7.01 OVERVIEW

Peterson Air Force Base’s (AFB) host unit is the 21st Space Wing (21 SW), whose mission is to “execute combined global capabilities to defend the homeland and enable space combat operations.”

![Peterson AFB Air Park with Pikes Peak and the Rocky Mountain Front Range in the background (photo by U.S. Air Force).](image)

**Figure 7.1**

**PETEERSON AFB QUICK FACTS**

- DATE
  - FOUNDED: 1942

- DIVISION: 21ST SPACE WING

- LAND AREA: 1,457 ACRES

- MILITARY PERSONNEL: 5,565

- CIVILIAN EMPLOYEES: 4,306

- ESTIMATED POPULATION: 18,303

- ECONOMIC IMPACT*: $1.2 BILLION
Table 7.1

**PETEISON AFB COMPATIBILITY ISSUES**

**KEY ISSUES:**

1. **Land Use Regulations** – Residential land use and zoning pose safety concerns within accident potential zones (APZs), including developments proposed along Troy Hill Road.

2. **Safety** – Peterson AFB Bird/Wildlife Aircraft Strike Hazard (BASH) program personnel conduct approximately 6,000 wildlife dispersals annually around the airfield.

3. **Transportation** – Future road capacity is a concern as development occurs around the installation and future mission operations increase travel demand. Development along Powers Boulevard, Marksheffel Road, and U.S. Route 24 may impact missions.

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<th>FORT CARSON</th>
<th>PETERSON AFB</th>
<th>CHEYENNE MOUNTAIN AFS</th>
<th>SCHRIEVER AFB</th>
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*Note: x indicates issue studied related to this installation.*
Figure 7.2
AREA INSTALLATIONS

Data Source: PPACG, Peterson AFB
Figure 7.3

PETE RSON AFB MAP

Legend
- Peterson AFB Gates
- Peterson AFB
- 2 Mile Plan Notification Area
- Railroads
- Highways
- Major Roads
- Cities and Towns

Data Source: PPACG, Peterson AFB
PETE RSON AFB MISSION AND OPERATIONAL FOOTPRINT
Peterson AFB is home to Air Force Space Command (AFSPC), North American Aerospace Defense Command (NORAD), U.S. Northern Command (USNORTHCOM), U.S. Army Space and Missile Defense Command/Army Forces Strategic Command (USASMDC/ARSTRAT), 21 SW, and the 302nd Airlift Wing (Air Force Reserve). The 21 SW, which operates out of Peterson AFB, Schriever AFB, and Cheyenne Mountain AFS, is responsible for worldwide missile warning and space control. The joint-use Peterson AFB/Colorado Springs Airport airfield also contains facilities used by Fort Carson for the deployment of troops and resources.

As shown in Figure 7.2, Area Installations, Peterson AFB is the only installation in this study that is entirely within the city limits of Colorado Springs. Peterson AFB encompasses approximately 1,457 acres, of which 218 acres are fee-owned and 1,209 acres are leased from Colorado Springs. The Colorado Springs Airport borders Peterson AFB on the south, with Platte Avenue (U.S. Route 24) serving as its boundary on the north, Powers Boulevard on the west, and Marksheffel Road on the east.

For more information about Peterson AFB, visit www.peterson.af.mil.

7.02 COMPATIBILITY ISSUES

REGIONAL COORDINATION
Please see Chapter 4, Regional Compatibility, for a complete discussion.

BUILT ENVIRONMENT AND MILITARY READINESS

Land Use Regulations
Colorado House Bill 10-1205 created requirements (C.R.S. 29-20-105.6) for local governments to “provide to the installation commanding officer and the flying mission commanding officer, or their designees, information relating to proposed zoning changes, and amendments to the local government’s comprehensive plan, or land development regulations that, if approved, would affect the use of any area within two miles of the military installation.” This study found that the size of Peterson AFB’s operational footprint justifies expansion of the notification area beyond 2 miles, particularly because of nearby development (including Banning Lewis Ranch) that could impact utility infrastructure and transportation routes and may generate vertical obstructions beneath airspace utilized by flight operations.

Peterson AFB, as shown in Figure 7.3, Peterson AFB Map, uses one of the multitudes of joint-use military/civilian airfields nationwide. Typically, joint-use airfields are owned and operated by the Department of Defense (DOD), but civilian use is permitted. At Peterson AFB, the Colorado Springs Airport owns and operates the airfield. This partnership between Colorado Springs and Peterson AFB allows for cost sharing at the airfield and opportunities for mutual aid.

