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WELCOME

Welcome to this community open house for the Colorado Springs Regional Joint Land Use Study!

Thank you for taking the time to join us, and we look forward to getting your feedback on the JLUS effort.

Our team has two main goals for today’s event:

- **Provide information** about the progress of JLUS efforts related to the regional military installations.
- **Get your feedback** on study topics and your ideas on sustaining military missions while reducing impacts on the community.

Please pick up the printed materials for additional information and feel free to visit the different stations at your own pace.

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ABOUT PPACG

Overview

Formed in 1967, the Pikes Peak Area Council of Governments (PPACG) is a voluntary organization of municipal and county governments serving a regional community. PPACG provides a forum for local officials to discuss issues that cross their political boundaries, identify shared opportunities and challenges, and develop collaborative strategies for action.

PPACG is not, however, a unit of local government and has no authority to tax, legislate, or condemn. Any policy, plan, or program adopted by PPACG must also be adopted by the governing body of a member county or municipality before it obligates that county or municipality.

Participating members include the general purpose governments of El Paso County, Park County, Teller County, Alma, Calhan, Colorado Springs, Cripple Creek, Fairplay, Fountain, Green Mountain Falls, Manitou Springs, Monument, Palmer Lake, Ramah, Victor, and Woodland Park.

WHAT DOES PPACG DO?

One of the basic activities of PPACG is planning. PPACG assists local elected officials in planning and making coordinated decisions affecting the development of the Pikes Peak region.

PPACG ADMINISTERS THE FOLLOWING PROGRAMS:

- Transportation Planning: Metropolitan Planning Organization for Colorado Springs metro area.
- Environmental Planning: lead air quality agency for Colorado Springs metro area and lead water quality planning agency for El Paso, Park, and Teller counties.
- Pikes Peak Rural Transportation Authority: administration of voter-approved transportation funding for El Paso County, City of Colorado Springs, City of Manitou Springs, and Town of Green Mountain Falls.

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WHAT IS A JOINT LAND USE STUDY (JLUS)?

The Colorado Springs Regional JLUS will help our region plan for the successful growth and economic health of our community and the continued military operations for the region’s five military installations.

JLUS GOALS

1. Promote land use compatibility between the installations and surrounding communities.
2. Help protect the health and safety of residents and military personnel living or working in and around military installations.
3. Encourage cooperative action among military personnel, local community officials, and citizens.

PROJECT TIMELINE

- DEC 2014: Colorado Springs Regional JLUS Authorized by Congress
- FEB 2016: JLUS Policy and Technical Committees Formed
- DEC 2015: Department of Defense Joint Land Use Study Grant Awarded to PPACG
- APR-JUN 2016: Initial Public Outreach Campaign and Data Gathering
- MAY 2016-APR 2018: JLUS Working Groups
- FEB 2016: JLUS Policy and Technical Committees Formed
- SEP 2018: Draft JLUS Complete
- OCT 2018: Final JLUS Complete
- JUN-AUG 2018: Community Meetings
- 2015
- 2016
- 2017
- 2018
- 2019

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STUDY AREA

THE REGION

The Colorado Springs Regional JLUS area encompasses the four counties of El Paso, Fremont, Pueblo and Teller, over two dozen communities, and five military installations: the U.S. Air Force Academy, Fort Carson, Peterson Air Force Base including Cheyenne Mountain Air Force Station, and Schriever Air Force Base. These military installations play a strategic and critical role in national defense and the sustained economic vitality of the region and the State of Colorado. The installations’ operational influence areas and relationships with surrounding communities span the four counties noted above.

MILITARY AND THE REGION

Military installations encompass approximately 8% of the total land area in El Paso County and small portions of Pueblo and Fremont County. However, the various types of military missions and a number of civilian and military personnel that work at each installation forms a large footprint that extends well beyond installation boundaries throughout all four counties within the study area. The rate of regional population growth has dramatically increased during the last three decades with El Paso and Teller Counties experiencing a near doubling in population size since 1990. These immense growth pressures have converted many of the large areas surrounding communities and military installations from low-intensity agricultural land use to residential and commercial development, especially in the areas surrounding the larger communities within this region.

BY THE NUMBERS

<table>
<thead>
<tr>
<th>COUNTY</th>
<th>LAND AREA (SQ. MI)</th>
<th>POPULATION 2015*</th>
<th>POPULATION 2025*</th>
<th>POPULATION 2045*</th>
</tr>
</thead>
<tbody>
<tr>
<td>El Paso</td>
<td>2,130</td>
<td>677,022</td>
<td>791,904</td>
<td>1,024,521</td>
</tr>
<tr>
<td>Fremont</td>
<td>1,534</td>
<td>46,559</td>
<td>50,074</td>
<td>57,598</td>
</tr>
<tr>
<td>Pueblo</td>
<td>2,798</td>
<td>163,348</td>
<td>180,944</td>
<td>215,971</td>
</tr>
<tr>
<td>Teller</td>
<td>559</td>
<td>23,461</td>
<td>27,234</td>
<td>31,135</td>
</tr>
<tr>
<td>Totals</td>
<td>6,621</td>
<td>910,390</td>
<td>1,050,156</td>
<td>1,328,566</td>
</tr>
</tbody>
</table>

*Estimates per State Department of Local Affairs Demographic Office

COLORADO SPRINGS REGIONAL JOINT LAND USE STUDY

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The Pikes Peak Area Council of Governments is the sponsoring organization for JLUS. Funding is provided by the Department of Defense Office of Economic Adjustment and state and local governments.

**Responsibilities**

**Study Sponsor**
- Coordination
- Accountability
- Grant Management

**Policy Committee**
- Policy Direction
- Design/Oversight
- Budget Approval
- Monitoring
- Report Adoption

**Technical Committee**
- Technical Issues
- Alternatives
- Report Development
- Recommendations

**Working Groups**
- Review Findings
- Provide Strategy Recommendations

**Participants**

**Council of Governments**
- City/County Planning Committees
- Airport Authority

**City Officials**
- County Officials
- Base Leadership
- Private Sector Leaders
- State Officials

**Local and Base Planners**
- Community Staff
- Business Reps
- Residents

**Organizational Representatives**
- Interested Citizens
- Subject Matter Experts

**JLUS Working Groups**
- Regional Airspace
- Public Communication
- Conservation/Agriculture
- Land Use & Development
- New Santa Fe Trail
- USAFA Flight Training
- Monument Creek Watershed Restoration Project (Stormwater)
- Southern Stormwater
- Transportation

**Key Partners**

PPACG is actively involved with partners to implement the JLUS, including:

- Fort Carson
- U.S. Air Force Academy
- Peterson Air Force Base
- Cheyenne Mountain Air Force Station
- Schriever Air Force Base
- El Paso County
- Teller County
- Pueblo County
- Fremont County
- City of Colorado Springs
- City of Fountain
- City of Pueblo
- Colorado Division of Aeronautics
- Colorado Department of Transportation
- Bureau of Land Management
- State of Colorado Department of Military and Veteran Affairs
- Federal Aviation Administration
- U.S. Forest Service
- Colorado Springs Airport
- Colorado Springs Regional Business Alliance
- Pueblo West Metropolitan District
- Colorado Springs Housing and Building Association
- Council of Neighbors and Organizations (CONO)
- Numerous elected officials, community leaders, and private citizens

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IDENTIFYING COMPATIBILITY ISSUES

The JLUS considers a wide variety of compatibility issues that address military operational impacts and community impacts on military operations. Not all compatibility issues are applicable to each installation, and some topics required a working group to address a given compatibility issue and identify viable strategies. The JLUS has identified and incorporated many strategies from existing community plans.

