

RE: FLYING HORSE NORTH DEVELOPMENT

DATE: February 10, 2018

My name is Karen Hilborn and I own and have lived on the property at 14030 and 14120 Holmes Road for 10 years. Prior to 2007 we owned and lived at 14090 Holmes Road.

The neighborhood has formed a committee called "The Committee for Holmes Road Traffic Safety". We represent dozens of residents on Holmes Road and adjacent roads only accessed by Holmes Road. We have dozens of signatures on a petition and are in the process of adding more daily.

This is not a "Not in my backyard" situation. This does not include our feelings about the development specifically, nor the water use by this development. This is totally about the safety of the residents on Holmes Road. This is about the past year of incidents which have impacted the integrity of our neighborhood and the safety threats to our children, pets, property, wildlife and ourselves.

During the fire of June 2013 this neighborhood was one of the hardest hit, losing over 60 homes, hundreds of acres and thousands of trees. Since that time we have **welcomed** hundreds of trucks, heavy equipment loads and all that goes with RE-BUILDING a neighborhood. We continue to see homes being re-built, forestry efforts and we experience the PTSD that goes with an historic disaster. Now, we feel like we are being attacked again so that a new sub-division of 281 homes and a golf course can thrive.

We need relief. We need time and the opportunity to heal and re-establish our neighborhood.

A developer has no control over the hundreds of subcontractors that go to and from the development. They can warn and caution but it will be the Holmes Road residents who will suffer the consequences and who will have to become full time monitors of the situation. We don't want or need that job. We have a right to enjoy our neighborhood, which is long established and has long-time residents, without constant turmoil.

We ask that Holmes Road be shut to not only construction traffic, but to the connection of Holmes into Flying Horse North. It should be, at best, a chained, emergency road.

Stagecoach Road has been put through from Hwy. 83 to Black Forest. Once the developer completes the connections at either end, those two major roads will be equipped to handle the construction and completed development traffic.

This development will succeed without the use of Holmes Rd. Prospective buyers will not be swayed in their decision to buy based on whether or not Holmes Road is an access to Flying Horse. Golfers will happily enter from Hwy. 83 or Black Forest Road.

Karen & Robert Hilborn
14030 and 14120 Holmes Road
hilborn@centurylink.net
495-0569

For Nina Ruiz
Planning Dept.



Copies of statements from some
Holmes^{Rd.} residents at
Black Forest mtg. of Feb 12

Thanks, Nina, for
coming to the
meeting!

Marcia.

Hanning

719-330-1548

William & Teri Mantia
13360 Holmes Rd.
Colo. Springs, CO. 80908
tbmantia@aol.com

- Holmes Rd. is Not designed to accommodate the extra volume of Traffic from Flying Horse North
- Holmes Rd has a posted speed limit of 30 mph, which is ignored. There is also a Horseback Rider sign. This is the type of road Residents would like to Retain.
- We were told 'No' to speed humps because of snowplows.
- Holmes Rd was practically burned off the map in 2013. We are still very much in recovery and do not need added traffic and speeders on this road. Enough!

To whom it may concern:

As a resident on Holmes Road in Black forest I would like to express my concerns with access for construction and through traffic for Flying Horse North on Holmes Road. I have had several near misses along Holmes and especially my driveway which is somewhat blind and requires a bit of a run to exit my property. Recently I had to go around two trucks which were unloading equipment. Unfortunately, this required passing them while approaching a blind hill. I have also had construction workers racing down Holmes well over 60 MPH right in front of my house, again these vehicles are hard to see as I approach the top of my driveway. There have also been several near misses as I try to plow my road. Holmes is narrow, steep and full of blind hills and driveways it was not designed for this type of traffic. I also understand that since I live north of Vessy I may have to sacrifice my own property in order to widen the road for this new development. Please keep this high volume and wide traffic off of Holmes road it is dangerous and there are plenty of more suitable access points.

Thank You Keith Anderson

14350 Holmes Road, Black Forest CO, 80908

 2/12/18

Good evening. I'm here representing myself, Marcia Hannig, my family, and my neighbors as part of the Committee for Holmes Road Traffic Safety. We live at 13090 Holmes Rd. Specifically, I am addressing school bus safety – the safety of students on a road with 7 blind hills, excessive speeds, and increased construction traffic from Flying Horse North and, eventually, traffic from the golf course and housing.

We presently have 4 buses picking up and dropping off students between 7-8 a.m. and 3-4 p.m. – 8 trips a day for buses from Edith Wolford Elementary, Challenger Middle School, Pine Creek High School, and a special needs bus. Those are often the times when construction traffic is coming or going from Flying Horse North. I have spoken with the D20 Director of Transportation and the bus drivers on our route. All have a keen interest and concern for student safety while students are crossing Holmes Rd. in the morning to get on the bus and getting off the bus in the p.m. They are very aware of the danger on Holmes of speeding and blind hills.

In reference to this danger, I am going to read a statement from my daughter Ellie Hannig, a Pine Creek student, regarding a school bus ride/traffic encounter on Holmes Road.

My name is Ellie Hannig. I live at 13090 Holmes Road and am a student at Pine Creek High School. I have ridden the bus every year since preschool at Wolford Elementary except the year we were displaced from the loss of my childhood home due to the Black Forest Fire.

A few weeks ago there was an incident with traffic when I got off the high school bus. My bus was heading south on Holmes about 3:25 on a Friday afternoon. We live at the lower end of a blind hill which is to the north of our house. There were 4

vehicles behind the bus, waiting while I got off. I quickly hurried over to the mailbox (about 8 feet away) to get the mail. The bus started to move when my driver saw I was safe. Then the line of cars started to move after the bus driver turned off the blinking lights. In the meantime, another vehicle came roaring over the hill and had to quickly stop because the waiting vehicles were just starting to move. The arriving vehicle driver blew his horn at the line. The man in the last car of the line pulled over at the head of our driveway, rolled down his window, and confronted the driver who had blasted his horn. He basically said, "There was a school bus!!" (and maybe some other choice words)

Thank you,

Ellie Hannig

Pine Creek High School student and Holmes Rd. bus rider

To conclude, we know Holmes Rd. is not safe because we live there. Remove it from the PUD as the southern entrance to Flying Horse North. Stop using it for the main construction thoroughfare now and for the future because it just adds to dangerous traffic. Gate it, lock it for emergency purposes, and give our Holmes Road neighborhood relief and some semblance of a sense of safety from the onslaught of continued Flying Horse North traffic, now and for the future. By the way, many high school students driving to Pine Creek and living in Flying Horse North will use Holmes to get to school via Milam, not Hwy 83 or Black Forest Rd. That holds true for parents taking their kids to school at Challenger and Pine Creek. It's a straight shot downhill with some fun hills, and I fear that the 30mph speed limit will be exceeded way too often.

Marcia and Jack Hannig

13090 Holmes Rd. Colorado Springs, CO 80908

mjhannig@aol.com

Nina Ruiz

From: Nina Ruiz
Sent: Tuesday, February 20, 2018 1:43 PM
To: 'MrsMikus@msn.com'
Cc: 'Drew Balsick'; 'John Maynard'; Mike Hrebenar
Subject: RE: 15645 Terra Ridge Circle, CO 80908

Begin forwarded message:

From: Darryl Glenn <DarrylGlenn@elpasoco.com<<mailto:DarrylGlenn@elpasoco.com>>>
Date: February 19, 2018 at 10:32:17 AM MST
To: Mrs Mikuska <MrsMikus@msn.com<<mailto:MrsMikus@msn.com>>>, Craig Dossey
<craigdossey@elpasoco.com<<mailto:craigdossey@elpasoco.com>>>
Cc: "terry.stokka@fobfpp.org<<mailto:terry.stokka@fobfpp.org>>"
<terry.stokka@fobfpp.org<<mailto:terry.stokka@fobfpp.org>>>
Subject: Re: 15645 Terra Ridge Circle, CO 80908

Craig,

Could you please have a member of your staff provide Mrs. Mikuska with information concerning the developer's requirements for privacy berms and mitigation.

Regards,

Darryl Glenn, Lt. Col (Ret), MBA, JD.
President
El Paso County Commissioner District #1
(719) 520-6411
Darrylglenn@elpasoco.com<<mailto:Darrylglenn@elpasoco.com>>

Hello,

Thank you for your comments regarding the Flying Horse North project. This email and response will be added to the official file.

The County Staff cannot require/request anything beyond what is required within the El Paso County Regulations. Unfortunately there is no regulation within the Land Development Code or Engineering Criteria Manual that would require the developer to install a berm along this property boundary. With the Planned Unit Development there are associated minimum landscaping requirements. The applicant has submitted a landscaping plan with the final plat (<https://epcdevplanreview.com/Public/ProjectDetails/102871>). We anticipate this plan being revised prior to the item being scheduled for public hearing.

Prior to responding to your email I reached out to the developer to see if they would choose to accommodate your request. They have said that they provided additional trees to other nearby neighbors and would extend the same offer to you. The specifics of how these trees are to be provided is not something that the County can get involved in because it could be interpreted as us overreaching. Please contact the Developer to discuss additional trees in front of your property.

Let me know if you have any other questions or concerns regarding this project. If you have additional comments to add to the file please feel free to email me. Have a wonderful rest of your week!

Nina Ruiz
Project Manager/ Planner II
El Paso Planning & Community Development
2880 International Circle
Colorado Springs, CO 80910
(719) 520-6300 (Main)
(719) 520-6313 (Direct)
PERSONAL WORK SCHEDULE
Monday - Thursday, 7:00 am to 5:30 pm
DEPARTMENT HOURS
Monday - Friday, 7:30 am to 4:30 pm

On Feb 18, 2018, at 3:27 PM, Mrs Mikuska <MrsMikus@msn.com<<mailto:MrsMikus@msn.com>>> wrote:

CAUTION: This email originated from outside the El Paso County technology network. Do not click links or open attachments unless you recognize the sender and know the content is safe. Please call IT Customer Service at 520-6355 if you are unsure of the integrity of this message.

Hello,

My name is Patricia Mikuska, I was at the meeting for Flying Horse North meeting on Monday 02/12/18. When we bought our home we were told the property across the street was in a land trust and would not be built on for 40 years. We were thrilled and we have enjoyed our privacy and our quiet surroundings. I understand this is no longer the case, the property will now be a huge development.

I would like to request your help to protect our property value by requesting the developers to provide trees for our privacy. I know they are providing other homes surrounding the development and the directly affected homes with trees. I see new trees being planted daily. Also, I would like them to help with a privacy berm. They currently have the equipment to help us with the berm.

I would appreciate any guidance you can give me. We need a solution for our property and it's value. We would like to continue to enjoy our beautiful home. I believe the value of our property will also help the development if we can maintain our privacy. We believe trees and a berm with help us keep the value up.

Thank you,
Patricia Mikuska
719-246-6310

Nina Ruiz

From: Nina Ruiz
Sent: Monday, January 08, 2018 9:50 AM
To: 'blackforestnews@earthlink.net'
Cc: Mike Hrebenar; Gilbert LaForce
Subject: RE: Request for info on FHN

Hi Judy, Please see below for my responses. I will include this email with my responses as part of the file. If you have any other questions please let me know. Have a great week!

From: blackforestnews@earthlink.net [mailto:blackforestnews@earthlink.net]
Sent: Monday, January 08, 2018 7:53 AM
To: Nina Ruiz
Cc: Mike Hrebenar; me
Subject: Request for info on FHN

CAUTION: This email originated from outside the El Paso County technology network. Do not click links or open attachments unless you recognize the sender and know the content is safe. Please call IT Customer Service at 520-6355 if you are unsure of the integrity of this message.

Hi Nina and Mike,

Thanks for taking the time to talk to me on Thursday about FHN. Per your invite here are some info requests. I did prowl thru the dev services review website this weekend, and was able to download most items but few were blocked.

- copy of the early grading permit

Referenced in the LOI for Golf course, drainage detention ponds and phase one street system. Could not find any references to Holmes, duration of permit, renewal provisions, restrictions or other info. Is there an application that goes with this permit that specifies what and when? The BoCC authorized early grading with the PUD approval. The construction permit, early grading request, ESQCP permit, and approved plans may be viewed online here <https://epcdevplanreview.com/Projects/FullDetails/22868>

- temporal phasing and number of acres in each phase

I found 8 phases and the number of du's in each but nothing on acreage (including Golf Course in Phase 1), or how many years each phase was to last. (This would be per what is currently on the site - you said there were already some changes)

I believe you are referring to the preliminary plan drawings which lacks this detail. We had numerous comments on the drawing and will require it to be updated prior to a hearing being scheduled.

