doing some safety improvements in the meantime. They're looking at acquiring the right-of-way for widening.

Pikes Peak Rural Transportation has identified a few projects in the Falcon Area

- Widening on Meridian between Woodmen and Rex road. The status of this project is that they have a consultant on board and are doing preliminary planning activities. Funding starts this year and goes through 2011.
- Meridian Road Extension – Falcon Hwy to US-24. completing the re-alignment of meridian past Falcon Hwy. Working with a developer on this, so the timing is a bit unknown. Months not years. That area is not an easy area, because it's dense and there are a lot of players.
- Stapleton Extension – This would carry forward the Stapleton plan and consists of two projects. One between Eastonville and Hwy 24 (funding starts in 2009), and between Hwy 24 and Curtis Road (funding starts in 2011). The money identified for this project is enough for two lanes, but the MTCP is planning on 4 lanes, so the county will have to count on developers to help out with the additional funding.

Question – Is there anything identified for the Judge Orr/24 intersection. Mr. Danley answered that he'd like to see the intersection improved, but there is no money, and safety money goes to the more dangerous intersections first.

Question – The current priorities are set based on safety and congestion, is there any room for prioritization based on the availability of cheap right of way on segments that are known to be future requirements? Mr. Danley answered that there is no real way to do this with the current system. They're essentially not able to be that far ahead of the game.

One key problem is that budgets have been shrinking, and so all of the agencies are being forced to cover more years with less money in their plans. The governor is doing an initiative right now to go around the state and identify corridors and other needs in preparation for some kind of legislative initiative in 2008 to provide funding for transportation infrastructure. Also the RTA has it's sunset pretty soon, so County people are already looking forward to RTA part 2.

Question – Please describe the different types of roadway classifications and what they mean on the ground, from a land use perspective? Mr. Danley described that as the classification increases, the roadway is designed for people going longer distances at higher speeds. This is done through access control and roadway profile design.

From a land use perspective, different land uses interact differently with different types of roads. Commercial thrives on access. Residential uses want some regional access, but generally, no one wants to live on a through-street. That's part of the tension that happens in a lot of planning between commercial and residential.

There is a lot of interplay between development intensity and corridor identification. When the location is critical, commercial uses make it work with less access through

frontage roads or other methods. Note that functional classification does not equal numbers of lanes.

#### 4) Re-visit Future Land Use Map

Aaron explained that we don't have much new to add right now. Carl explained our new approach to the future land use analysis. County staff and consultant is now trying to gather major landowners' best guesses about their future ideas about what could happen on their properties. We'll be developing this over the next couple of weeks in an effort to keep modeling the futures in the area and developing some scenarios for future development intensity.

#### 5) Discuss Upcoming Considerations

Next meeting is focused on water issues. Should be a good meeting with good mapping and good discussion.

#### 6) Miscellaneous / Administrative Items / Additions / Questions

Looking at December 12<sup>th</sup> or 19<sup>th</sup> for the next public meeting. The planning process can be ready by mid-december, and maybe the 12<sup>th</sup> would work better around the holidays.

There was a question about our venue. Should we have the meeting in the Peyton area? There is a concern about how many good venues there might be out there. We want to make sure people can attend, and we need a good space. The committee should also make a renewed effort to get the word out. We should spend some time brainstorming outreach avenues. One other thought is that people are likely to be coming through the Falcon area on their way home to Peyton. One idea – two meetings in two separate venues to build buzz and publicity. We will put aside some agenda time in early November for further discussion.

Board of County Commissioners – Carl mentioned that he wants to give the BOCC an update on our process, anyone from the committee can attend, we'll especially want Jason and Lynne to come. This will happen sometime in November.

Henry invited everyone to the New Falcon High School Grand Opening. The flyer will be posted on the project website.