TOPICS INCLUDE:
- Military Operations and Impacts
- Land Use Compatibility
- Airspace
- Transportation
- Wildfires
- Water Supply
- Stormwater
- Wastewater

COMPATIBILITY TABLE

<table>
<thead>
<tr>
<th>BUILT ENVIRONMENT AND MILITARY READINESS</th>
<th>USAF ACADEMY</th>
<th>PETTISON AFB</th>
<th>OMAHA</th>
<th>FORT CARSON</th>
<th>SCHRIEVER AFB</th>
</tr>
</thead>
<tbody>
<tr>
<td>Interagency and Community Coordination/Communication</td>
<td>x</td>
<td>x</td>
<td>x</td>
<td></td>
<td></td>
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<tr>
<td>Land Use</td>
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<td>x</td>
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<td>x</td>
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<td>Safety Zones</td>
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<tr>
<td>Vertical Obstructions</td>
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<td>x</td>
<td>x</td>
<td>x</td>
<td>x</td>
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<tr>
<td>Quality of On-Base Resident Life</td>
<td>x</td>
<td>x</td>
<td>x</td>
<td>x</td>
<td>x</td>
</tr>
<tr>
<td>Infrastructure Extensions</td>
<td>x</td>
<td>x</td>
<td>x</td>
<td>x</td>
<td>x</td>
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<tr>
<td>Security</td>
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<td>Noise</td>
<td>x</td>
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</tr>
<tr>
<td>Vibration</td>
<td>x</td>
<td>x</td>
<td>x</td>
<td>x</td>
<td>x</td>
</tr>
<tr>
<td>Dust/Smoke/Steam</td>
<td>x</td>
<td>x</td>
<td>x</td>
<td>x</td>
<td>x</td>
</tr>
<tr>
<td>Light and Glare</td>
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<td>x</td>
<td>x</td>
<td>x</td>
</tr>
<tr>
<td>Frequency Spectrum</td>
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<td>x</td>
<td>x</td>
<td>x</td>
<td>x</td>
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<tr>
<td>Cultural Resources</td>
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<td>x</td>
<td>x</td>
<td>x</td>
<td>x</td>
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</table>

<table>
<thead>
<tr>
<th>NATURAL RESOURCE FACTORS/CLIMATE ADAPTATION</th>
<th>USAF ACADEMY</th>
<th>PETTISON AFB</th>
<th>OMAHA</th>
<th>FORT CARSON</th>
<th>SCHRIEVER AFB</th>
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</thead>
<tbody>
<tr>
<td>Water Supply</td>
<td>x</td>
<td>x</td>
<td>x</td>
<td>x</td>
<td>x</td>
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<td>Stormwater</td>
<td>x</td>
<td>x</td>
<td>x</td>
<td>x</td>
<td>x</td>
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<tr>
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<td>x</td>
<td>x</td>
<td>x</td>
</tr>
<tr>
<td>Wildfires</td>
<td>x</td>
<td>x</td>
<td>x</td>
<td>x</td>
<td>x</td>
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<tr>
<td>Energy Development and Utilities</td>
<td>x</td>
<td>x</td>
<td>x</td>
<td>x</td>
<td>x</td>
</tr>
<tr>
<td>Noxious Weeds</td>
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<td>x</td>
<td>x</td>
<td>x</td>
<td>x</td>
</tr>
<tr>
<td>Wildlife, Threatened and Endangered Species</td>
<td>x</td>
<td>x</td>
<td>x</td>
<td>x</td>
<td>x</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>ADEQUATE RESOURCES</th>
<th>USAF ACADEMY</th>
<th>PETTISON AFB</th>
<th>OMAHA</th>
<th>FORT CARSON</th>
<th>SCHRIEVER AFB</th>
</tr>
</thead>
<tbody>
<tr>
<td>Land/Air Space</td>
<td>x</td>
<td>x</td>
<td>x</td>
<td>x</td>
<td>x</td>
</tr>
</tbody>
</table>

DATA GATHERING
Document review and stakeholder interviews

DEVELOP LIST OF INITIAL COMPATIBILITY ISSUES

PUBLIC INPUT
Telephone town halls, online survey, and community presentations

ADDITIONAL REVIEW AND DISCUSSION NEEDED?

YES
Organize working group for additional review and discussion

NO
Develop strategies

PUBLIC INPUT
Community meetings (we are here)

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In order for the JLUS to become an thoughtful and effective plan for the region, input from throughout the community must be both broad and deep.

**OUTREACH BY THE NUMBERS:**

- **23,233** Total residents contacted for telephone town hall meetings
- **21** Local Government and Civic Group Presentations Given
- **681** Online Surveys Completed
- **9** JLUS Working Groups Organized

**ONLINE SURVEY: KEY RESULTS**

### Military as Community Partner

<table>
<thead>
<tr>
<th>Location</th>
<th>Neighbor</th>
<th>Aware of Impacts</th>
<th>Aware of Installation</th>
</tr>
</thead>
<tbody>
<tr>
<td>USAFA</td>
<td>No</td>
<td>No</td>
<td>No</td>
</tr>
<tr>
<td>FT Carson+Cheyenne</td>
<td>No</td>
<td>Yes</td>
<td>No</td>
</tr>
<tr>
<td>Peterson+Schriever</td>
<td>No</td>
<td>Yes</td>
<td>No</td>
</tr>
<tr>
<td>Not a Neighbor</td>
<td>Yes</td>
<td>Yes</td>
<td>Yes</td>
</tr>
</tbody>
</table>

### Military Aircraft Noise

<table>
<thead>
<tr>
<th>Location</th>
<th>Neighbor</th>
<th>Significant Noise</th>
<th>Installation</th>
</tr>
</thead>
<tbody>
<tr>
<td>USAFA</td>
<td>No</td>
<td>No</td>
<td>No</td>
</tr>
<tr>
<td>FT Carson+Cheyenne</td>
<td>No</td>
<td>Yes</td>
<td>No</td>
</tr>
<tr>
<td>Peterson+Schriever</td>
<td>No</td>
<td>Yes</td>
<td>No</td>
</tr>
<tr>
<td>Not a Neighbor</td>
<td>Yes</td>
<td>Yes</td>
<td>Yes</td>
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</tbody>
</table>

### Military Commute Impact

<table>
<thead>
<tr>
<th>Location</th>
<th>Neighbor</th>
<th>Only During Events</th>
</tr>
</thead>
<tbody>
<tr>
<td>USAFA</td>
<td>No</td>
<td>No</td>
</tr>
<tr>
<td>FT Carson+Cheyenne</td>
<td>No</td>
<td>Yes</td>
</tr>
<tr>
<td>Peterson+Schriever</td>
<td>No</td>
<td>Yes</td>
</tr>
<tr>
<td>Not a Neighbor</td>
<td>Yes</td>
<td>Yes</td>
</tr>
</tbody>
</table>

### Awareness of Military

<table>
<thead>
<tr>
<th>Location</th>
<th>Neighbor</th>
</tr>
</thead>
<tbody>
<tr>
<td>USAFA</td>
<td>No</td>
</tr>
<tr>
<td>FT Carson+Cheyenne</td>
<td>Yes</td>
</tr>
<tr>
<td>Peterson+Schriever</td>
<td>Yes</td>
</tr>
<tr>
<td>Not a Neighbor</td>
<td>Yes</td>
</tr>
</tbody>
</table>

**KEY QUESTIONS**

“What could your role as a citizen be in sustaining both military mission and quality of life?”

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**COMPATIBLE LAND USE**

**WHY ARE COMPATIBILITY ISSUES IMPORTANT TO MILITARY AND COMMUNITY STAKEHOLDERS?**

There are varying degrees of overlap between the military and civilian use of commonly shared resources, including but not limited to: air, land, water, infrastructure, and energy. The JLUS identifies and analyzes these relationships in order to find efficiencies and common interests in management practices to benefit both military installations and community stakeholders. A key focus of this study is identifying and encouraging existing cooperation and focus on areas where this may not have occurred in the past.