- traffic study

All I found was a Dec. 6, 2017 summary from LSC - not a full blown study. It said no changes from the first study in 2016 (which I did not find), there is no data on background traffic or accidents, and Milam is not even mentioned. The only mention of Holmes is "Pave".

Did I miss something, or is there somewhere else to look? Other traffic studies i have reviewed were not just summaries.

This is what has been submitted to date (with the preliminary plan). Our engineer will review what has been submitted to determine if additional information is required, or if the traffic impact analysis is adequate.

- Milam

The Preliminary PUD PLAN map shows Milam entering the FHN at the north near the first roundabout, but there is no Milam at the south end where it connects with Cathedral Pines ROW, or would connect to Phase 2 roads. I could not find any plan notes. Is there more? Where? Public discussion?

What is the status of Milam per phasing and why was it was not included il the traffic study?

The PUD shows a reservation for Milam road at the southern end of the PUD and then again further north on the western boundary before it ends at the norther property boundary. The Preliminary plan fails to show Milam at the southernmost end. We had numerous comments on the drawing and will require it to be updated prior to a hearing being scheduled.

- Waiver Request

I was surprised at the waiver request to have the BOCC waive the 300 year water rule for the golf course draw and also agree to unconditional sufficiency. That was not what I remember they talked about in 2015 and 2016 at meetings with BFLUC. There must be more to this. Where do I find it? I know they they did not have to prove water sufficiency etc in prior submittals but this seems very odd and a slam-dunk on an important topic. The preliminary plan submittal includes the waiver request along with all other associated water related items. You may view them online: <https://epcdevplanreview.com/Projects/FullDetails/102870> We anticipate both the State Water Engineer as well as the County Attorney making comments regarding the waiver request. The waiver will be ultimately approved/denied by the BoCC once a hearing date is scheduled. The items submitted may be amended depending upon the comments received by the State as well as the County Attorney.

- Updates

I assume the information accumulation is an ongoing thing as staff gets stuff posted following last week's agency comment deadline. What is the best way for me to track changes between now and the Feb. 12 public meeting? Do I just check dates?

The applicant will resubmit based upon the comments received. If you look at the right-hand side of the website you will see a date adjacent to each submittal item. This is the date the item was uploaded. You can use this as a guide to indicate which items have been updated.

Maybe you and Mike can annotate this e-mail or send me links or scan whatever. Hope I made this easy!

Karen and Marcia and i are meeting with Terry Stokka tomorrow and will continue to stay in touch with him and BFLUC as this unfolds.

Thanks,

Judy von Ahelfeldt

337-5918

February 12, 2018

Public Meeting for Flying Horse North Preliminary Plan Review 7 pm Black Forest Lutheran Church

Comments from Dr. Judith von Ahlefeldt

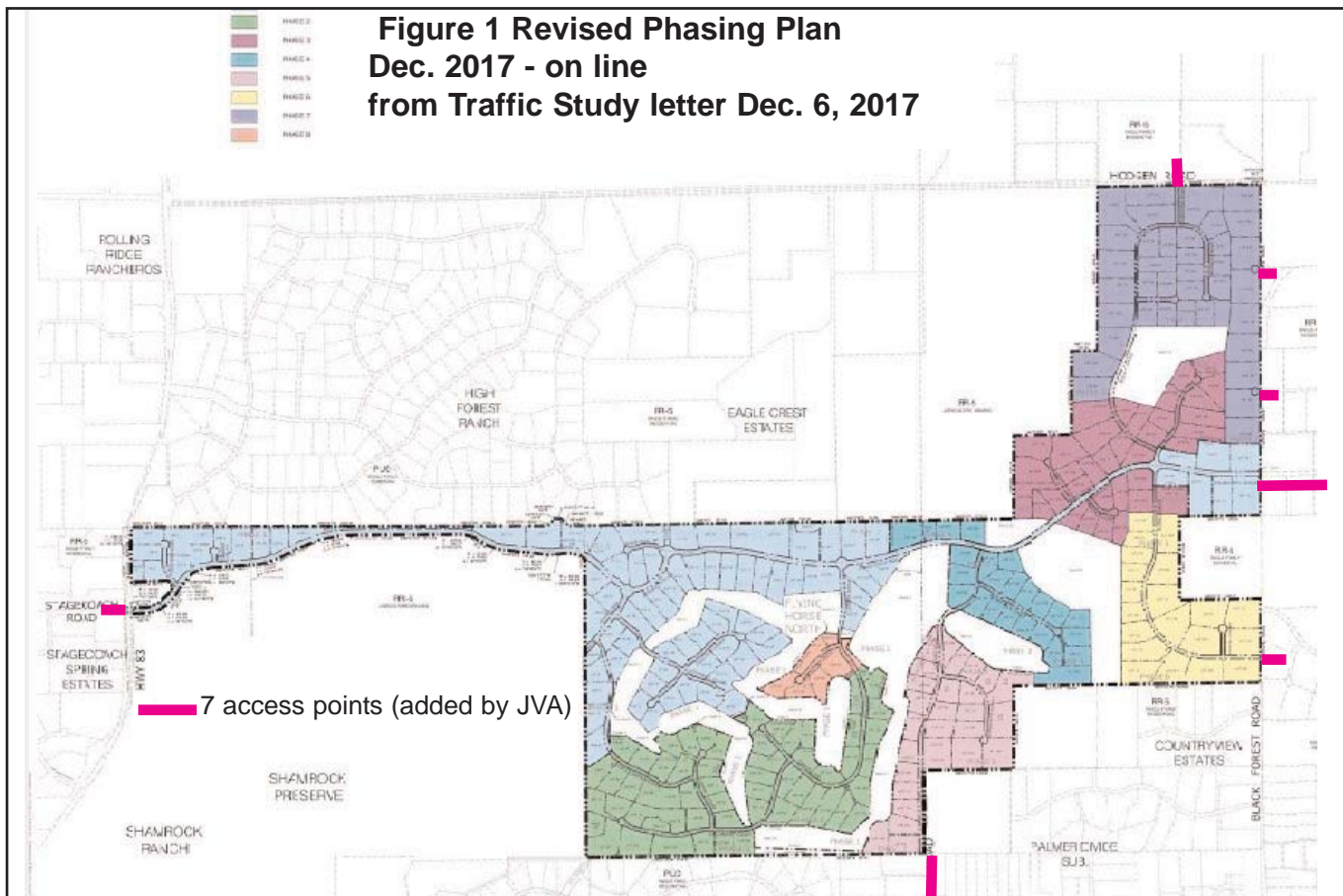
- Resident of Black Forest since 1970
- Participant in *Black Forest Preservation Plan* (1974 and 1987) and Trails Addendum (1999)
- Former Chair of Black Forest Land Use and Black Forest Transportation Committees
- Long time citizen advocate of cooperative planning

COMMENTS FOR FEB. 12, 2018 MEETING

(prepared before the meeting based on website information from <https://devplanreview.com>)

TOPICS:

- **PHASING PLAN CHANGES** - from 13 Phases (Prelim Plan in 2016) to 8 Phases
- **2016 TRAFFIC STUDY ANALYSIS**
- **PRELIMINARY PLAN PROPOSED ACCESSES AND PUBLIC SAFETY**
- **SUGGESTED ACCESS REVISIONS**



Thumbnail FNN Review 2016

Project submitted and Rezoning/Preliminary Plan proposal review

Initial Reviews by Agencies and Black Forest Land Use Committee (BFLUC) and citizens
Meetings hosted by BFLUC at Terry Stokka's home (Jan 17, 2016 and in 2015)

Traffic Impact Analysis - date unknown - the updated version was not posted on the County
Development Review Website until early **Feb., 2018** (so not available before that)

April - May 2016 Deviation for 44.6% ADT Overage denied for Minor Arterial Status for
Stagecoach Road between SH 83 and west roundabout (1500 allowed 2170 requested)

July 21, 2016 - Updated Traffic Impact Analysis by LSC

October 18, 2016 - Planning Commission Review for FHN Preliminary PUD Plan and
rezoning. PC recommended denial 5-2

November 15, 2016 - BoCC first hearing for FHN Preliminary PUD Plan and Rezoning.

BoCC tables petition and orders FHN to hold a public meeting in Black Forest

December 6, 2016- Public meeting in Black Forest ordered by BoCC. Contentious and no
consensus reached on issues.

December 13, 2016 - BoCC second hearing for FHN Preliminary PUD Plan and rezoning.

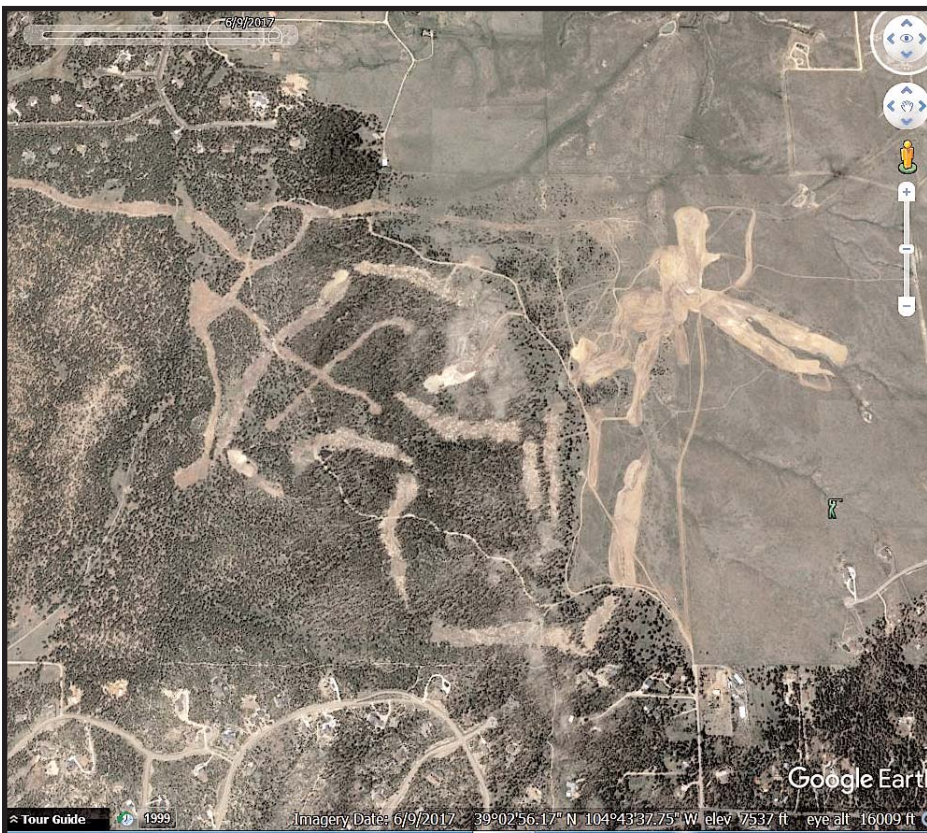
BoCC tables petition. Motion to deny application fails 4-1.

Rezoning, Preliminary Plan and Early Grading all approved at this time - 2nd motion.

2017

Early Grading implemented beginning in early 2017 based on ESQP permit approved late 2016.

County issues Construction Permit on March 28, 2017. Golf course cleared and partly graded by June 9, 2017 (per Google Earth)



By June 9, 2017 nearly 200 ac of
trees had been removed from the
Golf Course sites and Phase 1
roads.

No additional actions involving
public comment occurred until late
2017.

BFLUC requested that public
meeting be done after Jan 1, 2018
on revised phasing (Phases 1-8)

This meeting held Feb. 12, 2018
at BF Lutheran church.

Figure 2 Google Earth
Golf course area June 9, 2017

PHASING PLAN CHANGES -

from 13 Phases Approved to Prelim Plan in 2016

to 8 Phases (current - under review)

See maps next page

Phase 1 - 35 homes

Phase 2 - 8 homes (all in Sec. 36 or west)

Total of 43 homes(5.5%) of 283 homes

No golf course yet.

