

percent of the current unpaid principal, \$15.82 million. The increasing sales and use collections coupled with any leftover money in the interest and principal funds reduces the outstanding principal used to calculate the required fund reserve, which will help sustain the existing \$800,000 surplus in the debt service fund. This surplus will be used to pay the next two annual interest and next one annual principal payment in 2016 as well as in each year of the projection through 2020 without touching the reserve fund.

Johnsen noted that her five-year projection does not assume there will be any additional reimbursements to BRRTA from the Pikes Peak Area Council of Governments (PPACG) or the Colorado Department of Transportation (CDOT) in addition to the first and only \$3 million reimbursement in 2012.

The board unanimously accepted the preliminary 2016 budget as presented.

Update on meeting with Dan Hunt of CDOT

Johnsen noted the special meeting BRRTA board members and staff members had on June 29 with Shailen Bhatt, executive director of CDOT, CDOT Region 2 Transportation Director Karen Rowe, and several CDOT staff members to discuss CDOT reimbursement of BRRTA's cost of construction for the expansion of the I-25 Baptist Road interchange (Exit 158.) (ocn.me/v15n8.htm#brtta0729)

Johnsen said the CDOT representatives recognized and stated at this June 29 meeting that CDOT was obligated to repay BRRTA for this construction cost but when and how still were questions. Johnsen stated that it was also agreed that she

would meet with Dan Hunt, CDOT's project engineer and manager for coordinating the interchange expansion with BRRTA and the county (ocn.me/v7n1.htm#brtta) to figure out the bottom line reimbursable construction cost.

Johnsen and Hunt then met to review the historical documentation provided to the county staff by CliftonLarsenAllen. Johnsen said she had completed a preliminary draft work product analysis of all the financial documentation, including determination of which costs were not a reimbursable construction cost. She said her preliminary draft total reimbursable construction cost from this analysis was very close to the total reimbursable construction cost determined by CliftonLarsenAllen. She will meet again with Hunt to discuss her preliminary analysis of the large amount of documentation. When Johnsen and Hunt are in agreement, Hunt will go back to Rowe with their settled upon total construction cost.

Update on property owned by BRRTA

Jennifer Irvine, engineering manager for the county's Public Services Department and chair of the PPACG Transportation Advisory Committee, gave an information briefing to the board on possible resale of some or all of the 4.76-acre rectangular lot that BRRTA owns on the southwest corner of the intersection of Baptist Road and Leather Chaps Drive. BRRTA will go away once its revenue bond debt is paid off, so this property needs to be transferred to a new owner in the future.

This vacant residential property was acquired by BRRTA for construction of a frontage road that extends from this intersection to the parking lot for the Family of Christ Lutheran Church. Baptist Road became a major county collector road when it was widened. The church and the two adjacent existing homes to the east each had driveways that accessed the south side of the original two-lane roadway, but these accesses had to be eliminated for safety when the required curbs for the collector road were constructed. The only available access to the church, these homes, and either Lot 1 or Tract A is from the frontage

road.

The frontage road right-of-way, 0.79 acre, divides Lot 1, 1.58 acres on the northeast corner, from Tract A, 2.36 acres on the south side of the property. The right-of-way is s-shaped running from the northwest corner of the property to a point on the south half of the east side of the property due to a median for the northbound left-turn land on Leather Chaps at the intersection for cars turning west onto Baptist Road. Because of the right-of-way's s-turn shape, both Lot 1 and Tract A are irregular in shape. In addition, Tract A requires wetland mitigation. The county is maintaining the frontage road and wetland.

Irvine said the property has existing Chaparral Hills subdivision covenants that do not allow subdivision into lots smaller than 2.5 acres. The land use restrictions limit potential uses to residential homes, country estates, or a country home, church, or community center for the benefit of Chaparral Hills residents. If the county rezoned the lot to some other use such as commercial, it would be vulnerable to a lawsuit from Chaparral Hills residents.

The lot is not in the Donala Water and Sanitation District service area and has no water and sewer service from Donala. The lot would have to be included into the Donala district and the distance from the current Donala service area boundary would make connections for water and sewer very expensive.