**EL PASO COUNTY GROWTH PATTERNS**

For community stakeholders (governments, private entities, and citizens) and military installations within this region, it is extremely beneficial to preserve what is working well while fostering new ways to cooperate, communicate, and share resources. The recommended strategies described in this study provide a roadmap to guide cooperation on land use and resource compatibility issues to that end. This study is not the endpoint, but rather a significant advancement toward the regional goal of preserving and supporting military operations while advancing the quality of life in our communities.

**KEY QUESTIONS**

“What would you like to know about development in your area?”

“Should your community allow development adjacent to an installation boundary or training area?”

“If so, what type of land use do you think should occur in these areas?”

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U.S. AIR FORCE ACADEMY

OVERVIEW

MISSION

The U.S. Air Force Academy (USAFA) core mission is to educate, train, and inspire men and women to become officers of character, motivated to lead the United States Air Force in service to our nation.

FACTS AND FIGURES

The Air Force Academy is both a military organization and a university. Much of the Academy is set up like most other Air Force bases, particularly the 10th Air Base Wing, but the superintendent, commandant, dean of faculty and cadet wing are set up in a manner resembling a civilian university. The Cadet wing consists of 4,400 cadets and 1,000 Air Force and civilian academic support personnel. The 10th Air Base Wing comprises more than 3,000 military, civilian, and contract personnel and a total military community of about 25,000 people.

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The U.S. Air Force Academy (USAFA) has been impacted by urban growth of the City of Colorado Springs moving north over a period of decades. Areas of El Paso County that had been rural agricultural uses east of I-25 began to be systematically annexed into city limits and development. Significant portions of these areas are within critical operation areas. For example, the loss of open space within existing Accident Potential Zones off of the ends of runways is a public safety concern. Other critical issues such as stormwater, wildfire, and many of the other issues identified in the table below are highlighted at other stations.

### AICUZ

The purpose of the USAFA Air Installation Compatible Use Zone (AICUZ) program is to promote compatible land development in areas subject to aircraft noise and accident potential. USAFA AICUZ Land Use Guidelines reflect land use recommendations for both safety and noise zones. These guidelines have been established on the basis of studies prepared and sponsored by several federal agencies, including the U.S. Department of Housing and Urban Development (HUD), U.S. Environmental Protection Agency (USEPA), Federal Aviation Administration (FAA), USAF, and state and local agencies. The guidelines recommend land uses which are compatible with airfield operations while allowing maximum beneficial use of adjacent properties. This study contains guidelines that were developed to assist local planning entities in determining land uses that are compatible with the USAFA airfield environs. As planners for the City of Colorado Springs, the Town of Monument and El Paso County modify current land use and zoning plans, recommendations from this study should be considered to prevent incompatibilities that may compromise the USAFA's ability to fulfill its mission or subject local residents to avoidable safety hazards. Accident Potential Zones (APZ’s) should be primary considerations in the planning process for areas adjacent to the USAFA.

### Proposed Strategy Areas

- Preserve encroachment mitigation infrastructure for Collaboration on mission impacts as they evolve.
- Mitigate land use and development Patterns that continue to impact residents and cadet flight training operations.
- Effectively communicate information on flight training operations of public interest.
- Mitigate damage to the U.S. Air Force Academy property and natural systems due to stormwater flows.

### Key Questions

"Before attending this meeting, were you aware of USAFA operations?"

"If so, what is the information you are most interested in learning about this installation, such as flight operations, trail access, and stormwater?"
MISSION

Fort Carson is home to the 4th Infantry Division (4 ID) and several other groups, including the 10th Special Forces Group (Airborne). Fort Carson builds and maintains combat-ready expeditionary forces necessary to fight and win in complex environments as members of a Joint, Interagency, Intergovernmental, and Multinational (JIIM) team or as a Mission Command Element (MCE); provides first class support to Soldiers, Airmen, Civilians, and Families; and enables unified action with community, state, and interagency partners to accomplish all assigned missions.

FACTS AND FIGURES

Fort Carson has 137,000 acres and a total population of approximately 26,000 active duty personnel. It is home to the 4th Infantry Division, 1st Stryker Brigade Combat Team, 4 ID, 2nd Infantry Brigade Combat Team, 4 ID, 3rd Armored Brigade Combat Team, 4 ID, 4th Combat Aviation Brigade, 4 ID, 4th Sustainment Brigade, 4 ID, 4th Division Artillery, 4 ID, Headquarters and Headquarters Battalion, 4 ID, Medical Department Activity, Dental Activity, 10th Special Forces Group (Airborne), 4th Engineer Battalion, 759th Military Police Battalion, 71st Ordnance Group, 13th Air Support Operations Squadron, 627th Hospital Center, Army Field Support Battalion Carson, and World Class Athlete Program. The post also hosts units of the Army Reserve, Navy Reserve and the Colorado Army National Guard. Fort Carson was also home to the 5th Infantry Division, known as the Red Devils.
The size of Fort Carson’s physical and operational footprint extends through all four counties of the study and various parts of the state. Military units from other parts of the country come to Fort Carson to utilize the unique mountain, foothill, and plains topography within a short distance of the installation. The cantonment area, where most of the buildings, gates, and personnel are located, is accessed through land and road networks within Colorado Springs and Fountain. Low-density residential development occurs within El Paso County, Fremont County, and Pueblo West around the training areas where new residents will experience occasional dust, smoke, and noise due to training from artillery and helicopter flight.

Perceptibility of Noise Generated by Demolition and Large Caliber Weapons

Proposed Strategy Areas

- Preserve airspace and land resources that facilitate helicopter flight training operations.
- Mitigate mission and community impacts from natural disasters.
- Utilize land use and transportation planning to preserve transportation networks that enable military readiness.

Key Questions

“Before attending this meeting, were you aware of Fort Carson operations?”

“If so, what is the information you are most interested in learning about this installation, such as flight operations, artillery training, and wildfire mitigation?”
Executive combined global capabilities to defend the homeland and enable space combat operations.

Peterson AFB is home to the United States Space Command (USSPACECOM), North American Aerospace Defense (NORAD), Northern Command (NORTHCOM), Army Strategic Command (ARSTRAT), Headquarters Air Force Space Command (HQAFSPC), the 21st Space Wing (21 SW), and the 302nd Air Lift Wing. USSPACECOM is one of nine Unified (multi-service) Combatant Commands in the Department of Defense. The 21 SW is responsible for worldwide missile warning and space control working at what is referred to as the Peterson Complex, which includes Peterson AFB, Schriever AFB, and Cheyenne Mountain Air Force Station. The airfield used by Peterson AFB and Colorado Springs Airport also contains facilities used by Fort Carson for deployment of troops and resources. Due to the important regional interactions between Peterson AFB, other installations within our region and the State of Colorado, and with communities within this region, the mission footprint for Peterson AFB intersects with many regional strategies and the missions reflected in other installation implementation plans.

**Facts and Figures**


As the Air Force’s most geographically dispersed wing, the 21st Space Wing hosts these mission partners, while also providing and employing global capabilities to ensure space superiority to defend our nation and allies. The 21st Space Wing is headquartered at Peterson AFB, and is the Air Force’s only organization providing missile warning and space control to unified combatant commanders worldwide. About 4200 government and contractor personnel detect, track and catalog more than 23,000 man-made objects in space, from those in near-Earth orbit to objects up to 22,300 miles above the earth’s surface. Peterson AFB shares airfield use with the City of Colorado Springs owned airport.