Stagecoach Road would be emergency access only in center - not paved

"Multi-year phased project of up to 13 phases with an anticipated schedule of 10-20 lots per year after the initial 2 phases" Staff Dec. 2013

Phase 3 - 30 lots and Golf Course

Total of 68 homes after Phase 3 with golf course built = 24% completion of 283 du

Other phases (4-13) - "determined by market"

Estimated 10-20 year buildout
at 10 - 20 homes per year

215 homes left to build (76%).

at 10 per year = 21 years to buildout
at 20 per year = approx 10 years to buildout

Phase 4 - pave Stagecoach Rd between east and west ends of Phase 1

Phases 1-6 - would not affect Holmes Road - homes all along the Stagecoach Rd. alignment

Phase 9 - Open Holmes Road to the south

Phases 5-13 (undetermined dates and times - "market driven")

See maps next page

Phase 1 - 80 homes north 2/3 of sec. 36 and

adjoining golf course

Cluster of 7 lots at east end on Stagecoach and BF Rd)

Build golf course in Phase 1

Build & pave all of Stagecoach Rd.

80 homes is 28% of buildout

Phase 2 - 55 homes -southern 1/3 of Sec. 36 and adjoining golf course

Total of 135 homes or 48% of all du thru Phase 2

Phases 3 and 4 either side of Stagecoach Road east of Sec. 36

Phase 5 - opening of Holmes Rd and addl 28 du

Phase 6-7 - north and south grassland areas along Black Forest Rd.

Phase 8 - small area central to Golf Course

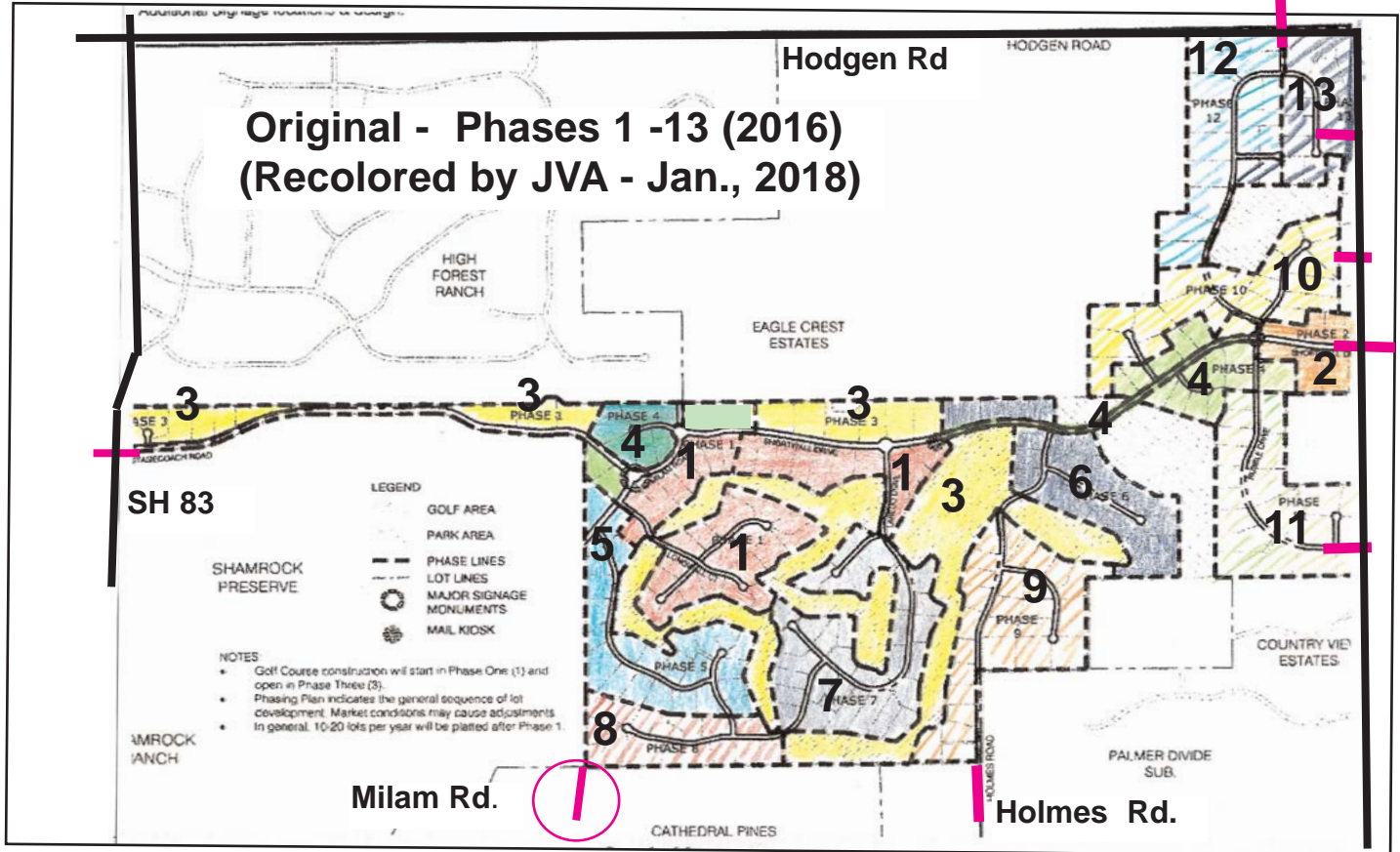
Current phasing plan

- moves the Golf Course to Phase 1 from Phase 3,
- more than doubles the original number of housing units in Phase 1 (from 35 to 80
- changes Phase 2 housing unit total from 43 (old plan) to 135 - an increase of 3.3X.

These are significant changes from the approved Preliminary Plan which was the base for Traffic Impacts, and should require a new Traffic Impact Analysis.

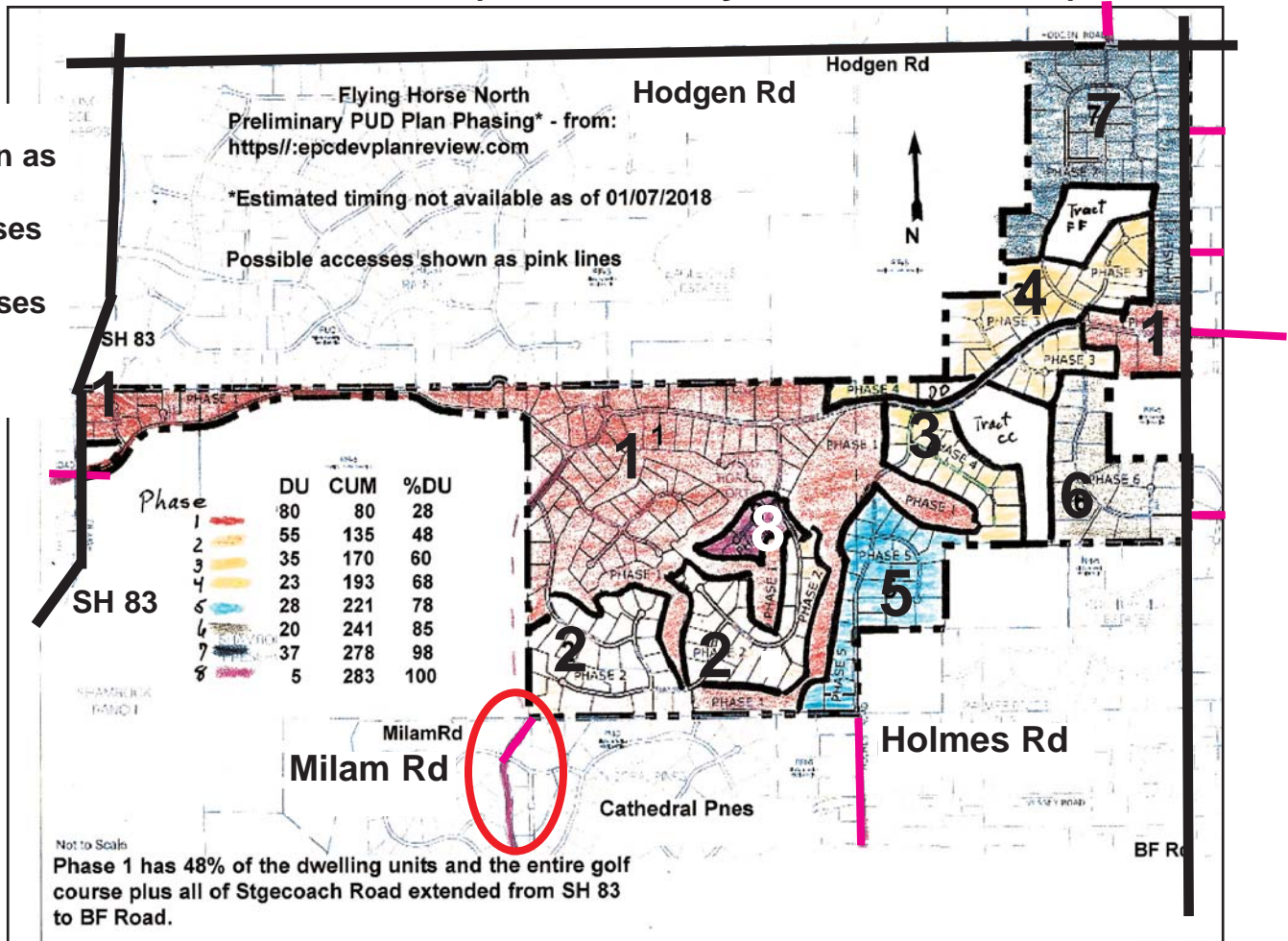
More complete information is needed on background traffic on Shoup, Hodgen BF Rd., Hwy 83 (to include impacts from diverted I-25 traffic if I-25 widening occurs during the FHN construction period) , Holmes Road and Milam Road with the advent of the Union Milam connection in the next few years per Cordera recent filings and Bradley Ranch subdivisions in the City.

Original - 13 Phases - Approved with Prelim PUD Dec. 13, 2016



Revised Phases 1-8 (Recolored by JVA - Jan., 2018)

Same pattern as Fig 1
8 phases and 7 accesses



TRAFFIC STUDY ANALYSIS

- The **initial** LSC Traffic analysis (early 2016 or before) was never posted on the County website.
- The updated LSC Traffic Impact analysis (July 2016), analysis referenced in the Dec. 6, 2017 letter from the Developer was not posted on the Dev Services review website **until early Feb. 2018.**

The Dec. 6, 2017 letter from LSC recognized the new phasing plan:

“LSC prepared a traffic impact study (TIS) for the entire Flying Horse North PUD in 2016. The master lot and street plan for Flying Horse North has not significantly changed since completion of the report, however the proposed phasing plan has changed with the currently proposed preliminary plan. This report has been prepared to accompany the preliminary plan submittal and includes a site-specific traffic report for Phase 1 and an addendum/update to the master TIS for Flying Horse North PUD (dated July 21, 2016), from Dec. 6, 2017 letter submitted to Dev Rev Services.

However, this report does not clearly show:

- A clear comparison of the effects of phasing changes on either the initial LSC Traffic Impact analysis or the updated TIS version
- the traffic impact differences caused by completion of the golf course in Phase 1 (at the beginning) vs Phase 3 in the old Prelim Plan,
- the effects more than tripling of the number of houses to be built by Phase 2.
- any impacts to Holmes Road from either actual subdivision traffic upon completion of various phases, or the past, current, and continuing construction traffic impacts on Holmes and Shoup Roads which was the **ONLY** entrance into the subdivision in 2016 and is still the primary entrance.
 - Effect of Milam Road connecting into the subdivision (or not) and when (Part of Milam was included in the Preliminary Plan approved)
 - None of the Traffic Information Impacts address the Holmes Road de facto construction route.
 - If county and state permission is needed for Stagecoach Rd to access SH83 and Black Forest Road, why wasn't permission also needed to connect an extension of Holmes Rd to existing Holmes Road? The current entrance is just an opened pasture fence. It is still the primary useable entrance to FHN.

PRELIMINARY PLAN PROPOSED ACCESSES AND PUBLIC SAFETY

- The FHN Preliminary PUD Plan and Rezone were approved Dec. 13, 2016 after extensive and contentious hearing at the Planning Commission, two BoCC hearings, and an extra public meeting. The largest disagreements and uncertainties were over the water supply for golf course and homes, and access.
- A PUD Plan is required to have a minimum of two accesses to public roads.
- The FHN Preliminary Plan has:
 - two major accesses - SH83/Stagecoach Rd. and BF Rd. Stagecoach Rd.
(major and minor arterials per MTCP)
 - three later phase street accesses onto
 - Holmes Rd. (local)
 - Black Forest Rd - 2ndary Stagecoach/ BF Rd - Collector/Minor arterial
 - Hodgen Rd - local road to Major Arterial
 - unusual cul de sacs onto BF Rd between Hodgen and Stagecoach
 - cul de sac onto Minor Arterial

This creates seven places for collision opportunities because of turn movements onto arterial roads (Hodgen (1), BF Rd (4), Shoup via Milam (1) and SH 83 (1). If Milam connects to the FHN system, then would be eight opportunities for collisions from turning movements across traffic..

