



Technical Report: Land Use

Relevant land use plans, land use maps, zoning maps and aerial photographs were reviewed to characterize and evaluate land use and zoning issues in the SH 16 study area.

EXISTING LAND USE

The study area falls entirely within El Paso County with most portions also being located within the city limits of Fountain. The city of Fountain has jurisdiction over undeveloped land between I-25 and Fountain Creek, both north and south of SH 16, and the property both east and west of US 85, south of SH 16. The remaining areas are within unincorporated El Paso County.

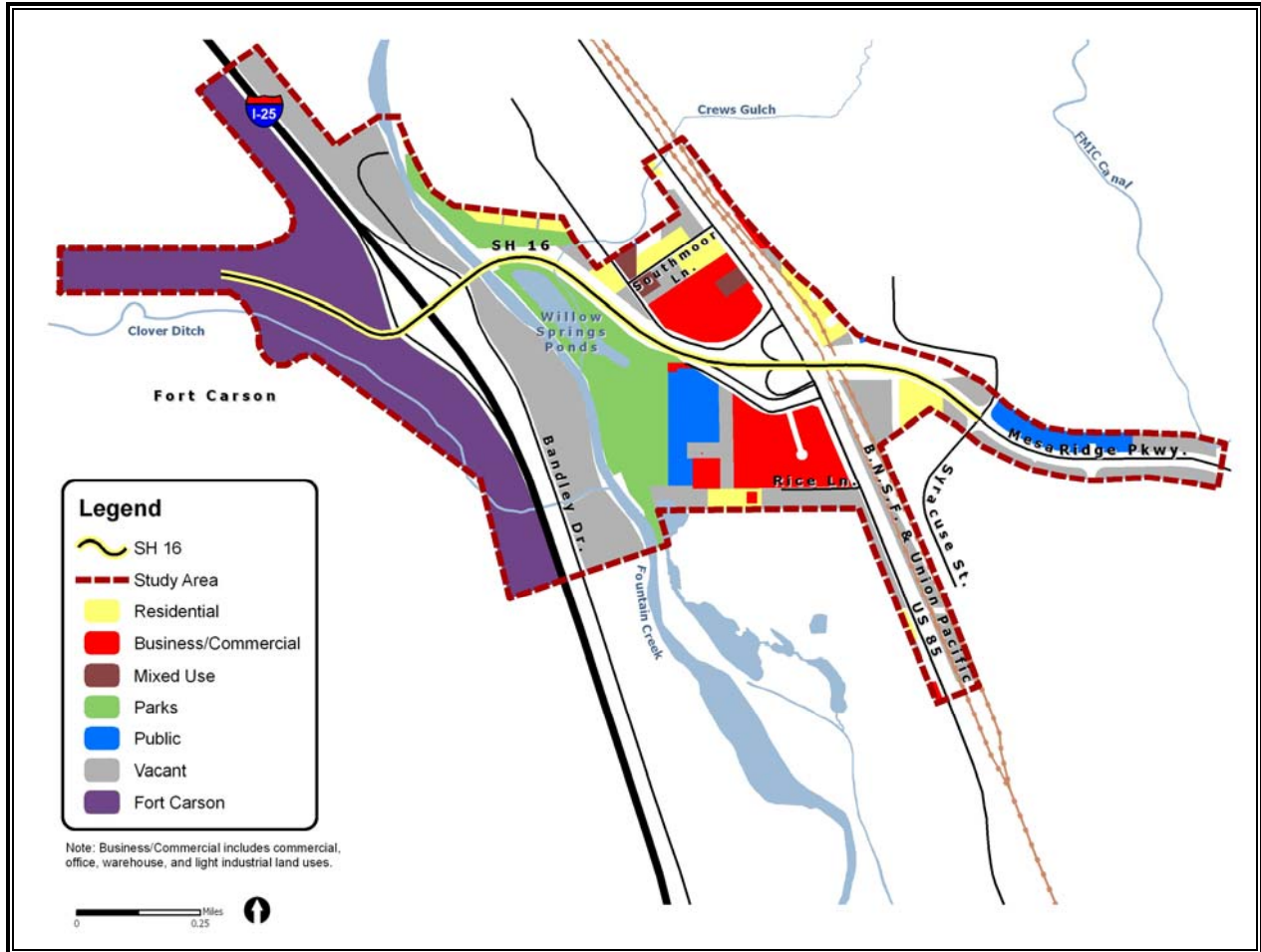
Existing land uses within the study area include residential, commercial, light industrial, public, and undeveloped/vacant lands. East of I-25 existing land uses within the study area are largely commercial and light industrial. Two parks border SH 16 east of Fountain Creek. The Fort Carson Army Post is located west of the I-25/SH 16 interchange, adjacent to the CDOT right-of-way. This portion of the Army Post is a largely unimproved buffer area, with an inactive landfill (on 2.7 acres near Gate 20), a perimeter road and security gate that restricts public access. Existing land uses in the study area are shown in **Figure 1**.