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OPERATIONS

The Peterson AFB operational footprint extends well beyond two-miles for Peterson AFB with regard to utility infrastructure and transportation routes between components of Peterson Complex, which includes Cheyenne Mountain AFS and Schriever AFB. Fort Carson also utilizes facilities at the Peterson AFB airfield. There are multiple compatibility issues driven by these mission-based relationships between installations, housing provision, as well as developments that may generate incompatible housing densities and vertical obstructions beneath airspace utilized by flight operations.

COMPATIBILITY ISSUES

- Residential land use and zoning pose safety concerns within APZs, including developments proposed in the area of Troy Hill Road.
- Certain allowed commercial or industrial uses may pose a security threat to airport/Peterson operations (storage, shipping, truck trailers)
- Transportation concerns with future road capacity as development occurs around installation and future mission operations generate increases in travel demand.
- Any developments along Powers, Marksheffel, and Highway 24 that may impact missions.
- Critical to protect safezones (APZs) in order to attract future missions.
- Continued coordination between the City and Peterson AFB of the joint use of the airfield.
- Need to be effective in public understanding of what flight is attributed to Peterson AFB and is not, and relationship of Peterson AFB to Airport.
- Residents moving into residential areas around airfield need additional methods of notification of airspace uses, civilian and military, that may impact quality of life.
- Future wind farm developments within overflight areas, including outside of 2 mile buffer and potentially in counties outside of the study area.
- Critical intersection design south of COS airport near Drennan Rd and Foreign Trade Zone Rd.

PROPOSED STRATEGY AREAS

- Continue to Improve Collaboration Between Military and Community Stakeholders
- Mitigate land use and development patterns that could impact residents and flight operations.
- Effectively communicate to the public with regard to flight/airfield operational information of public interest.
- Utilize transportation planning to preserve transportation networks that serve components of Peterson Complex.
- Pursue buffering and conservation activities that preserve mission.

DISCLAIMER:

The information included in this appendix is a part of a deliberative process and is not necessarily consistent with the final document.

KEY QUESTIONS

"Before attending this meeting, were you aware of Peterson AFB operations?"

"If so, what is the information you are most interested in learning about this installation, such as flight operations, cooperation with Colorado Springs Airport, and future mission growth?"
MISSION

Cheyenne Mountain AFS, a component of the Peterson Complex, serves as NORAD and USNORTHCOM’s Alternate Command Center and as a training site for crew qualification. The North American Aerospace Defense Command (NORAD) conducts aerospace warning, aerospace control and maritime warning in the defense of North America.

Facts and Figures

NORAD is a United States and Canada bi-national organization charged with the missions of aerospace warning and aerospace control for North America. Aerospace warning includes the detection, validation, and warning of attack against North America whether by aircraft, missiles, or space vehicles, through mutual support arrangements with other commands. The commander is responsible to both the U.S. president and the Canadian prime minister. The commander maintains his headquarters at Peterson Air Force Base, Colorado. The NORAD and USNORTHCOM Command Center serves as a central collection and coordination facility for a worldwide system of sensors designed to provide the commander and the leadership of Canada and the U.S. with an accurate picture of any aerospace or maritime threat.
COLORADO SPRINGS REGIONAL JOINT LAND USE STUDY

OPERATIONS

Most of the mission for Cheyenne Mountains is self-contained within the installation boundaries and do not generate impacts commonly experienced around other installations. However, the ability to utilize transportation networks during emergency situations and a secure boundary and airspace are vital to sustain mission operations.

IMPACTS ON MISSION

- Wildfire risks/off-base fire mitigation
- NORAD Road – important primary access, use of Federally-owned road by other parties, homeowners, trail users (Chamberlain Trail), misunderstood as a typical public right-of-way rather than a defense access road.
- Hwy 115 access and maintenance
- Close proximity of existing uses; minimal buffering
- Potential adjacent development would impact access and stormwater
- Trespassing risks (cars/hikers)
- Drone and private aircraft overflight

Disclaimer:
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PROPOSED STRATEGY AREAS

- Protect and improve installation access routed for installation personnel.
- Create buffers to mitigate mission impacts from the surrounding natural environment and development.
- Develop methods to inform and collaborate with citizens and community leaders to address encroachment.

KEY QUESTIONS

“Before attending this meeting, were you aware of Cheyenne Mountain AFS operations and its relationship with Peterson AFB?”

“If so, what is the information you are most interested in learning about this installation, such as the use of NORAD Road, relationship with the State Park and U.S. Forest Service, emergency management, and wildfire mitigation?”
MISSION

The 50th Space Wing (50 SW) at Schriever AFB is proudly called the "Master of Space." Its mission is to "Evolve space and cyberspace warfighting superiority through integrated and innovative operations." The 50 SW hosts a number of key Mission Partners, including the U.S. Air Force Warfare Center (USAFWC), elements of the Missile Defense Agency (MDA), 310th Space Wing (310 SW), National Reconnaissance Office (NRO) Operations Squadron (NOPS), the National Space Defense Center (NSDC), elements of the Naval Space Operations Command, and the U.S. Army’s 53rd Signal Battalion, among others. Approximately 7,000 personnel are employed at Schriever AFB. The installation is unique in that no airfield or aircraft assets exist on Schriever AFB due to the mission focus on space and cyberspace.

Schriever AFB is located approximately 4 miles east of the city boundary Colorado Springs, and 9 miles west of the town of Ellicott.

FACTS AND FIGURES

The 50 SW is responsible for the operation and support of 185 Department of Defense satellites and installation support to 20 mission partners with a workforce of more than 8,000 personnel. The wing operates satellite operation centers at Schriever AFB and remote tracking stations and other command and control facilities around the world. Through these facilities, wing personnel monitor satellites during launch, put satellites in their proper orbits following launch, operate the satellites while they are in orbit, ensure effective and efficient satellites operations and properly dispose of the satellites at their end of life. In 2017, personnel at the Wing’s tracking stations, including 21st, 22nd and 23rd Space Operations Squadrons, logged 162,022 satellite contacts while also assisting with other satellite operations and 27 space launches. The base indirectly contributes an estimated $1.3 billion to the local Colorado Springs, Colorado, area annually.
SCHRIEVER AIR FORCE BASE
OPERATIONS AND IMPACTS

OPERATIONS

Schriever AFB does not conduct operations since the mission is primarily focused on space operations, communication, and cybersecurity. Therefore, the operational footprint utilizes airspace differently than typical Air Force missions and has a very strong focus on installation boundary security. Unlike the other four installations covered by this study, Schriever AFB is not immediately adjacent to an urban area, which creates some issues and allows for some flexibility in mitigating potential future impacts. The agricultural uses around the boundary are compatible with operations and so the goal is to preserve this characteristic.

The Highway 94 corridor is a primary route for personnel who live on Schriever AFB and work at Peterson AFB. Daily commutes for personnel based at this installation, Peterson AFB personnel, and other employees who reside in Colorado Springs use Highway 94 as a primary route. Visibility, litter, and other road hazards are of concern for Schriever AFB as the mission increases. Transportation safety concerns about the Highway 94 corridor are discussed more at the Transportation Station.

COMPATIBILITY ISSUES

KEY QUESTIONS

“Before attending this meeting, were you aware of Schriever AFB operations?”

“If so, were you aware that they have no flight operations but still need airspace? Do you share their concern with safe roadways, particularly improvements to Highway 94?”

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LAND USE

MILITARY BUFFERING PROGRAMS

Buffer areas around a military installation limit the effects of military training on communities and vice versa. Buffering helps to maximize the amount of available training land inside an installation that can be used to support the mission.