- I am not aware of any short or long-term resolution for connecting using Milam road.

SUGGESTED ACCESS REVISIONS

- Mr. Stimple advocated **“use logic, good planning and sound principles”** at the Nov. 15, 2016 BoCC hearing when accesses were being discussed. Commissioners Glenn, Littleton, and Clark were all concerned about public safety. Commissioner Waller liked the idea of having multiple accesses as promoted by the FHN Preliminary Plan.
- **FHN only needs to have two accesses-** this requirement is satisfied by using the east and west ends of Stagecoach Road.
- **Because this subdivision respects the 5 ac overall density, there is not an issue of heavy or unusual traffic generation** onto either SH 83 or Black Forest Road, but there is an issue of public safety because of the need for left turn lanes, possibly also acceleration or deceleration lanes (at least on SH 83) and likely other traffic safety improvements (blinking lights, reduced speeds on the arterials, warning signs, maybe traffic signals, lower speed zones on the arterials).
- **From the perspective of safety for the commuters and others who use BF Road, Hodgen, Shoup and SH 83,** logic, good planning and sound principles as well as common sense would suggest that the creation of the fewest collision opportunities would be desirable in conjunction with proper construction of turn lanes and other safety measures at critical places at the outset.

**Why not use the two ends of Stagecoach Road,
with turn lanes and other safety improvements as the two accesses to FHN?
There are precedents for this for similar subdivisions (Cathedral Pines,
High Forest Ranch, Black Forest Reserve) which also have constrained accesses.**

- **Corollary to this would be:**
 - **Remove the Hodgen Rd. Access** (it is too close to BF Rd./Hodgen, would there be left turn lanes there or not across the fast traffic on that arterial road?)
 - **Connect the roads at the NE corner** (late phases) into each other and back to Stagecoach Rd. and let the loop access the 5 acre lots served by the proposed cul de sacs.

Regarding Holmes and Milam:

- **Make the connection of Holmes into FHN a gated emergency exit only.** This would also protect the Regional Trail coming out the BF Regional Park and the gated exit could be useful if there is another fire.

- **Remove Holmes as a de facto construction access soon.**

- **Route all near-term traffic into FHN via the Black Forest/Stagecoach Rd. entrance** and facilitate the building of turn lanes and other safety improvements on Hwy 83 ASAP. The extra traffic can have police monitoring and it will remove the turn hazards on Shoup Road, Hodgen Rd. and Black Forest Rd.

Milam Road

- If Milam connects directly into SW corner of Sec 36 (Phase 2) to the FHN Road system, it could also be a gated entrance initially to provide time to build a minor collector road to serve the NW area. This gated entrance would also provide fire access and emergency egress to a heavily forested part of FHN which has a lot of cul de sacs.

If any lessons were learned during the Black Forest Fire two of them were the 1. danger of cul de sacs in a fire, 2 the need for emergency access routes in the trees. It would not be a big deal to connect the FHN road system at least into Foxchase in Cathedral Pines for the short term. The ROW is there and the distance is short. This could also be a gated emergency exit initially, and then transition into a subdivision-friendly Minor Rural Collector as Milam through Cathedral Pines is designed to be.

Benefits

Satisfactory and legal access for FHN could be done sooner while decreasing the opportunities for collisions from seven to two because of turning movements on other roads by removing the Hodgen access, also the three extra Black Forest Road accesses and discontinuing the use of Holmes Road as a de facto construction route. This would decrease the opportunities for collisions on the arterial roads (because of turning movements) from seven places to two places.

It would satisfy the concerns of Holmes Road residents for protecting their neighborhood from extra traffic and heavy construction vehicles, and save taxpayers money for repair or improvements to two miles of Holmes Road, and turn facilities on Shoup.

Having gated access to FHN from Holmes and Milam would greatly aid BF Fire during an emergency and provide an evacuation route for FHN.

If the County chooses to have Milam as a public access road, either as a condition of Final PUD Plan approval for FHN, or for a later platting phase, the needed intersection at Shoup and Milam complete with turn lanes, has already been built and only additional safety items might be needed.

These recommendations are based on my decades of experience interacting with the transportation planning and land use processes in El Paso County, 48 years of owning property here and 4 years of owning and publishing the local newspaper and reading its archives back to 1960.

There may be changes presented at the Feb. 12, 2018 meeting by the developer that I was unaware of when preparing this statement.

These suggestions are offered in the spirit of public safety for Black Forest, to stimulate discussion during the Final PUD Plan Review for FHN and make this project more compliant with the spirit and letter of the *Black Forest Preservation Plan*.

Dr. Judith von Ahlefeldt
11075 Black Forest Road

719-337-5918

Presentation to the El Paso County Highway Advisory Commission

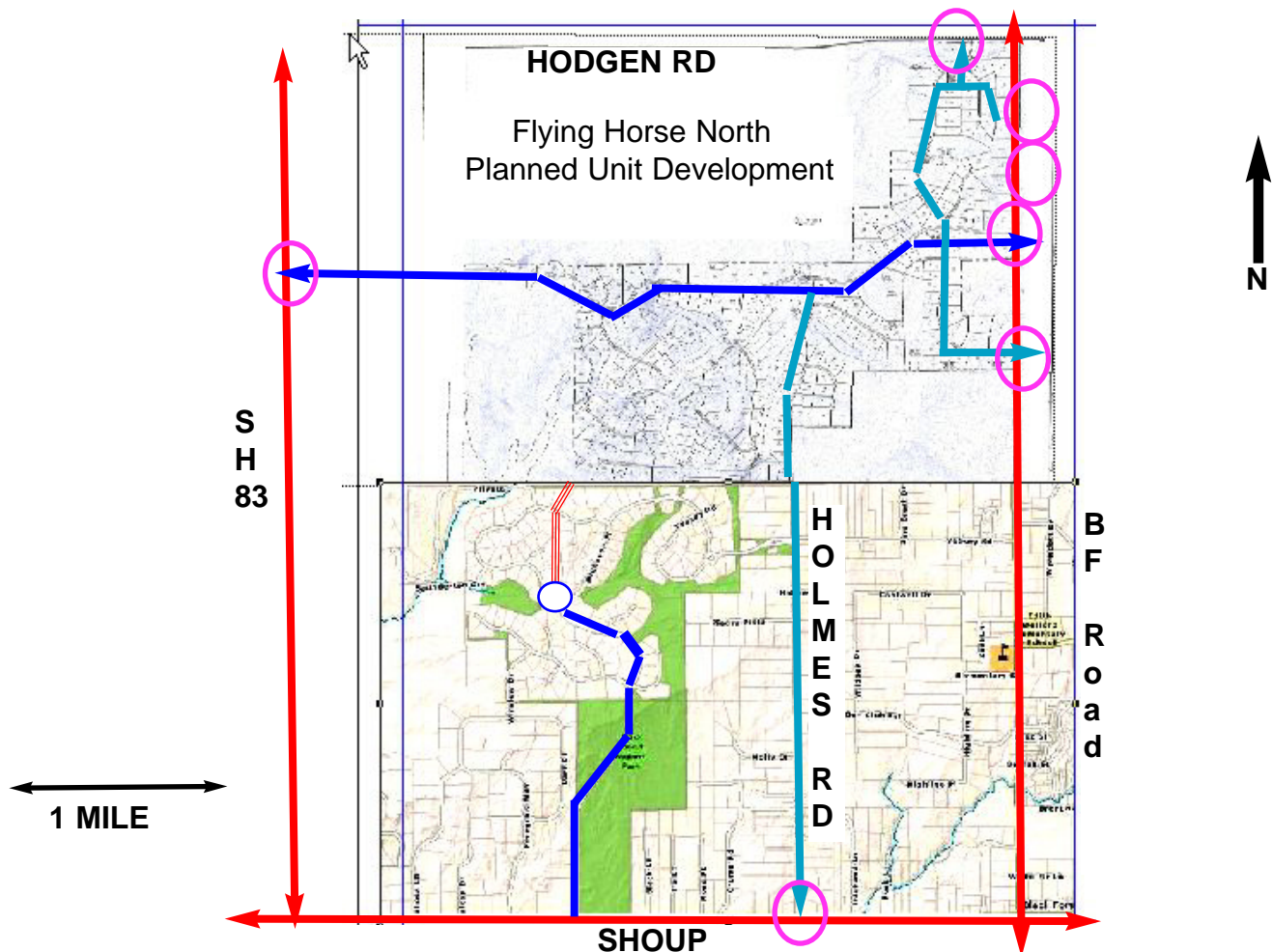
Wed., Feb. 21, 2018

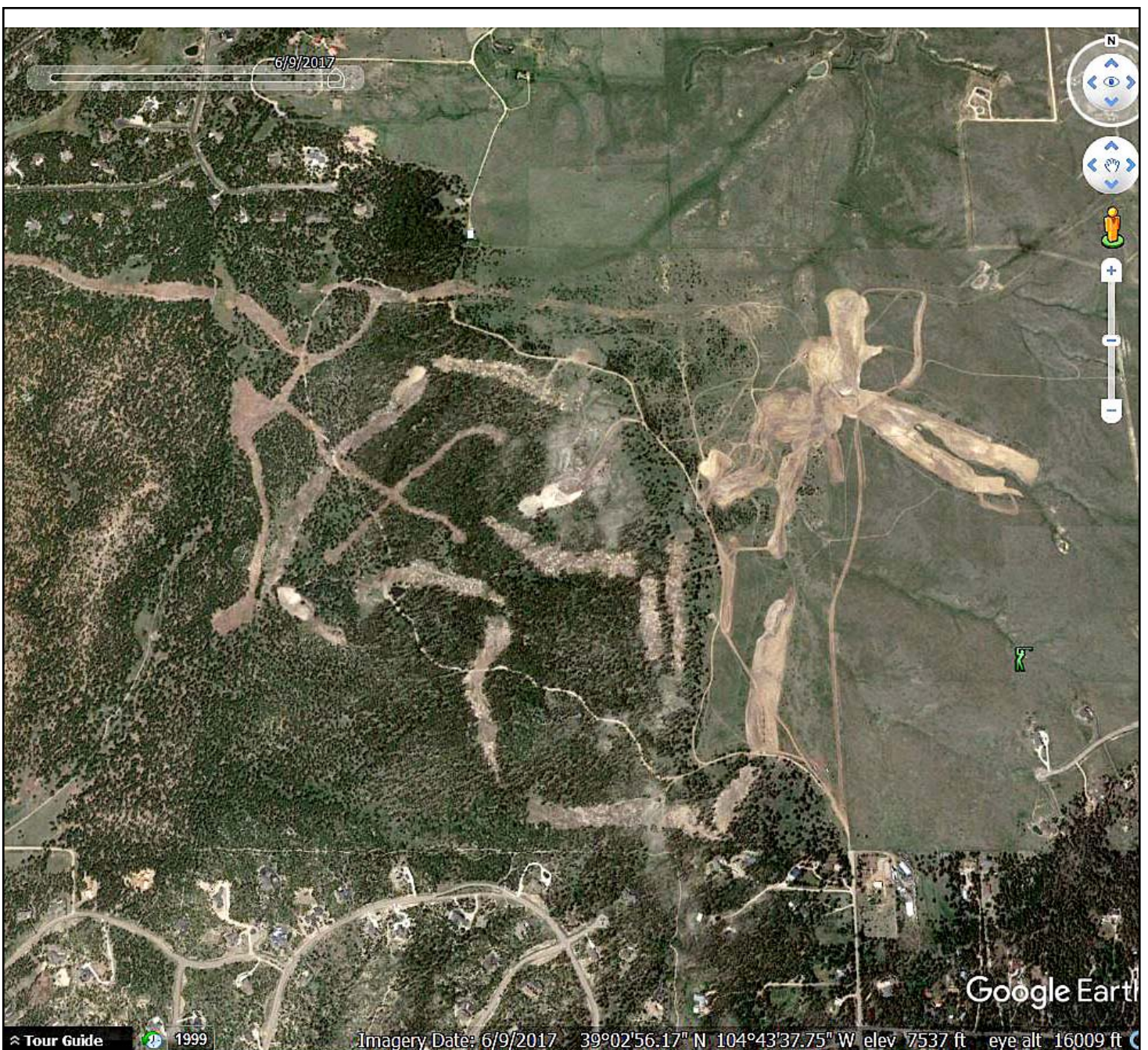
Flying Horse North Access Plan Considerations

Judy von Ahlefeldt blackforestnews@earthlink.net

Committee for Holmes Road Neighborhood Safety

Karen Hilborn hilborn@centurylink.net (Concerns and Petition)





Flying Horse North Access Plan

- Phasing Changes
- Number of Accesses
- Need and Timing for Improvements SH 83/Black Forest Rds,
 - Accelerated Development
 - Emergency Accesses,
 - Milam Rd. connection considerations
 - Traffic Study Assumptions, Disconnects, Omissions, Incomplete Disclosure
- Unrecognized and Hidden Neighborhood Impacts
- Construction Traffic and Citizen Concerns

SUMMARY

Submission of FHN in 2016

Originally 13 phases - Seven accesses 283 lots and Golf Course

2 Collector Road Intersections with County Minor Arterials
(West and east ends of Stagecoach road)

3 local roads (Rubble Drive/BF Rd; Holmes /Shoup):

Unnamed Road/Hodgen) onto Minor Arterials

2 cul de sacs serving 9 lots on BF Rd. north of Stagecoach

Revised to 8 phases for Rezoning/Prelim Plan - Same Accesses

drastically accelerated development of 283 lots and Golf Course

Contentious hearings in 2016

Planning Commission Oct. 18, 2016

BoCC Nov. 15, 2015 and Dec. 13, 2016

BoCC-ordered Community Meeting Dec, 6, 2013.