Zoning information for the study area was obtained from the Official Zoning Map of the city of Fountain 2005, and El Paso County Assessor Data, 2006. General zoning classifications in the study area include: Agricultural, Residential, Business/Commercial, Small Office/Warehouse, Village Center, Industrial, and Parks and Open Space. In some locations, these zoning classifications do not reflect existing land use. For example, a portion of Fountain Creek Regional Park is located upon land that is zoned Agricultural.

The Village Center zoning classification is intended to provide a mix of complimentary commercial uses that share ingress and egress and clustered on-site parking and that are linked by pedestrian walkways, corridors and plazas. Within the study area this zoning accommodates the northernmost portion of the Park View development on the

southwest cornering of Rice Lane and US 85. The Park View development is discussed further under *Future Land Use*. Other districts devoted to future development in the study area are the Planned Industrial and Planned Business Districts. These zoning districts are shown by location in **Figure 2**.

Figure 1
Existing Land Use in the Study Area



Future Land Use

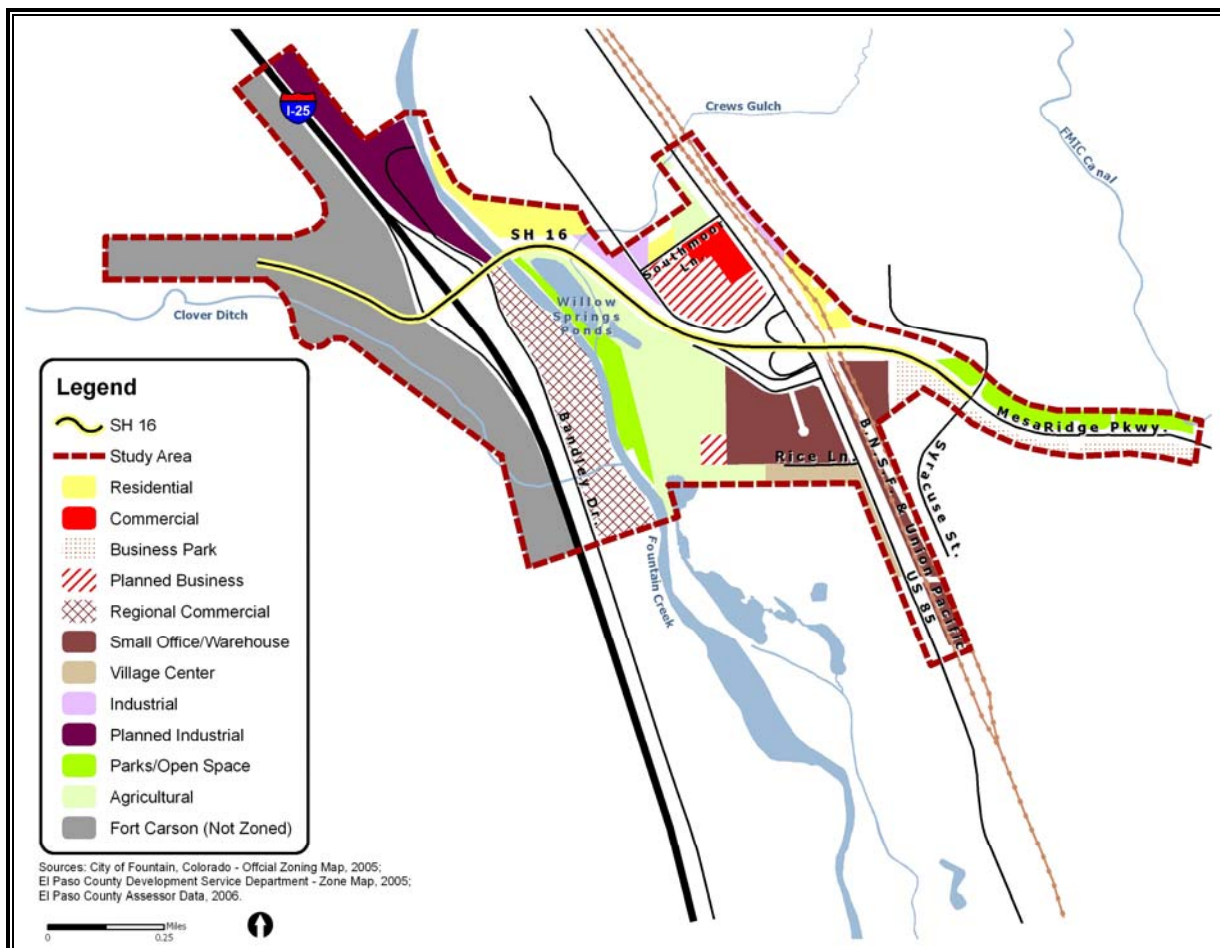
Adopted land use plans that provide general guidance for future development and growth in the study area are the *City of Fountain Comprehensive Development Plan, 2005* and the *City of Fountain Traffic Master Plan, 2002*.