The Department of Defense (DoD)’s REPI Program is a key tool for combating encroachment that can limit or restrict military training, testing, and operations. A key component of the REPI Program is the use of buffer partnerships among the Military Services, private conservation groups, and state and local governments. These partnerships share the cost of acquisition of easements or other interests in land from willing sellers to preserve compatible land uses and natural habitats near installations and ranges that helps sustain critical, at-risk military mission capabilities.

The USAF Academy is pursuing opportunities through the REPI program and other installations. This study will encourage other installations to do the same as well as examine possibilities through the Sentinel Landscapes Partnership, a nationwide federal, local and private collaboration dedicated to promoting natural resource sustainability in areas surrounding military installations. Sentinel Landscapes are working or natural lands important to the nation’s defense mission — places where preserving the working and rural character of key landscapes strengthens the economies of farms, ranches and forests; conserves habitat and natural resources; and protects vital test and training missions conducted on those military installations that anchor such landscapes.

PROPOSED STRATEGY AREAS

- Establish partnerships between military and community stakeholders to buffer military operations and community impacts.
- Continue to conserve habitat and working agricultural lands.
- Identify key land areas for conservation that are of mutual interest to installations and communities.

COLORADO SPRINGS REGIONAL JOINT LAND USE STUDY

KEY QUESTIONS

“Before attending this meeting, were you aware that communities can partner with military installations to create buffers such as open space parks or preserving existing ranches?”
LAND USE REGULATION

LAND USE AND DEVELOPMENT REVIEW

State law (C.R.S. Title 29, Government Local § 29-20-105.6) requires local governments to provide land use application materials to military installations when they are located within two miles of installation boundaries. Military installations may comment on the proposal to inform the community about potential impacts on their operations or other considerations.

COMPATIBLE USE

The basis of land use planning relates to the local jurisdictions role in protecting the public’s health, safety, and welfare by ensuring that the use of one property does not negatively impact the use of another. Land use is governed by zoning ordinances and guided by comprehensive plans developed and administered by local jurisdictions. The military is interested in land use planning and land use patterns that facilitate compatible land uses around the installation in order to preserve military mission. The challenges that both the military and civilian agencies face in a rapidly growing region has resulted in land uses that are in direct conflict with military missions and have required adjustments to flight patterns and operations. As development has occurred closer to installation boundaries and underneath existing flight training areas, more residents experience military operational impacts or training areas become unusable.

PROPOSED STRATEGY AREAS

- Improve land use planning activities to reduce mission encroachment from stormwater and airspace impacts.
- Mitigate land use and development patterns that continue to impact residents and military operations.
- Utilize land use and transportation planning to preserve transportation networks that enable military readiness.
- Protect frequency spectrum and installation boundaries through compatible land use planning.

ADMINISTRATIVE DEVELOPMENT REVIEW PROCESS

PRE-APPLICATION

- Pre-Application meeting with a planner assigned based on geographic area.
- Planner decides if LDTC review is required (LDTC is an initial review by City Agencies, Fire, Traffic, Parks, Engineering).
- Planner decides if a neighborhood meeting is required to facilitate initial issue identification. Notification and posting is required.
- Applicant is authorized to submit formal application.

INTERNAL REVIEW

- Formal application submitted with fees. Planner determines if application is complete.
- Application accepted by Land Use Review and distributed to internal and external agencies for review and comment period.
- Neighborhood meeting and/or notification if deemed necessary. This may include property posting and adjacent neighbor HOA notification.
- Comments are received from City Departments, external agencies, and neighbors. Planner reviews application for compliance with Code criteria.
- Planner prepares review letter outlining issues and comments received during the comment period that must be addressed.
- Applicant submits revised plans addressing issues and comments as outlined in review letter.

FINAL DISPOSITION

- Planner sends applicant and neighborhood representative a letter setting forth the administrative decision to approve, approve with conditions, or deny the application.
- Appeals can be filed within 10 days.
- Application is scheduled for Planning Commission Review.

OR

- Applicant proceeds to building permit and construction.

KEY QUESTIONS

“What did you know about military and training operations when you bought your house and did you find the information you were looking for?”

“What information on military operations would be helpful for you to know when finding a place to live and where would you expect to find it?”

“What role could land use regulation play in sustaining military operations while preserving your quality of life?”

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NEW SANTA FE TRAIL

Our highly active community takes great advantage of our regional trail system. The New Santa Fe Trail, extending along the eastern portion of the USAF Academy closes on occasion and with limited notice based on security threat levels.

NEW SANTA FE TRAIL WORKING GROUP

The New Santa Fe Trail Working Group has addressed several issues relating to the trail:
- USAF Academy Security
- Trail Access
- Stormwater Impacts

SECURITY AND TRESPASSING

While installations may have certain areas that may be publicly accessible, such as the New Santa Fe Trail at the USAF Academy, many installations have areas where live fire or artillery training may take place. Entry to installations is managed via designated gates and identity verification and permission may be needed to access some installations or certain parts of installations. Boundaries are marked with fences and signage. To prevent injury and protect the installations, federal law forbids trespassing on military bases. It is important that the military, public, and communities work together to protect installation security and reduce the chance of accidental injury that can occur due to unlawful entry.

ISSUES ADDRESSED

Working group participants address a variety of inter-related issues:
- Communication between the USAF Academy and trail users
- Maintaining trail access
- The long-term future of the trail
- The potential for utilizing alternative trails and corridors
- Security procedures on and around the USAF Academy (both general and trail-specific)

PROPOSED STRATEGY AREAS

- Communicate importance of installation boundary security and why trespassing on training lands can result in injury or legal consequences.
- Utilize land use and transportation planning to preserve installation access for cadets and public visitors.
- Proposed actions:
  1. Create a way for trail users to receive communication on trail status.
  2. Establish safe and optimal alternative on-street and off-street routes, including a route that complements the existing New Santa Fe Trail.

KEY QUESTIONS

“How do you think that you can help secure the installation boundary? Before attending this meeting, were you aware that signage and installation fencing is meant to protect the public from training operations such as live fire and artillery training?”
Vertical obstructions are created by buildings, trees, structures, or other features that could encroach into the navigable airspace used for military operations (aircraft approaches, military training routes, and helicopter landing zones). Cell towers, construction cranes, and high-rise buildings may be reviewed by the FAA around airfields to ensure that they do not create a safety hazard for pilots. Establishing setbacks is one technique that can address flight issues and reduce interference with line-of-sight communication equipment.

**Mitigating Vertical Obstructions**

**Wind Energy Development**

In 2015, the Golden West Wind Energy Project was approved between in central El Paso County. The project will eventually include up to 145 wind turbines. This project, located beneath one of the USAF Academy flight training areas, has rendered this location largely unusable for training activities.

Future collaboration between local government planners and the USAF Academy will attempt to minimize the impact of future wind farm proposals in flight training areas, while balancing the growing need for renewable energy sources. Placement of wind turbines need to be coordinated with military and civilian flight stakeholders in order to make sure that wind farms do not disrupt radar operations relied upon by aircraft for navigation.

**Golden West Wind Farm Tower Locations Beneath USAFA Flight Training Area**

**Key Questions**

"Prior to attending this event, were you aware that building tall structures on the ground could impact military operations? Do you have any thoughts on how we as a community could help sustain military missions by reducing vertical obstructions?"
SPECIAL USE AND RESTRICTED AIRSPACE

SHARED USE AND PRESERVING FLIGHT

As shown in the Federal Aviation Administration map below, the airspace above this region is complex due to heavy use by five installations, Colorado Springs Airport, multiple civilian airfields, and operations to the north at Centennial Airport and Denver International Airport, now one of the busiest airports in the country. Airspace above installations may be designated as Restricted Use, Special Use, or as a Military Operating Area (MOA) to make sure that military operations and training can occur. Many military aircraft that fly through our area are based at installations outside our region, including Buckley AFB in Denver and helicopters that come from other installations to train in our area. Development around airfields account for factors to reduce impacts to future users of that development while sustaining necessary flight operations by both military and civilian aircraft.