Public Safety and neighborhood impacts were primary concerns.

Appropriate uses of local roads

Turn Movements on SH 83 and Arterials

Capacity was less an issue than Safety Improvements

Phasing changes make a huge difference in Traffic Impacts

RECOMMENDATIONS

• Reduce Accesses to required two for the PUD -

This reduces turn movements, collision issues, expense, and maintains better commuter route integrity for SH 83 and County Arterial roads. Required accesses would be at each end of Stagecoach Road. Require all construction traffic to use Stagecoach Road.

• Require safety improvements to SH 83 and BF Road as condition of Final PUD and Phase 1 approvals

Require installation of turn lanes, accel /decel lane and signage in Phase 1.

• Remove 4 accesses from PUD and Phase 1 plans:

- the Unnamed Road access onto Hodgen Road west of the BF/Hodgen
- (barely minimum intersection spacing)
- the two cul de sacs accessing BF Road - not OK for Arterial Roads
- the local road (Rubble drive) access onto BF Rd (deviation needed)

Goal is to invest in Safety Improvements at the outset on the Arterials and reduce the number of collision points

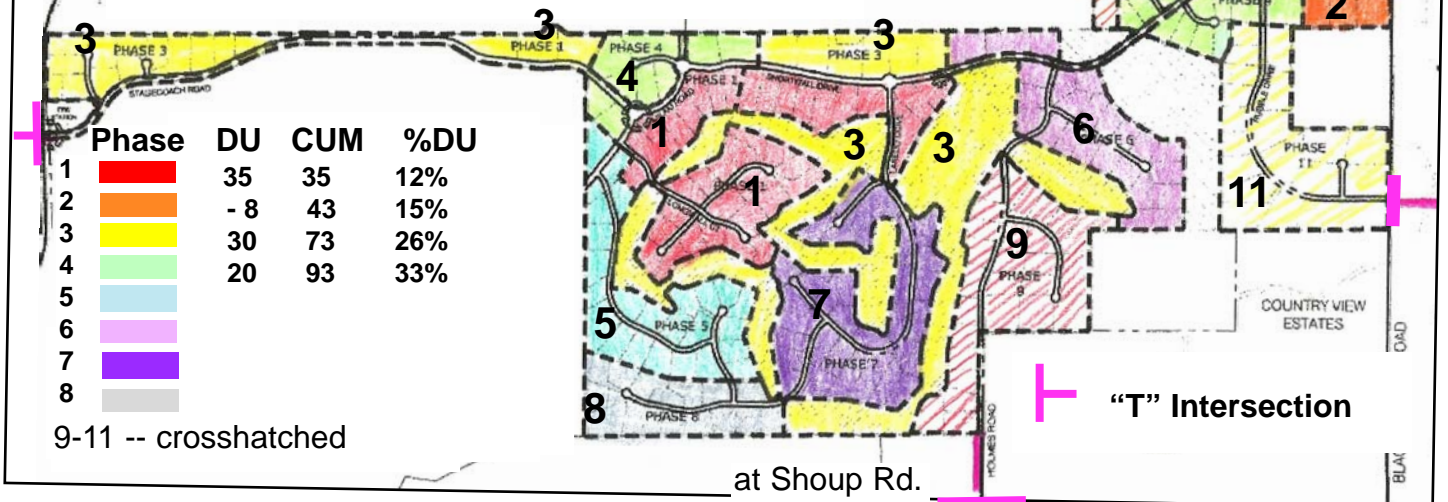
• Remove Holmes Rd from PUD - gated Emergency Exit only - no construction traffic

PHASING CHANGES

Flying Horse North Original PUD 2016

13 Phase Preliminary PUD Plan: www.epcdevplanreview.com

- Phase 1 35 DU (12%)
 - Phase 2 8 DU 15%)
 - Phase 3 30 DU (28%) and Golf Course built
 - Phase 4 20 DU (33%) and Stagecoach Rd. connected across Thirteen Phases (undetermined timing)
- The 2016 Traffic Study is based on this. Seven access points.

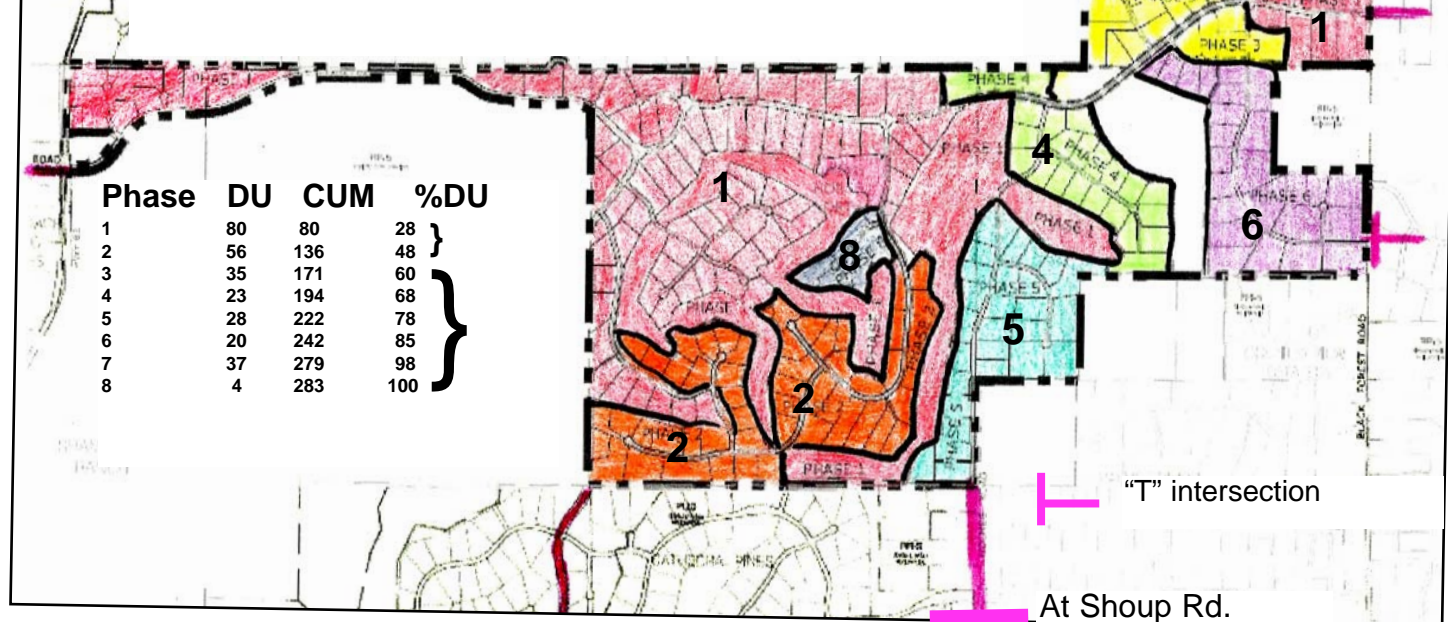


Flying Horse North Dec. 6, 2017 (Traffic Report)

8-Phase Final Review PUD Plan: www.epcdevplanreview.com

- Phase 1 - 80 DU + Golf Course & all of Stagecoach Rd.
- Phase 2 - 55 DU
- Phase 3 - 35 DU
- Phase 4 - 23 DU

Incomplete information on effects
Seven Access points.



Phasing Comparisons and Traffic Projections (ADT)

(April 21, 2016 Traffic Study (13 Phases) and Dec. 6, 2017 Revision 8 Phases)

Both with 283 DU - 2040 projected buildout - GC - add 643 ADT - 9.52 ADT/DU

8-PHASE Table 1	
Phase	DU
1	80 + GC
2	55
3	35
4	23
5	28
6	20
7	37
8	5
<i>Total</i>	283

8-PHASE Table 1	
Phase	CUM DU
1	80 + GC
2	135
3	170
4	193
5	221
6	241
7	278
8	283
<i>Total</i>	283

13-Phase PUD Feb. 2017	
Phase	DU
1	35
2	8
3	30 + GC
4	20
5	30
6	20
7	20
8	20
9	20
10	20
11	20
12	20
13	20
<i>Total</i>	283

13-Phase PUD Feb. 2017	
Phase	CUM DU
1	35
2	43
3	73 + GC
4	93
5	123
6	143
7	163
8	183
9	203
10	223
11	243
12	263
13	283
<i>Total</i>	283

8 Phase GC = 643 adt Table 1			
Ph	ADT	CUM ADT	% BO
1	1405*	1405	42%
2	524	1929	58%
3	333	2262	68%
4	219	2481	74%
5	267	2748	82%
6	190	2938	88%
7	352	3290	99%
8	48	3337	100%
<i>Total</i>		3337	
* 762ADT + 643 ADT for Phase 1			

13-Phase GC = 643 ADT PUD Feb. 2017			
Phase	ADT	CUM ADT	% BO
1	333	333	10%
2	76	409	12%
3	285 + 643	1337	40%
4	190	1527	46%
5	285	1812	54%
6	190	2002	60%
7	190	2192	66%
8	190	2382	71%
9	190	2572	77%
10	190	2762	83%
11	190	2952	86%
12	190	3142	94%
13	190	3332	100%
<i>Total</i>		3332	JVA estimate

Accelerated Development

8- Phase Plan	Submitted	Final	
DU	CUM DU	%DU	
1	80	28%	Golf Course
2	135	48%	"
3	170	60%	"
4	193	68%	"

13- Phase Plan Preliminary			
	DU	CUM DU	% DU
1	35	35	12% No Golf C
2	8	43	15% No Golf C
3	30	73	26%+ Golf Course built
4	20	93	33% “

Remaining in Phases 5-8 to buildout
 281 - 193 = 116 DU
 116 or 42% 68% complete

Remaining in Phases 5-13 to buildout
 283 - 93 = 190 to buildout
 190 or 67% left 33% complete

How can the April, 2016 Traffic Study be valid for the 8 -Phase final submitted Plan for except for the 2040 Buildout figures?

- drastic difference in rate of development (DU)
- moving the Golf Course to Phase 1 from Phase 3
- increased public safety at multiple intersections on arterial roads
- no consideration or disclosure of Construction Traffic impacts

Flying Horse North lots claimed to be sold within Filing 1 (Phase 1 Plat) - early Feb. 2018

FLYING HORSE NORTH
 EXQUISITE LIFESTYLE. EXTRAORDINARY COMMUNITY

Upon completion, Flying Horse North will feature 281 luxurious custom and semi-custom homesites, a stylish clubhouse, an 18-hole golf course designed by golf course architect, Phil Smith. The clubhouse and golf course will be managed by The Club at Flying Horse. Development plans also call for a park and open spaces. Flying Horse North offers the rare opportunity to enjoy golf course living on large acreage homesites.

- Luxurious homesites ranging from 2.5 acres to over 5.4 acres
- Lot prices range from \$150,000 to \$495,000
- New 18-hole private golf course and clubhouse
- Convenient access to northern Colorado Springs, Monument and Denver

JAYDEN HOMES
 New Memories Coming Soon
 Dennis Grover- 719.499.4400
 JaydenHomesColorado.com

Contact Jayden Homes today to reserve your homesite and select a custom home design to build in this beautiful new community!