The lot would have to be annexed by the Town of Monument to be eligible for water and sewer service from Triview Metropolitan District. Construction of water and sewer connections to Triview under Baptist Road would also be very expensive.

Irvine noted that the county wants to retain ownership of the frontage road right-of-way, but the lot's restrictive subdivision covenants may require the county to obtain an access easement for the roadway and wetlands instead. The county could take over the whole property or see if the Chaparral Hills homeowners association would like to take it and give the county an access easement for the roadway.

This agenda item was continued to the next BRRTA meeting in November.

Artwork for Old Denver Road roundabout

Sky Hall, president of Tri-Lakes Views, gave the board a progress report on the original sculpture by Reven Marie Swenson that his group has proposed for decorating the center of the new roundabout under construction at the intersection of West Baptist Road and Old Denver Road. These unique original pieces of art will be metal aspen trees about 25 to 27 feet tall. The trunks will be powder-coated stainless steel pipes gracefully bent in a random pattern with stainless steel wire branches starting no less than 12 feet above the ground for vehicle clearance. These wire branches will support a canopy of multi-colored stainless steel "Aspen Cups."

Irvine said she endorsed the project's engineering and maintainability in the middle of a county roadway and described all her coordination steps in gaining all the various approvals for long-term county ownership.

Tri-Lakes Views, a 501(c)3 nonprofit, will hold a fund-raising campaign to raise the estimated \$30,000 total cost for installing three of these sculptures. Upon completion the sculptures will be donated to the county.

A hint of the appearance of this design is available at www.trilakesviews.org/pages/FS2310.tml?page=P2310-2.html.

For more information on Swanson, see suindependent.com/art-around-the-corner-featured-piece-dancing-aspens-by-reven-marie-swanson/

Dancing Aspens by Reven Marie Swanson.

The meeting adjourned at 4:30 p.m.

The next meeting will be held on at 2:30 p.m. on Nov. 13. The location has not been determined yet. Meetings are normally held on the second Friday of the second month of the quarter. Information: 520-5547 or 520-6386.

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Woodmoor Improvement Association Board of Directors, Aug. 26

Board discusses ham radio legislation, expands parking

By Jackie Burhans

At the Woodmoor Improvement Association (WIA) board meeting on Aug. 25,

Woodmoor resident and ham radio operator Stu Turner discussed upcoming federal legislation and the board voted to increase the number of licensed vehicles that can be parked in residents' driveways from two to three.

Ham radio legislation

During the owners' comments portion of the meeting, 13-year Woodmoor resident and ham radio operator Stu Turner discussed a recent letter sent out by the Community Associations Institute (CAI) about upcoming legislation they characterize as an unnecessary federal pre-emption of association CC&Rs and by-laws.

According to the CAI website (www.caionline.org), the bills, H.R. 1301 and S.B. 1685, would direct the Federal Communications Commission (FCC) to pre-empt any private land use restriction that prohibits amateur radio broadcasting, fails to reasonably accommodate amateur radio broadcasting or fails to constitute the minimum practical restriction to accomplish an association's legitimate purposes. Community associations would need to make reasonable accommodations for

ham radio equipment; including amateur radio towers, antennas, and other external devices.

Turner, of www.hamradioschool.com, who has written two books on how to obtain a ham radio license, characterized the communication on these bills as inaccurate and untruthful and wanted to provide up-to-date information to the board. He noted that, as a resident of Woodmoor, he had a vested interest in maintaining his property values and offered his organization as a resource, should the bills pass, to craft rules that would work for all.

Driveway parking extended to three cars

Erik Stensland requested a vote on proposed changes to WIA rules and regulations, specifically Part I, Section K regarding motor vehicles. The rule currently says "Up to two (2) currently licensed motor vehicles may be parked in the resident's driveway, not on the street." And the proposal is to increase the number of allowed vehicles to three. No other rules regarding motor vehicles would be changed. During discussion, Stensland noted that these



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