DRONES/UNMANNED AERIAL VEHICLES (UAV)

Both civilians and military use drones, also known as UAVs. The military operations in our area take place over the installations within military airspace. Civilian drone use typically takes place within civilian airspace and less than 500 feet above ground level (AGL) in order to reduce safety hazards from mid-air collisions. Civilian drone pilots are not permitted to fly drones into restricted military airspace and must coordinate with an air control tower when operating near an airfield. An outcome of this study was recognition that local stakeholders could work together to help educate the public about safe drone use.

CITIZEN AND MILITARY COOPERATION

- Citizens and the military both share an interest in sustaining flight safety.
- Citizens and the military both share an interest in reducing impacts from flight operations when possible, and have worked together to do so.
- Citizens and the military both understand that flight training is a core mission for many installations in our area and needs to be preserved.
- Citizens want to be informed about flight operations that may affect their daily lives.
In order to maintain readiness, pilots are required to fly a certain number of hours and perform certain maneuvers that may include low-altitude flight. The USAF Academy plays a very important role in conducting that training. Peterson AFB also conducts training exercises using the airfield that is shared with Colorado Springs Airport. Fort Carson primarily conducts helicopter training performed in various environments and topography that may include use of landing zones and low-altitude routes. For all installations, working with citizens and providing information on flight operations is important. Continuing dialogue is needed regarding flight impacts on citizens and education, why flight operations are important, and understanding how airspace is used.

**PROPOSED STRATEGY AREAS**

- Effectively communicate information on flight training operations of public interest.
- Improve collaboration between military and community stakeholders on mission encroachment and community impacts.
- Improve land use planning activities to reduce mission encroachment from airspace impacts.
- Mitigate land use and development patterns that continue to impact residents and cadet flight training operations.
- Protect frequency spectrum capacity through land and airspace buffering.

**KEY QUESTIONS**

“Before attending this meeting, did you know that military aircraft from outside our region use our airspace?”

“How do you find out what aircraft are flying in our area?”

“Are you concerned that development around airfield may cause those airfields to reduce operations?”

“Prior to closing on your home or renting a property did you review plat notes and real estate disclosures, or lease agreement for renting, to see if there were any notifications of military training impacts?”

“Are you aware that private drone use is restricted around military installations and public airfields for safety reasons?”
REGIONAL NETWORK

The transportation network consists of an interconnected system of railways, freeways and roads, bicycle paths, and sidewalks managed to meet the transportation needs of communities and military installations. The regional transportation planners and military officials have been working well together to address shared military and community needs. Effective traffic flow around installation gates and safe connections between installations are essential to sustaining local military missions. The safety and capacity of Colorado Highway 94 is a priority since it is the primary access route for movement between Schriever AFB and Peterson AFB and also a primary route for local residents. As military missions and regional population grow in size, it is important to continue coordination on transportation projects to make sure needs are met.

INTERSTATE HIGHWAYS:
- I-25 North-South: critical corridors for the region, particularly Fort Carson convoys.
- US 24 East-West: critical for Peterson complex, including Cheyenne Mountain AFS and Shriever AFB.
- State Highway 21 (Powers Boulevard): critical for Peterson complex, including Cheyenne Mountain AFS and Shriever AFB.
- State Highway 94 (to Cheyenne County): critical for moving personnel between Peterson AFB and Shriever AFB, where safety concerns are undergoing study by CDOT.
- State Highway 115 (to Canon City): critical for moving personnel between Peterson AFB and Cheyenne Mountain AFS. Essential for Fort Carson deployment and convoys.

STATE HIGHWAYS:
- State Highway 21 (Powers Boulevard): critical for Peterson complex, including Cheyenne Mountain AFS and Shriever AFB.
- State Highway 94 (to Cheyenne County): critical for moving personnel between Peterson AFB and Cheyenne Mountain AFS. Essential for Fort Carson deployment and convoys.
- State Highway 115 (to Canon City): critical for moving personnel between Peterson AFB and Cheyenne Mountain AFS. Essential for Fort Carson deployment and convoys.

AIRPORT:
- Colorado Springs Airport (COS): joint use by Peterson AFB and used for deployment by Fort Carson.

RAILROAD:
- Freight service only, no passenger service currently.

PUBLIC TRANSIT:
- Mountain Metropolitan Transit (MMT).

NON-MOTORIZED TRANSPORT:
- Numerous Bike lanes and trails within various transportation networks used for commuting and recreation by both citizens and military personnel and their families.

KEY QUESTIONS

“How do you participate in transportation decisions in your area?”

“Did you know that a good local and regional public transportation network is very important for national defense and military readiness?”

“Do you use Highway 94? If so, what has been your experience with driving that route and do you have any ideas for improvements? (e.g. visibility, litter, safety)”

PROPOSED STRATEGY AREAS

- Continue regional cooperation and networking on transportation issues and projects that support military missions through safety and capacity.
Wildland urban interface is defined as that part of the city where people and development meet wildland fuels and topography.

**CWPP OBJECTIVES**

- To educate residents regarding ways to reduce their wildfire risk
- To reduce the amount of natural, hazardous fuels around and adjacent to homes, businesses, schools, infrastructure and medical facilities by 10-60% depending on fuel loading and stand health.
- To improve the structural characteristics of new and existing construction in the wildland urban interface through ordinances, development review and individual consultation.
- To manage common areas and open spaces with respect for the natural characteristics and protecting habitat features.

**PIKES PEAK REGION WILDLAND URBAN INTERFACE RISK**

A measure of the potential impact on people and their homes from wildfire.

**KEY QUESTIONS**

- “Do you know the wildfire risk in your neighborhood and where to find that information?”
- “Before attending this meeting, were you aware that the fire agencies, emergency services, and military fire protection all work together during wildfire emergencies?”
- “Does your neighborhood have an evacuation plan or wildfire protection plan, and do you know and where to find that information?”
- “Have you ever conducted fire mitigation on your property? Do you know where to find fire mitigation information?”
A wildfire is defined as an unplanned, unwanted fire burning in a natural area, such as a forest, grassland, or prairie. As building development expands into these areas, homes and business may be situated in or near areas susceptible to wildfires, known as the wildland urban interface (WUI). Wildfire potential is greatest during periods with little or no rainfall and high winds and most are human-caused. Fires impact transportation, gas, power, communications, and other services. Flying embers can set fire to buildings more than a mile away from the wildfire itself. Many of our installations face the same wildfire risks as communities and residents. The Pikes Peak region has many cooperative inter-agency agreements between communities, towns, cities, and military installations.

**MITIGATION FOR WILDFIRE HAZARDS**

- Implement a Firewise Community Education and Information Program.
- Research the availability of use of possible weapons of mass destruction funds available to enhance fire capability in High Risk areas.
- Create and maintain defensible space around structures and infrastructure.
- Update building codes to require the use of fire-retardant building materials in high fire hazard areas.
- Require higher regulatory standards - such as a prohibition on combustible roof materials.
- Continue to develop partnerships with other organizations to implement wildfire mitigation plans and other hazard reduction programs.
- Complete and maintain a Community Wildfire Protection Plan including the assessment of parcels identified in the Wildland Urban Interface.
- Work with Colorado Forestry Association and Department of Natural Resources to review zoning and ordinances to identify areas to include wildfire mitigation principles.
- Investigate the status of and need to create additional emergency vehicle access in high hazard areas.
- Seek alternative water supplies in urban wildland interface areas.