COPYRIGHTED BY JAYDEN HOMES - ALL RIGHTS RESERVED. IMAGES ARE FOR ILLUSTRATION ONLY, ACTUAL HOME PLANS & PRICING ARE SUBJECT TO CHANGE WITHOUT NOTICE.

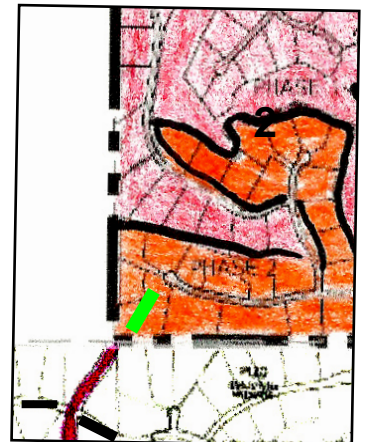
• Emergency Accesses



Recommend Gated, Emergency Access west of the Pasture Gate instead of the construction entrance to Holmes Road in the near term, and removal of Holmes Road from the Flying Horse North PUD Plan as a southerly entrance to the subdivision. Use Stagecoach Road with safety improvements.

• Milam Rd. connection

Recommend EPC acquire the ROW for Milam Road, and build (or perhaps ask FHN to build) at least a 2-lane local road between Fox Chase Rd. and FHN road (could be a gated emergency access), connecting to FHN Road system to protect Phases 1 and 2 (58% of the total FHN dwelling units), and be a southerly FHN exit to Milam Rd.



• Traffic Study Assumptions, Disconnects, Omissions, Incomplete Disclosure

Traffic Studies not posted on www.epcdevreview.com. until Feb., 2018.

(Some were done in 2016 before website but should have been available.)

Different Criteria for Figures in different versions of Traffic Study

Accelerated phasing makes comparison difficult

Existing traffic data from County is missing for Hodgen, BF & Shoup Rds.

Not all data sources cited. Construction traffic not included in data or impacts

Affected citizens and neighborhoods not informed of Construction Traffic.

Early Grading Permit - Phase 1 roads, GC and Drainage - Construction Traffic issues on North Holmes Road

- Two miles long (N/S) - substandard paved local road
- Long steep grade - Palmer Divide (7633' to Shoup Rd (7192'))
 - Minimal to no shoulders
 - no center or side striping
- 5 one-sided intersections, - one cross street (Vessey Rd),
 - 64 driveways - six blind hills
 - school bus use
- 23 foot pavement width south of Vessey Rd.
- 19 foot pavement width north of Vessey Rd.
- Residential area severely impacted by 2013 Black Forest Fire
 - dangerous T-intersection with minor arterial (Shoup)
- left turns across arterial traffic on Shoup, turns for SB at Milam



**A very unsuitable construction traffic entry to FHN now
- also an unsuitable south exit for FHN in the future.**

Citizens are requesting a gated, emergency-only access into the FHN road system at the north end of North Holmes Road effective immediately. Near term Construction Traffic can be routed to FHN via Stagecoach Road, and future access could also be from Stagecoach road (east and west ends).

FHN Early Grading Construction Traffic on North Holmes Road Hauling began in 2017



**N. Holmes Road - northbound haul truck
Jan. 16, 2018 10:28 am Hannig**



**13360 N. Holmes Road - southbound
Jan. 17, 2018 10:28 am Hilborn**



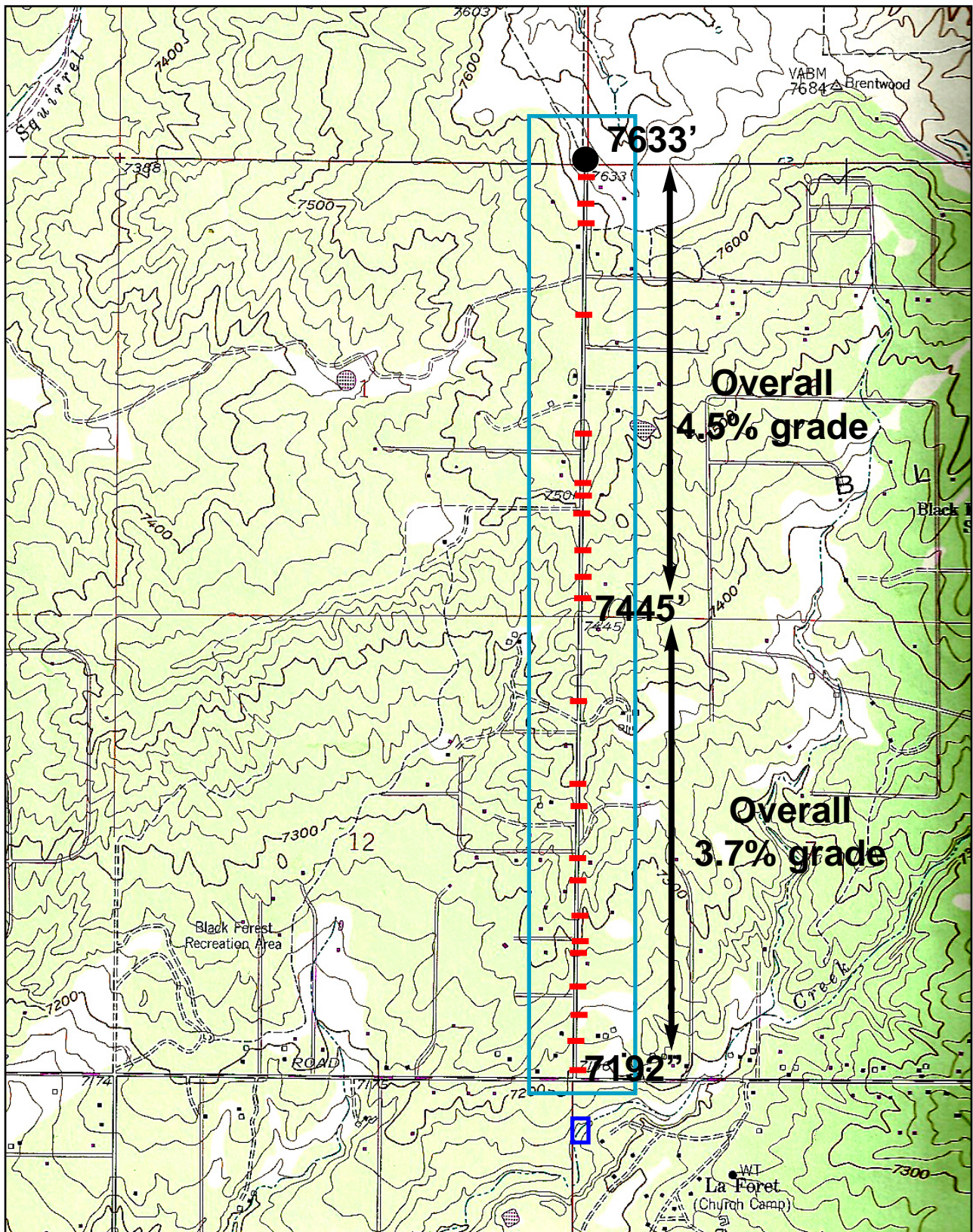
**13965 N. Holmes Road - southbound trucks
Feb. 8, 2018 3:40 pm Hilborn**



**13360 N. Holmes Road - northbound
Feb 9, 2018 10:28 am Hannig**

**Logging Trucks, Heavy Equipment Trucks, Dump Trucks,
Gravel and Rock Haul Trucks, Concrete Mixing trucks,
Concrete Pumper trucks, Graders, Contractor vehicles**

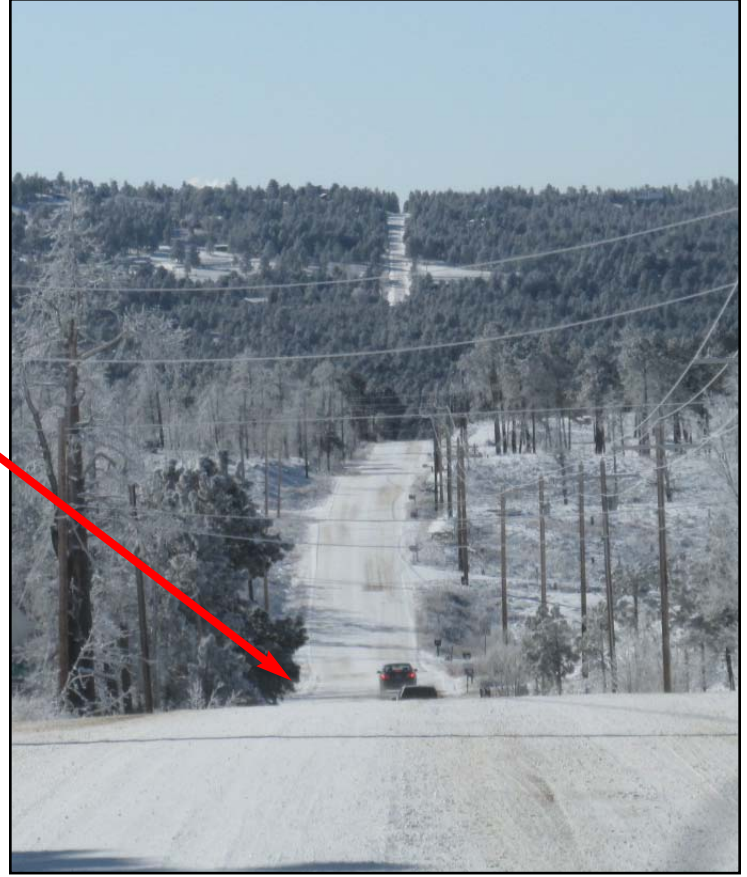
N. Holmes Road Grade and Blind Hills
7633 ft (at Palmer Divide) - 7192 ft (Shoup Road)
Contour interval = 20 feet
Top half 4.5% grade - Bottom half 3.7% grade
Some portions steeper - 5-6%



Exmples of blind hill (both directions) on N. Holmes Road



Northbound - N. Holmes Blind Hill south of Piedra Vista ↑ and south bound ↓ von A Feb. 10, 2018



Southbound - N. Holmes Blind Hill south of Piedra Vista von A Feb. 10, 2018 view from top of hill,



N. Holmes and Shoup Road intersection. Large trees immediately behind the yellow intersection sign. A short distance beyond the trees is the cliff into Kettle Creek on La Foret. A small tree knocked over when a driver slid through this intersection on icy roads is at the far left. von A Feb. 10, 2017

**Petition for North Holmes Road Traffic Safety
per Flying Horse North
Final Planned Unit Development
(PUD) approval and initial plat submittal**

January, 2018

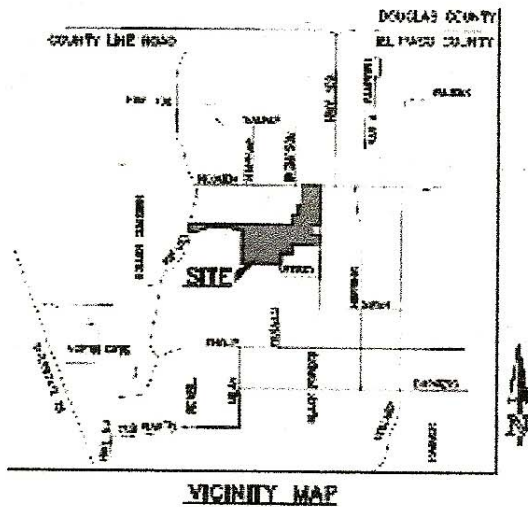
We the undersigned residents of North Holmes Road and nearby affected areas and roads, respectfully request that you consider our position regarding 1)eliminating the use of North Holmes Road as a construction access and 2) future public access to Flying Horse North.