City of Fountain land use plans indicate substantial growth and development from I-25 east to Mesa Ridge Parkway. The Fountainhead Business Park is planned north of SH

16 and east of I-25 along Bandlely Drive. The proposed development includes a 210-acre business park with a hotel site, retail site, medical office complex and industrial uses. Additional development is planned along Bandlely Drive south of SH 16 and east of I-25. This parcel includes approximately 30 acres and extends from SH 16 south to the Clover Ditch. The first phase of development is planned to be commercial development that includes a hotel, restaurants, and a gasoline station. Further south along Bandlely Drive, a 60-acre light industrial site has been platted (**Figure 3**).

Park View is a 38-acre commercial and industrial development planned at the southwest corner of Rice Lane and US 85. The project includes 16 small office/warehouse lots with primary access to US 85 at Rice Lane. The majority of this development will be located outside of the study area.

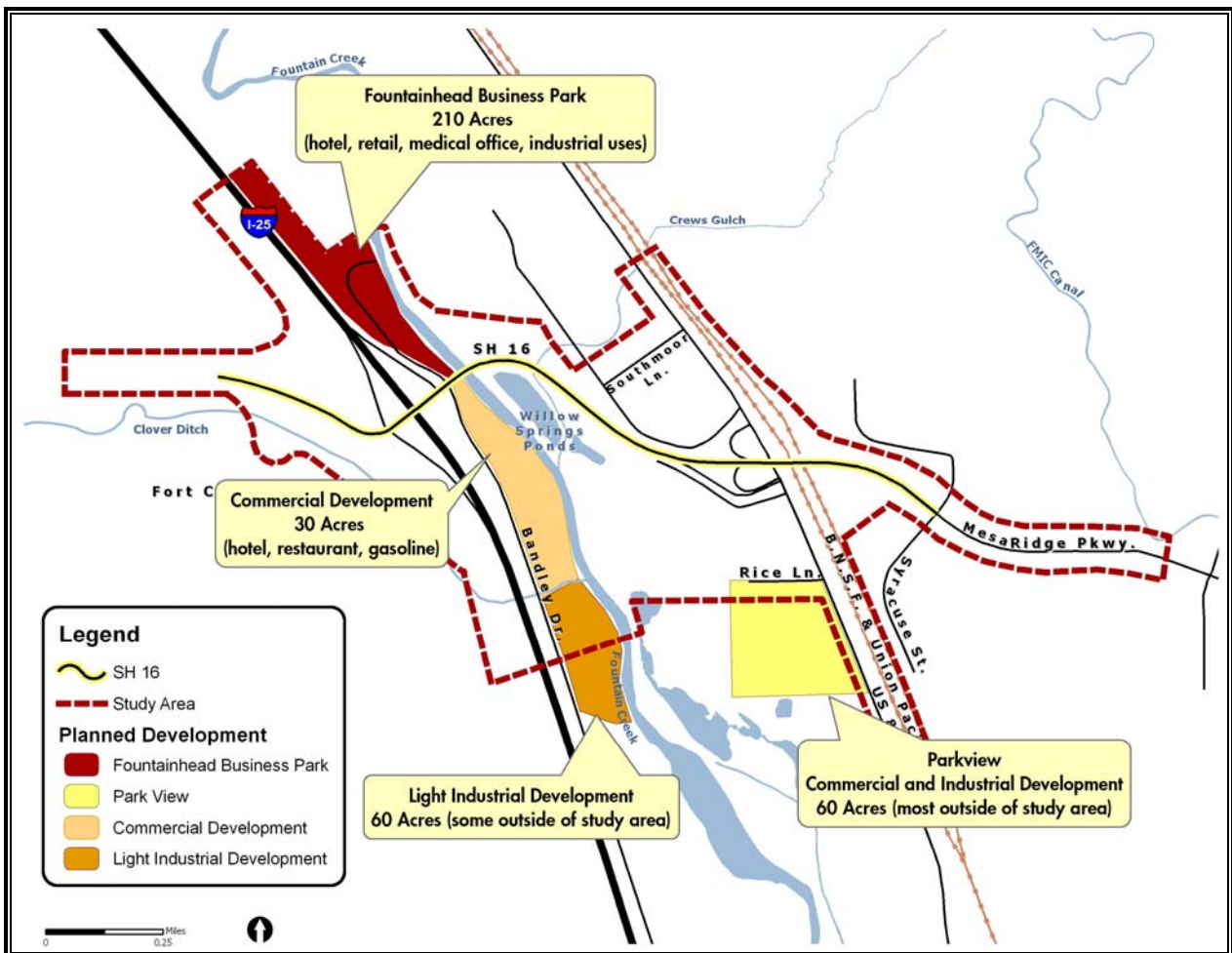
Figure 2
Existing Zoning in the Study Area