**PROPOSED STRATEGY AREAS**

- Military and civilian stakeholders should continue to partner on wildfire issues.
- Civilian and military fire officials should continue to work together and combine resources on wildfire prevention and public education campaigns.
- Work with local jurisdictions and fire departments to make fire evacuation routes publicly available online.

**WHAT CAN I DO?**

The Healthy Forests Restoration Act of 2003 began a process of preparedness by implementing Community Wildfire Protection Plans (CWPP). It offers a positive, solution-oriented environment in which to address challenges such as: local firefighting capability, and need for defensible space around homes and subdivisions, and share and how to prioritize land management – on both federal and non-federal land. The plan allows communities to develop an interface definition and boundary that suits their unique environment. Communities have the opportunity to define their own wildland-urban interface.
Colorado is known as the “Headwaters State” because several of the West’s most important rivers rise in its Rocky Mountains. Colorado has eight major river basins and several aquifers. The majority of our water supply falls as snow in the Rocky Mountains. Because of weather patterns, more snow falls on the west side, providing more water there. However, most of the state’s population is on the east side. With no major water source nearby, much of Colorado Springs Utilities raw water collection system originates from nearly 200 miles away, near Aspen, Leadville, and Breckenridge.

Fountain Valley Authority or FVA (PWSID#CO0121300) receives water from the Fryingpan-Arkansas Project – a system of pipes and tunnels that collects water in the Hunter-Fryingpan Wilderness Area near Aspen. Waters collected from this system are diverted to the Arkansas River, near Buena Vista, and then flow about 150 miles downstream to Pueblo Reservoir. From there, the water travels through a pipeline to a water treatment plant before being delivered to Colorado Springs.

The State of Colorado has recently adopted a statewide water plan, Colorado’s Water Plan, which identifies objectives, goals, and critical actions needed to ensure that Colorado can maintain our state’s values into the future. An objective of Colorado’s Water Plan is that by 2025, 75% of Coloradans will live in communities that have incorporated water-saving actions into land use planning.

As part of the State Water Plan, El Paso County initiated efforts to write a county Water Master Plan. This plan is intended as a guiding document concerning broader land use planning issues. The advisory group for this plan includes members from the community regional water supply providers and representatives of the military, along with other stakeholders.
WATER

STORMWATER / WASTEWATER

STORMWATER

The stormwater system carries rainfall runoff and other drainage that is not absorbed by the ground. It is not designed to carry sewage or accept hazardous wastes. Stormwater runoff, which either flows directly into surface waterways or is channeled into storm drains, eventually discharges to surface waters.

Our region is comprised primarily of the Monument and Fountain Creek basins. Fountain Creek begins at the confluence of Monument Creek and continues downstream past the El Paso/Pueblo County border to the confluence with the Arkansas River within the city limits of Pueblo. This portion of the watershed is characterized by a variety of land uses which includes areas of rapid urban development that has the potential to exacerbate the rainfall-runoff rates, increase storm-runoff peaks, and undermine the natural geomorphic protection against runoff created by upstream land uses. The Pueblo region has been the recipient of stormwater issues that originate in El Paso County. The Pikes Peak region actively working on stormwater improvements and mitigation.

WASTEWATER

The wastewater system is a system of underground pipes that carries sewage from bathrooms, sinks, kitchens, and other plumbing components to one of the wastewater treatment plants. Wastewater systems are completely separate from stormwater systems. Following treatment, wastewater effluent goes into existing creek basins, such as Fountain Creek, and is under state and federal permits to meet minimum standards under the Clean Water Act. Not all of the region’s installations are on the same wastewater systems, but all of the installations partner with civilian stakeholders to manage what is discharged into wastewater systems in an effort to help ensure water standards are met.

PROPOSED STRATEGY AREAS

- Improve health and safety
- Improve water quality
- Improve wildlife habitats
- Improve stream bed and bank stability
- Improve fisheries
- Improve general creek health
- Reduce flooding magnitude and incidents
- Reduce sedimentation
- Improve citizen access and creek visibility within recreational use balance with conservation

KEY QUESTIONS

“Before attending this meeting, were you aware that citizens, communities, and the military all share a mutual interest in addressing regional stormwater issues?”

“After reviewing this board do you have a better understanding of the difference between stormwater and wastewater? Do you know where to find additional resources?”

COLORADO SPRINGS REGIONAL JOINT LAND USE STUDY
USAFA STORMWATER

USAFA has experienced the effects of stream degradation and destruction of stormwater improvements as the result of the rapid development of lands to the north and east of the installation. The Monument Creek Watershed Restoration Master Plan (MCWRMP) stakeholder group began prior to the JLUS. This plan brought together regional stakeholders who emphasized the need for larger regional stormwater coordination. USAFA and civilian partners continue to work through past and current issues and are joining efforts to mitigate problem areas along Monument Creek for the future.

MONUMENT CREEK WATERSHED RESTORATION MASTER PLAN

Stormwater efforts of the Monument Creek Watershed Restoration Master Plan (MCWRMP) stakeholder group were held to address the ongoing issues on USAFA land. This Master Plan was drafted with input from dozens of community stakeholders and the public. USAFA was a partner in funding this project along with El Paso County, Colorado Springs, and Colorado Springs Utilities. The resulting recommendations support a collaborative and regional approach to addressing stormwater issues by prioritizing projects within the Monument Creek watershed of which a large portion would occur within drainages that impact USAFA.

PROPOSED STRATEGY AREAS

- Coordinate stormwater efforts with community partners and adjust project priorities as work is completed in the watershed.
- Stabilize the creek and floodplain to reduce erosion and sediment transport using the projects and techniques identified within the Monument Creek Watershed Restoration Master Plan.
- Establish performance criteria that can be applied to the design of future detention, stabilization, habitat restoration, and sediment reduction projects in Monument Creek.
- Through development of new stormwater management and land use regulations, encourage stormwater management standards and techniques to reduce runoff, peak flows and runoff volumes.

KEY QUESTIONS

"Do you know where your drinking water comes from and where to find that information?"

"Before attending this meeting, were you aware that citizens, communities, and the military all share a mutual interest in sustaining long-term water supplies?"

"Do you utilize any water conservation techniques and know where to find relevant information?"
Our Public Communications Working Group consisting of public affairs officials from communities, citizen’s organizations including CONO, and installation representatives met to examine communication between military, local government, community stakeholders, and citizens. This is the foundation for addressing land use compatibility, preservation of military operations, and community impacts from military operations. The conduits for these information flows including the news (broadcast and print media) organizations, websites, social media, direct email communication, information provided at public meetings, and one-on-one between stakeholders in meetings and phone calls. Every day, each of us absorb massive amounts of information, which can cause critical information of public interest to become lost on its way to those who want to receive it. Citizen input gathered during this study indicated that most interest in military operations is curiosity in what aircraft are flying overhead and what military events or operations may have an effect on their daily lives, but the overall attitude is supportive of the military. Specifically, the citizen’s survey conducted at the beginning of the study in 2016 indicated a generally positive view of the military as community partners. For a smaller number of residents the interest in military operations information is due to a concern about potential negative safety impacts or experiences with noise.

**PROPOSED STRATEGY AREAS**

- Preserve existing methods of getting military operational information to the public.
- Improve methods and resources for educating residents about flight and airspace use that they experience regularly.
- Engage community residents to understand effectiveness of current communication methods and continue to learn what information is of greatest public interest.
- Utilize online mapping to display important military operational information of public interest.
- Work with realtors/developers to guide buyers to information on airspace use and military operations that may impact their home-buying decisions.

**KEY QUESTIONS**

“Before attending this meeting, were you aware that information on military operations can be found on military websites and distributed through local newspapers and television news?”

“What information on military operations is most important to you?”

“Where do you usually look for information on events and operations associated with military installations?”