- Neighborhood and traffic safety experiences, during much of 2017, have been unacceptable – significant heavy equipment traffic, logging trucks, cement trucks, haul trucks, excessive speed, near misses. Jake brakes, motor noise is not acceptable for a substandard two-lane, two-mile residential road with thin paving, poor shoulders, without striping, blind hills, five intersections, 64 driveways and school bus routes.**
- Continued use of North Holmes Road for 1) near-term construction traffic, and 2) later as a planned public access to Flying Horse North from the south, are also unacceptable.**
- We therefore respectfully request that North Holmes Road be removed very soon as a construction access, or other public access, to FHN. It should be specified as a locked, gated, emergency access only in the Final Flying Horse North PUD Plan and associated platting. Access to FHN should be via Stagecoach Road only for construction traffic and general public access.**
- We also request Milam Road be extended northward during Phase 1 to connect to the Flying Horse North Road system either as a Collector, Subdivision Road, or Emergency only access. The Milam Road connection is important for fire safety ingress/egress and to implement long-term planning for this road to serve the NW part of Black Forest as it develops. Development is occurring 30 years before it was anticipated (2048) by previous County road planning, per development restrictions placed in 1998 on Section 36 when the land was sold by the State Land Board. Milam should be extended now to serve the Flying Horse North development.**
- We submit the best interest of public safety is served by requiring near term road improvements to the west and east ends of Stagecoach Road, with full movement turn lanes and associated safety improvements at Final PUD Plan approval and Phase One Platting.**

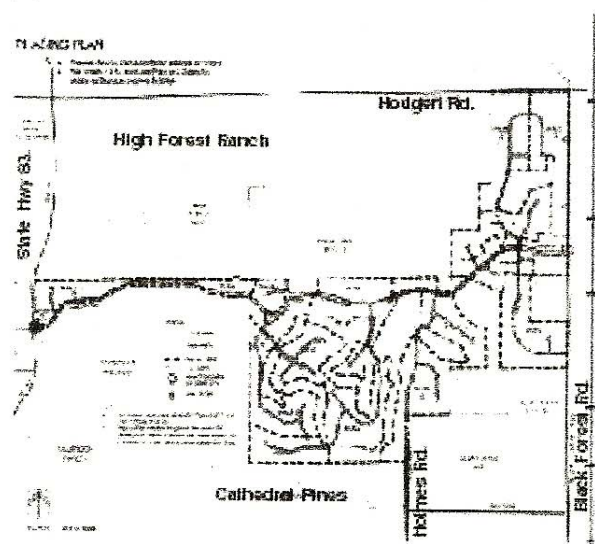
Vicinity Map of North Holmes Road Flying Horse North Planned Unit Development

- 1417 acres extending from SH 83 to Black Forest Road
- Developer is a subsidiary of Classic Homes (aka Flying Horse and High Forest Ranch)
- 18-hole golf course
- 283 homes – 5 acres overall density
- Stagecoach Rd extends west to east
- As of Jan, 2018 – 8 phases Golf course, forested area north of Cathedral Pines and Stagecoach Road corridor are first

Project proposed in 2016 – Rezoning from RR-5 to PUD, Preliminary PUD Plan approved Dec. 2016, and Early Grading Permit for golf course. Phase 1 roads and drainage also approved. Access and water issues remain as primary issues for Final PUD approval.



From www.epcdevservices.com



From www.epcdevservices.com Labels added.

#	Printed Name	Signature	Address with Zip code
1			
2			
3			
4			
5			

Presentation to the El Paso County Highway Advisory Commission on Wed., Feb. 21, 2018 by Karen Hilborn representing the *Holmes Road Committee for Neighborhood Safety* in reference to heavy construction traffic for the Flying Horse north Subdivison early grading operations. This was in conjunction with Judy von Ahlefeldt's slide presentation on Flying Horse North Access Considerations at the same meeting.

COMMITTEE AND PETITION:

Residents on Holmes Road (including five additional small roads which feed into Holmes) have formed the Committee for Holmes Road Safety. We have created a petition requesting that Holmes Road be changed from an access to Flying Horse North to a gated, locked emergency exit. At present we have well over 100 signatures. Only one person has declined to sign, indicating that he is a friend of the developer.

INTEGRITY OF HOLMES ROAD:

As you have seen in the slides, Holmes Road is barely adequate for the residents who must use it daily to leave their homes. This includes problems with:

- The width
- The blind hills
- Lack of pull over space
- Poor surface

This is not a "Not in my backyard issue". The look of the road will remain the same, regardless.

This is a matter of the safety of the residents on Holmes Road. For the past year we have been subject to numerous, almost daily assaults on our safety by large construction vehicles and numerous large pickup trucks. These vehicles only maintain the 30 mph speed limit on rare occasions. More often the trucks lumber up the road and then after unloading rock, fence poles, heavy equipment, race back down for another load. Residents have driven in back of vehicles going in excess of 60 mph and had them crawling up their bumpers from the rear and making unsafe passes. At the end of the work day dozens of pickup trucks, each with one occupant, race toward their homes, usually with cell phone to ear and foot to the pedal. Because of the blind hills Judy illustrated, we have school buses (8 times daily) and their load of children also put in jeopardy. When they are stopping to load or unload students, they are often blocked by the hills, their emergency lights can't be seen until vehicles crest those hills. Neighbors have told stories of hair-raising encounters, and bus drivers have voiced their concerns. One witnessed a pickup that pulled around a special needs bus while the student, in wheelchair, was being unloaded.

LOSS OF NEIGHBORHOOD INTEGRITY AND SAFETY:

You do not see residents taking walks up and down the street as they used to. They don't dare walk their dogs.

Going for mail, particularly when having to cross the road is a challenge for many particularly the elderly or impaired.

It is impossible to allow children or even teens to ride their bikes to visit friends.

Those on the other side of a blind hill can look a dozen times, pull out and have a speeding vehicle crest the hill and bear down upon them. Many of us literally feel that we are taking our lives in our hands when leaving our property.

WHO WINS, WHO LOSES?

There appears to be no gain for the development to continue with the use of Holmes Road. We don't believe they will sell more properties, get higher prices, or gain more golf memberships. Stagecoach Road is more than adequate to meet the needs of the new community.

There is a huge and daily impact on the safety of the residents. Continuing the use of Holmes Road for construction or resident access to Flying Horse North, could be considered negligent if and when the inevitable accident, or loss of life occurs.

Merely paving the road will do nothing to alleviate our safety concerns.

Using Holmes Road for future construction of 283 homes is unthinkable. Hundreds of trips will be required for each home.

KAREN HILBORN 14030 HOLMES ROAD 495-0569 hilborn@centurylink.net

El Paso County Park Advisory Board

Agenda Item Summary Form

Agenda Item Title: Springs at Waterview Preliminary Plan and Final Plat

Agenda Date: December 13, 2017

Agenda Item Number:

Presenter: Ross Williams, Park Planner

Information: **Endorsement:** X

Background Information:

Request for approval by Dakota Springs Engineering on behalf of SWV, LLC, of Springs at Waterview Preliminary Plan and Final Plat, consisting of 77 residential single-family lots on 15.67 acres. The site is located southeast of Colorado Springs, south of the intersection of Powers Boulevard / State Highway 21 and Grinnell Boulevard, northwest of Big Johnson Reservoir. Although zoned currently as A-5, the applicant will seek a zoning reclassification to RS-5000 as the project progresses.

The 2013 Parks Master Plan shows the Grinnell Boulevard Secondary Regional Trail running north-south along the east side of Grinnell Boulevard from Powers Boulevard/State Highway 21 to Fontaine Boulevard where it turns east and connects to McCrae Reservoir and Widefield Community Park. From that point, further trail connections can be made to Crews Gulch Regional Trail, Fountain Creek Regional Park, Ceresa Park, and Fountain Creek Regional Trail. Combined, these are vital trail connections in the Fountain Valley area.

When the Springs at Waterview 2016 Sketch Plan Amendment was first reviewed in July 2017 and subsequently in October 2017, the plans showed the Grinnell Boulevard Secondary Regional Trail on the west side of Grinnell Boulevard, whereas it should be shown on the east side. Furthermore, the Sketch Plan did not display the trail as it continues north of Bradley Road to Powers Boulevard, adjacent to the proposed subdivision.

Prior to the November 2017 Park Advisory Board meeting, Staff met with the applicant, and a decision was made to show the Grinnell Boulevard Secondary Regional Trail on the east side of Grinnell Boulevard south of Bradley Road, and move it to the west side of Grinnell Boulevard, north of Bradley Road, where it will eventually intersect other proposed City of Colorado Springs and Fountain Mutual Metropolitan District trails. During this meeting, Parks staff notified the applicant that El Paso County Parks would request a permanent trail easement on the west side of Grinnell Boulevard as a recommendation of the preliminary plan and final plat. At the November 2017 meeting, the Park Advisory Board endorsed the following recommendations:

“Recommend to the Planning Commission and the Board of County Commissioners that the approval of Springs at Waterview 2016 Sketch Plan Amendment includes the following conditions: (1) designate and provide to El Paso County a 25-foot trail easement along the west side of Grinnell Boulevard, north of Bradley Road, that allows for public access, as well as construction and maintenance by El Paso County of a primary regional trail, (2) the easement shall be shown on all forthcoming preliminary

plans and final plats, and the aforementioned easement be dedicated to El Paso County on the forthcoming final plat(s), (3) fees in lieu of land dedication for regional and urban park purposes will be required at time of the recording of the forthcoming final plats.”

The current Preliminary Plan and Final Plat applications do not show the trail easement on the west side of Grinnell Boulevard north of Bradley Road, nor is there mention of the trail easement in the Preliminary Plan or Final Plat general notes or letters of intent. As such, El Paso County Parks recommends that Springs at Waterview Preliminary Plan and Final Plat (1) designate and provide to El Paso County a 25-foot trail easement along the west side of Grinnell Boulevard, north of Bradley Road to Powers Boulevard, that allows for public access, as well as construction and maintenance by El Paso County of the Grinnell Boulevard Secondary Regional Trail, (2) show the easement on the Preliminary Plan and Final Plat, and dedicate the aforementioned easement to El Paso County prior to the recording of the Final Plat, (3) and pay fees in lieu of land dedication for regional and urban park purposes at time of the recording of the Final Plat.

Recommended Motion: Springs at Waterview Preliminary Plan

Recommend to the Planning Commission and the Board of County Commissioners that the approval of Springs at Waterview Preliminary Plan includes the following conditions: (1) designate and provide to El Paso County a 25-foot trail easement along the west side of Grinnell Boulevard, north of Bradley Road to Powers Boulevard, that allows for public access, as well as construction and maintenance by El Paso County of the Grinnell Boulevard Secondary Regional Trail, (2) fees in lieu of land dedication for regional park purposes in the amount of \$31,339 and urban park fees in the amount of \$19,789 will be required at time of the recording of the Final Plat.

Recommended Motion: Springs at Waterview Final Plat

Recommend to the Planning Commission and the Board of County Commissioners that the approval of Springs at Waterview Final Plat includes the following conditions: (1) show on the Final Plat and dedicate to El Paso County a 25-foot trail easement along the west side of Grinnell Boulevard, north of Bradley Road to Powers Boulevard, that allows for public access, as well as construction and maintenance by El Paso County of the Grinnell Boulevard Secondary Regional Trail, (2) require fees in lieu of land dedication for regional park purposes in the amount of \$31,339 and urban park fees in the amount of \$19,789.

City of Colorado Springs

Springs at Waterview

Bluestem Prairie
Open Space
(City Park)

Big Johnson
Reservoir

Widerfield
Community
Park

City of
Fountain

Fountain Creek
Regional Park

Springs at Waterview Development Application Review

-  Public Schools
-  Primary Regional Trail, Completed
-  Primary Regional Trail, Proposed
-  Proposed Bicycle Routes, Proposed
-  Secondary Regional Trail, Proposed
-  Colorado Springs Trail, Completed
-  Colorado Springs Trail, Proposed
-  Major Roads
-  State Highways
-  Streets & Roads
-  Springs At Waterview
-  Lakes / Reservoirs
-  Parcels
-  Streams

0.5 0.25 0 Miles



Development Application Permit Review



Community Services Department
Park Operations ~ Planning ~ Recreation / Cultural Services
Environmental Services ~ Veterans Services ~ CSU Extension

December 13, 2017

Subdivision requirements referenced in section 8.5.2 of the El Paso County Land Development Code. Fees are based on average land values within designated areas. See El Paso County Board of County Commissioners (BoCC) Resolution for fees established on annual basis. The Park Advisory Board meets the second Wednesday of each month, 1:30 p.m., BoCC Auditorium, second floor Centennial Hall Building, 200 S. Cascade, Colorado Springs.

Name:	Springs at Waterview Preliminary Plan	Application Type:	Preliminary Plan
DSD Reference #:	SP-16-005	CSD / Parks ID#:	0
Applicant / Owner:		Total Acreage:	15.67
SWV, LLC	Owner's Representative:	Total # of Dwelling Units	77
31 North Tejon Street	Dakota Springs Engineering	Gross Density:	4.91
Suite 500	31 North Tejon Street	Park Region:	4
Colorado Springs, CO 80903	Suite 500	Urban Area:	4
	Colorado Springs, CO 80903		

Existing Zoning Code: **A-5** Proposed Zoning: **RS-5000**

REGIONAL AND URBAN PARK REQUIREMENTS

Regional Park land dedication shall be 7.76 acres of park land per 1,000 projected residents. The number of projected residents shall be based on 2.5 residents per dwelling unit.