The Fort Carson Army Post covers the entire land area west of the I-25/SH 16 interchange. The U.S. Army plans to add approximately 10,000 additional troops at Fort Carson by the end of 2006. Additional housing and services will be need both on-post and off-post to accommodate the growing population at Fort Carson and surrounding areas.

Planned developments within the study area are shown by location in **Figure 3**.

Figure 3
Planned Development in the Study Area



LAND USE IMPACTS**No-Action Alternative**

The No-Action Alternative is not consistent with future land use plans because it would not support the substantial growth and development that is planned. The No-Action Alternative would not support the transportation needs of the area as identified in the Pikes Peak Area Council of Governments (PPACG) 2030 Long-Range Transportation Plan. Planned development, including the commercial and industrial sites at the northeast and southeast quadrants of SH 16/I-25, and the addition of troops at Fort Carson is expected to proceed regardless of whether or not improvements are made to SH 16. New development and anticipated population growth would lead to increased congestion and travel time delays throughout the study area.

Proposed Action

Construction of the Proposed Action would result in a direct conversion of approximately 37.8 acres of land to a highway right-of-way. Of this amount, 24.3 acres would be needed from Fort Carson, and the remaining acreage is from 26 commercial, industrial and vacant parcels. No commercial establishments or residential structures would be displaced by the Proposed Action. For additional right-of-way information, refer to the *Right-of-Way and Relocation Technical Memorandum, 2007* contained on the CD attached to the back of the EA.

The Proposed Action is consistent with local zoning, land use, and transportation plans as well as the PPACG 2030 Long-Range Transportation Plan. All of the lands adjacent to the corridor are either developed or approved for future development. The Proposed Action would accommodate anticipated growth but would not likely encourage changes in current zoning or land use patterns in the corridor.

The Proposed Action is not expected to induce growth since all of the lands adjacent to the corridor are either developed or approved for future development. However, the Proposed Action could influence the timing of this development. Land within the study area may be developed more quickly as businesses respond to the potential market generated by the increasing number of motorists traveling upon SH 16, particularly at major access points along Bandley Drive and SH 16 and along US 85.

LAND USE MITIGATION

The Proposed Action is consistent with existing land use plans and the PPACG 2030 Long-Range Transportation Plan. No mitigation is necessary. Mitigation for property

acquisition is addressed in the *Right-of-Way and Relocation Technical Memorandum, 2007* contained on the CD attached to the back of the EA.

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