Because the city owns the airport, land use and development review procedures are more closely integrated with city regulations, policies, and officials. Federal Aviation Administration (FAA) requirements treat the land used by Peterson AFB as a civilian airfield. The Colorado Springs Airport Master Plan guides land use planning immediately around Peterson AFB and the Colorado Springs Airport, in conformance with FAA requirements for Airport Noise Compatibility Planning (14 Code of Federal Regulations [CFR] Part 150). Either Colorado Springs or El Paso County land use regulations control development on other land adjacent to the airfield. See Figure 7.4, On/Off Airport Land Use Plan.
Figure 7.4

ON/OFF AIRPORT LAND USE PLAN

Data Source: Colorado Springs Airport Master Plan
As shown in Figure 7.5, Peterson AFB Growth Map, nearly all population growth around the installation has occurred since 1940, and the area is expected to grow in the future. Figure 7.6, Peterson AFB Small-Area Jobs Forecast, and Figure 7.7, Peterson AFB Small-Area Residential Unit Forecast, show where future growth may occur, according to PPACG's small-area forecast data. The maps reflect the forecasted changes in jobs and residential units, respectively, based on state forecasted population growth for the region. Both maps indicate that growth is likely to continue near the airport and Peterson AFB.

Growth and development must continue to be coordinated effectively among all stakeholders to preserve military and civilian flight operations. Many of the strategies address these concerns, which are shared by both civilian and military stakeholders.
Figure 7.5

PETE RSON AFB GROWTH MAP

Data Source: Pikes Peak Regional Building Department, PPACG
Figure 7.6

PETEERSON AFB SMALL-AREA JOBS FORECAST

Legend
- Peterson AFB Gates
- Peterson AFB
- 2 Mile Plan Notification Area
- Railroads
- Highways
- Major Roads

Data Source: PPACG, Peterson AFB
Figure 7.7

PETEERSON AFB SMALL-AREA RESIDENTIAL UNIT FORECAST

Legend

- Peterson AFB Gates
- Peterson AFB
- 2 Mile Plan Notification Area
- Railroads
- Highways
- Major Roads

Data Source: PPACG, Peterson AFB
Safety
The BASH program ensures the safe coexistence of aircraft and wildlife. Peterson AFB, in conjunction with U.S. Department of Agriculture (USDA) Wildlife Services, uses a variety of wildlife mitigation techniques, both direct and indirect, to find balance between nature and mission safety on the installation. Peterson AFB BASH program personnel conduct approximately 6,000 wildlife dispersals annually around the airfield. While no significant BASH issues exist off the airfield, it is essential that local land use officials and developers cooperate as the areas surrounding the airfield grow.

Transportation
Primary roads that serve Peterson AFB are Powers Boulevard (State Highway 21/U.S. Route 24) for access to the Main (West) Gate, East Platte Avenue (U.S. Route 24) for access to the North Gate, and Marksheffel Road for access to the East Gate. Powers Boulevard and East Platte Avenue are main arterials that serve eastern areas of the City of Colorado Springs and often become congested. El Paso County, the City of Colorado Springs, and CDOT all have maintenance and plowing responsibilities on the routes to and from Peterson AFB. Coordination on road construction, capacity and safety issues, and maintenance is essential to sustaining functional access for the installation.

As the mission and operations at Peterson AFB increase and development occurs on BLR east of the installation, military and civilian transportation planning officials need to collaborate to meet capacity needs. Operational growth on-base is expected to increase the number of vehicles accessing the East Gate, which may warrant upgrades to the intersection at Marksheffel Road, including adding traffic signals.

Current forecasts anticipate the potential addition of thousands of new personnel to Peterson AFB prior to 2050. The rate of installation population increases and the subsequent demand on roadway capacity will be incremental, and forecasts will require continual adjustments. The small area forecast produced by PPACG is a key tool in planning for future transportation needs in this area, and it will continue to be informed by estimates on personnel growth through the TAC.

Water Supply
During this study in 2016, concerns about perfluorinated compounds (PFCs) and perfluorooctanoic acid (PFOA) within local groundwater arose within this study area along with many sites throughout the country due to the EPA issuing a health advisory limit for PFCs/PFOA at 70 parts-per-trillion. While this issue was outside the scope of this study, it was important to note its occurrence and that collaboration and communication occurred between the Air Force, Peterson AFB, local communities, citizens, and regulatory agencies on the federal, state, and local level, in order to study this issue and work together towards a solution. After the EPA advisory, subsequent testing of water supplies by water officials in the Fountain, Security, and Widefield area, with follow-up testing at additional sites by the Air Force, indicated groundwater supplies were either close to or exceeding this limit. Because there were concerns that this substance had originated from past use of firefighting foam (this chemical is no longer used) at Peterson AFB, all civilian and military stakeholders with concerns or expertise in this issue began a process of addressing the
Peterson Air Force Base contamination. As of the end of this study, there is still some work to be completed but the City of Fountain has tested their water and found it to be below the limits recommended per the EPA advisory. Additional resources that discuss this issue in depth can be found on the websites for Peterson AFB, City of Fountain Water Quality, and the El Paso County Public Health Department.
7.03 ADDITIONAL FIGURES

Figure 7.8
DEVELOPMENT ADJACENT TO PETERSON AFB

Data Source: Local jurisdictional planning offices. Note: This map represents either proposed or approved developments at the end of 2018 and may not fully capture all developments in the area.
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