**STAY ENGAGED**

Your comments today will inform how we draft the study document. Later this summer, we will post a draft Joint Land Use Study document on the PPACG website and ask again for public input for a two week comment period. Stay tuned on future announcements associated for this process and we appreciate your assistance! We hope that you continue to learn and be engaged in how the military and your community are jointly working together on mutual interests.
OVERVIEW

El Paso County encompasses more than 2,158 square miles – slightly more than twice the area of the state of Rhode Island. The western portion of El Paso County is extremely mountainous while the eastern part is prairie land where dairy cows and beef cattle are the main source of ranchers’ income. The altitude ranges from about 5,095 feet on the southern border at Black Squirrel Creek to 14,110 feet on the summit of Pikes Peak.

MILITARY PRESENCE IN EL PASO

The military plays a critical role in the sustained economic vitality of the region and is a major employer of military personnel, civilian employees, and contractors who work at these installations. Training operations utilize mountain locations and flight training occurs in airspace over prairie landscapes characterized by ranching activities. Military convoys and transportation of supplies and equipment travel throughout the region as well. Even those who do not directly work for the military interact with service members in stores, restaurants, and at public events. This leads civilian and military personnel to share interests in the health, prosperity, and quality of life of every community in this region.

QUICK FACTS

| LAND AREA (SQ. MI) | 2,130 |
| POPULATION 2015*   | 677,022 |
| POPULATION 2025*   | 791,904 |
| POPULATION 2045*   | 1,024,521 |
| 2014 DOD EMPLOYMENT** | 107,016 |
| 2014 DOD RELATED EARNINGS** | $7.5 B |


KEY QUESTIONS

"How do you believe that Fort Carson, the military, and the community can work together to sustain important military training while preserving quality of life in your county?"
OVERVIEW

Fremont County encompasses more than 1,534 square miles and has a population of 46,824 with a density of 31 persons per square mile. The economy of Fremont County specializes in public administration including correctional institutions, mining, quarrying, oil and gas extraction; and real estate. Fremont County is home to 13 prisons generating more than half of the jobs in the area. The Colorado Department of Corrections operates nine facilities, including the oldest prison in the state, the Colorado Territorial Correctional Facility in the County seat of Cañon City. The four Federal prisons include ADX Supermax, the only federal “Supermax” prison in the United States.

MILITARY PRESENCE IN FREMONT

The military plays a critical role in the sustained economic vitality of the region and is a major employer of military personnel, civilian employees, and contractors who work at these installations. Military convoys and transportation of supplies and equipment travel throughout the region as well and sometimes pass through the Penrose area. Military personnel and military veterans live in Fremont County and commute to the Colorado Springs area to access the installations for employment and services. Therefore, the military and Fremont residents have a shared interest in maintenance of Highway 115.

The military frequently uses Fremont County Airport and, in the past, has conducted flight training in airspace near the correctional facilities. Fort Carson has long used the unique mountainous topography of our region for training, primarily on National Forest land. In 2013, the Army made a request for more regular use of Bureau of Land Management lands on approximately 35,000 acres of public land for training and established approximately 45 helicopter landing zones (HLZs), in south central Park, southwest Teller and north Fremont counties for its High Altitude Mountain Environment Training (HAMET) program. HAMET is designed to train helicopter pilots in flying and landing in high altitude mountainous terrain for overseas operations. Fort Carson continues to receive and respond to public input on these operations.

KEY QUESTIONS

“How do you believe that Fort Carson, the military, and the community can work together to sustain important military training while preserving quality of life in your county?”

Quick Facts

<table>
<thead>
<tr>
<th>Land Area (sq. mi)</th>
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<tr>
<td>Population 2015*</td>
<td>46,659</td>
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<td>Population 2025*</td>
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<td>Population 2045*</td>
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<td>2014 DOD Employment**</td>
<td>188</td>
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<tr>
<td>2014 DOD Related Earnings**</td>
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Pueblo County encompasses approximately 2,397 square miles, has a population of 160,852, a population density of 67.08 people per square mile, and topography that ranges from farms in riparian land along the Arkansas River to rangeland, forests and mountains. Located at the confluence of the Arkansas River and Fountain Creek, Pueblo has been an important crossroads for transportation and trading for more than 150 years. Pueblo is international, multi-racial, and multi-cultural with a well-established Hispanic community that encompasses more than 40 percent of the population.

The City of Pueblo is the county seat and most populous city in Pueblo County serving as the economic hub of southeastern Colorado. As one of the largest steel-producing cities in the United States, Pueblo is sometimes referred to as the “Steel City”. Pueblo’s economy is bolstered by the employment in primary sectors such as education, healthcare services, and high-profile employers such as CSU-Pueblo, Vestas Wind Systems, Professional Bull Riders Inc., and Mission Foods. Military convoys and transportation of supplies and equipment travel throughout the region as well. Military personnel and retired military live in Pueblo County and commute to the Colorado Springs area to access the installations and services, and have a shared interest in maintenance of Interstate 25.

As the hometown of four Medal of Honor recipients — more per capita than any other city in the United States — Pueblo is also known as the “Home of Heroes.” The military plays a critical role in the sustained economic vitality of the region as installation employees commute from Pueblo and Pueblo West to work at these installations. The Pueblo Army Depot is another key employer within Pueblo County but was not included in this study due to the small operational footprint and minimal development pressure around the facility. Training operations utilize mountain locations, low-level helicopter flight training over open rangelands, and use of Pueblo Memorial Airport. Doss Aviation’s flight training facility is located at the airport as part of the Air Force’s Initial Flight Training (IFT) Program. This program is not covered by this study since it is not associated with a particular military installation within this region but is an important activity at the airport.

Colorado State University-Pueblo has a full-time office presence at the Fort Carson Education Center operating under a Memorandum of Understanding with the Department of the Army. Colorado State University-Pueblo has been nationally recognized as a military friendly school.

**OVERVIEW**

**MILITARY PRESENCE IN PUEBLO**

**QUICK FACTS**

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<th>Land Area (sq. mi)</th>
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<td>2014 DoD Employment**</td>
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<td>2014 DoD Related Earnings**</td>
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**KEY QUESTIONS**

“How do you believe that Fort Carson, the military, and the community can work together to sustain important military training while preserving quality of life in your county?”
TELLER COUNTY

OVERVIEW

Teller County was carved out of El Paso County in 1899 from the western slope of Pikes Peak. The county has a population of 23,472 people with a median age of 49.5 and a median household income of $63,723. Cripple Creek is the county seat whereas Woodland Park is the most populous city. Compared to other counties, Teller County has a high number of mining jobs with one of the largest gold mines in the country in Victor and Cripple Creek. Tourism, recreation, and gaming are primary economic drivers.

MILITARY PRESENCE IN TELLER

The military plays a critical role in the sustained economic vitality of the region and is a major employer of military personnel, civilian employees, and contractors who reside in Teller County and commute to work at these installations. Fort Carson has long used the unique mountainous topography of our region for training, primarily on National Forest land. In 2013, the Army made a request for more regular use of Bureau of Land Management lands on approximately 35,000 acres of public land for training and established approximately 45 helicopter landing zones (HLZs), in south central Park, southwest Teller and north Fremont counties for its High Altitude Mountain Environment Training (HAMET) program. HAMET is designed to train helicopter pilots in flying and landing in high altitude mountainous terrain for overseas operations. Fort Carson held meetings with residents of communities and rural areas within Teller County to receive feedback on training operations during the BLM proposal in 2014 and 2015. Fort Carson continues to receive and respond to public input on these operations.

KEY QUESTIONS

"How do you believe that Fort Carson, the military, and the community can work together to sustain important military training while preserving quality of life in your county?"