Urban Park land dedication shall be 4 acres of park land per 1,000 projected residents. The number of projected residents shall be based on 2.5 residents per dwelling unit.

LAND REQUIREMENTS

Urban Density: ☒ (2.5 units or greater / 1 acre)

Regional Parks: 4	Urban Parks Area: 4
0.0194 Acres x 77 Dwelling Units = 1.494 acres	Neighborhood: 0.00375 Acres x 77 Dwelling Units = 0.29 acres
	Community: 0.00625 Acres x 77 Dwelling Units = 0.48 acres
	Total: 0.77 acres

FEE REQUIREMENTS

Regional Parks: 4	Urban Parks Area: 4
\$407.00 / Unit x 77 Dwelling Units = \$31,339.00	Neighborhood: \$101.00 / Unit x 77 Dwelling Units = \$7,777.00
	Community: \$156.00 / Unit x 77 Dwelling Units = \$12,012.00
	Total: \$19,789.00

ADDITIONAL RECOMMENDATIONS

Staff Recommendation:

Recommend to the Planning Commission and the Board of County Commissioners that the approval of Springs at Waterview Preliminary Plan includes the following conditions: (1) designate and provide to El Paso County a 25-foot trail easement along the west side of Grinnell Boulevard, north of Bradley Road to Powers Boulevard, that allows for public access, as well as construction and maintenance by El Paso County of the Grinnell Boulevard Secondary Regional Trail, (2) fees in lieu of land dedication for regional park purposes in the amount of \$31,339 and urban park fees in the amount of \$19,789 will be required at time of the recording of the Final Plat.

Park Advisory Board Recommendation:
Endorsed 12/13/2017

Development Application Permit Review



Community Services Department
Park Operations ~ Planning ~ Recreation / Cultural Services
Environmental Services ~ Veterans Services ~ CSU Extension

December 13, 2017

Subdivision requirements referenced in section 8.5.2 of the El Paso County Land Development Code. Fees are based on average land values within designated areas. See El Paso County Board of County Commissioners (BoCC) Resolution for fees established on annual basis. The Park Advisory Board meets the second Wednesday of each month, 1:30 p.m., BoCC Auditorium, second floor Centennial Hall Building, 200 S. Cascade, Colorado Springs.

Name:	Springs at Waterview Final Plat	Application Type:	Final Plat
DSD Reference #:	SF-16-017	CSD / Parks ID#:	0
Applicant / Owner:	Owner's Representative:	Total Acreage:	15.67
SWV, LLC	Dakota Springs Engineering	Total # of Dwelling Units	77
31 North Tejon Street	31 North Tejon Street	Gross Density:	4.91
Suite 500	Suite 500	Park Region:	4
Colorado Springs, CO 80903	Colorado Springs, CO 80903	Urban Area:	4

Existing Zoning Code: **A-5** Proposed Zoning: **RS-5000**

REGIONAL AND URBAN PARK REQUIREMENTS

Regional Park land dedication shall be 7.76 acres of park land per 1,000 projected residents. The number of projected residents shall be based on 2.5 residents per dwelling unit.

Urban Park land dedication shall be 4 acres of park land per 1,000 projected residents. The number of projected residents shall be based on 2.5 residents per dwelling unit.

LAND REQUIREMENTS

Urban Density: ☒ (2.5 units or greater / 1 acre)

Regional Parks: 4	Urban Parks Area: 4
0.0194 Acres x 77 Dwelling Units = 1.494 acres	Neighborhood: 0.00375 Acres x 77 Dwelling Units = 0.29 acres
	Community: 0.00625 Acres x 77 Dwelling Units = 0.48 acres
	Total: 0.77 acres

FEE REQUIREMENTS

Regional Parks: 4	Urban Parks Area: 4
\$407.00 / Unit x 77 Dwelling Units = \$31,339.00	Neighborhood: \$101.00 / Unit x 77 Dwelling Units = \$7,777.00
	Community: \$156.00 / Unit x 77 Dwelling Units = \$12,012.00
	Total: \$19,789.00

ADDITIONAL RECOMMENDATIONS

Staff Recommendation:

Recommend to the Planning Commission and the Board of County Commissioners that the approval of Springs at Waterview Final Plat includes the following conditions: (1) show on the Final Plat and dedicate to El Paso County a 25-foot trail easement along the west side of Grinnell Boulevard, north of Bradley Road to Powers Boulevard, that allows for public access, as well as construction and maintenance by El Paso County of the Grinnell Boulevard Secondary Regional Trail, (2) require fees in lieu of land dedication for regional park purposes in the amount of \$31,339 and urban park fees in the amount of \$19,789.

Park Advisory Board Recommendation:
Endorsed 12/13/2017

**FLYING HORSE NORTH PUD,
CONSTRUCTION TRAFFIC
and PUBLIC SAFETY ISSUES**

from Judith von Ahlefeldt

**submitted in
hardcopy to Craig Dossey of
EPC Development Services on
March 15, 2018**

***//Judith von Ahlefeldt
719-337-5918***

FLYING HORSE NORTH PUD, CONSTRUCTION TRAFFIC and PUBLIC SAFETY ISSUES

TIMELINE

2015-16 Meetings with Black Forest Land Use Committee with initial drawings for land use

Early 2016 - Submittals to EPC

**April 13, 2016 - First Traffic Study - Request for Deviation for Rura Minor Collector Deviation - 13-phase plan
DENIED BY ECM in May 2016**

July 21, 2016 - Revised Traffic Study- Master Traffic Impact Study (TIS or MTIS) West part of Stagecoach - Rural Major Collector - 13 phases 2014 data for SH 83

Planning Commission - Oct 16, 2016 - Denied

BoCC - Nov. 15, 2016 - Tabled with request for Developer to hold public meeting re SH83 access (Held Dec. 6, 2016)

BoCC - Dec. 13, 2016 - BoCC approves PUD Rezone and 8-Phase Preliminary Plan. Also approved Early Grading Permit for Phase 1, Golf Course and Drainage Improvements

Jan. - June -2017 Construction of FHN begins.

Holmes Road is the only access to the property from surrounding arterial roads

CDOT issues access permit to SH 83 on Feb. 8, 2017 for construction access to build 40 single-family detached Housing units

**June 5, 2017 -Permit to Work in Right-of-Way 6/1/17 - 7/31/17
#34414 Logging Operations continue**

**June 9, 2017 - Google Earth Black Forest Photo Update
Grading footprint of Phase 1, Golf Course and northern Drainage Improvements visible**

Dec. 6, 2017 - Revised Traffic Impact figures and statements for Preliminary Plan and Filing 1 Plat

**Jan. 12, 2018 -2nd Permit to Work in the Right-of-Way 1/18/17-2/28/17
#34484 Logging Operations from Tree clearing**

**Mar. 14, 2018 - 3rd Permit to Work in the Right-of- Way
3/28/10 - 4/6/18 Logging operations for Tree Clearning
Not signed or dated for “Applicant or Issued By Date”.**

**Log hauling on Holmes Rd occurred during first half of 2017.
Use of Holmes Road by many other types of construcion vehicles
and contractors occurred all of 2017 and to the present.**

**Residents expressed concern about construction traffic at the public
hearings in 2016 and are outraged at traffic on Holmes.**

**The Committee for Holmes Road Neighborhood Safety was formed
in Jan., 2017 to protest the use of Holmes Road for access to FHN.**

**The Developer was informed about the issues with construction traf-
fic amount, type, speed and Public Safety at the Feb. 12, 2018 public
meeting in Black Forest.**

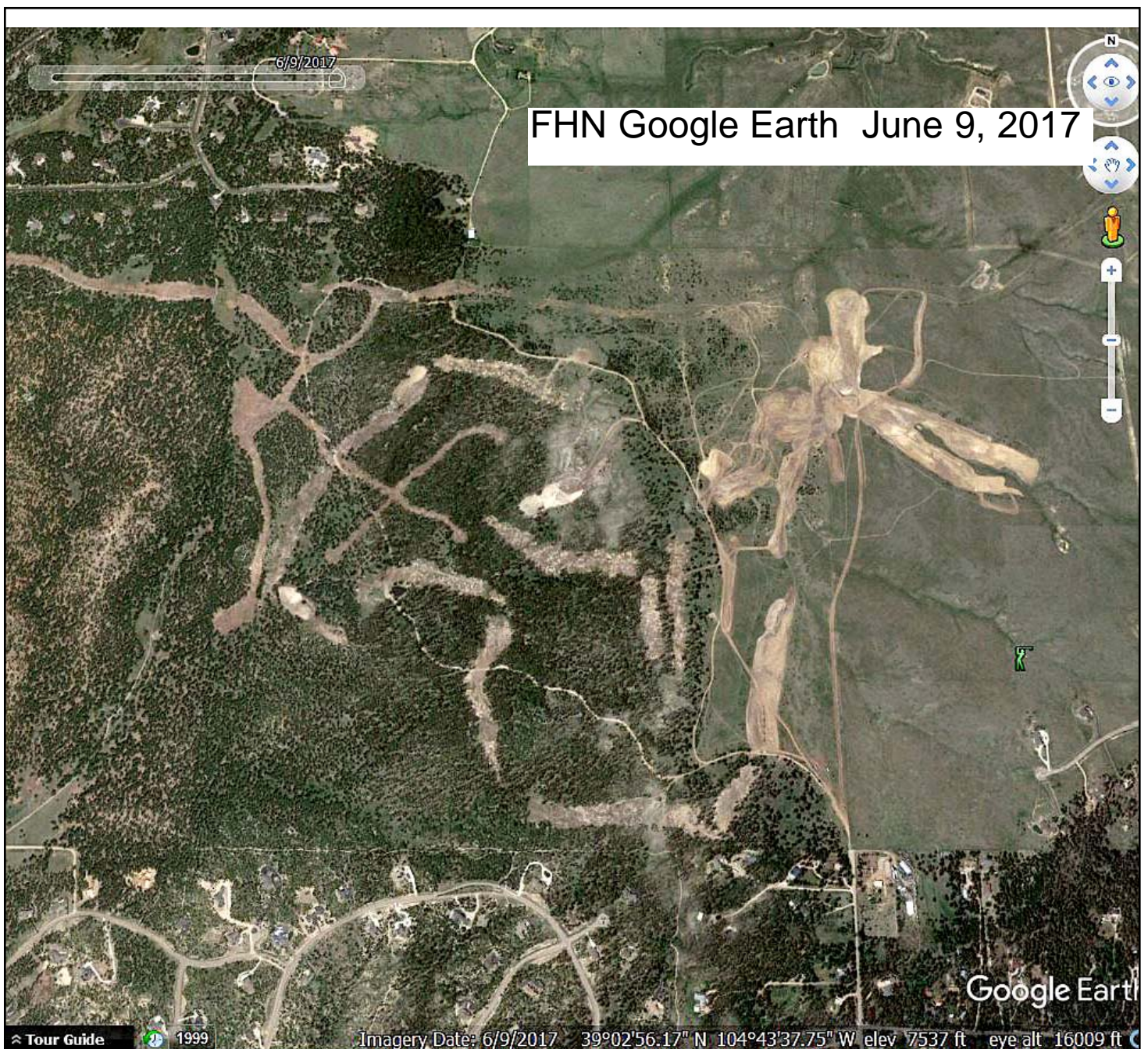
**A formal presentation was made to the El Paso County Highway
Advisory Commission by Karen Hilborn (Committee for
Neighborhood Safety), and Judy von Ahlefeldt regarding Access to
FHN and Public Safety**

Log hauling on Holmes Road resumed on March 12.

Logging Truck was photographed at 11:45 on Wed. March 14.

**EPC County installed a speed measurement device on Holmes Road
the afternoon of Wed., March 14.**

Photos to follow:



Flying Horse North Access Plan

- **Phasing Changes**
- **Number of Accesses**
- **Need and Timing for Improvements SH 83/Black Forest Rds,**
 - **Accelerated Development**
 - **Emergency Accesses,**
 - **Milam Rd. connection considerations**
 - **Traffic Study Assumptions, Disconnects, Omissions, Incomplete Disclosure**
- **Unrecognized and Hidden Neighborhood Impacts**
- **Construction Traffic and Citizen Concerns**



Holmes Road and Shoup Rd- Logging Truck - March 14, 2018 11:45 am



Holmes Road - Logging Truck - March 14, 2018 11:45 am



Holmes Road - Logging Truck - March 14, 2018 11:45 am

The continued use of Holmes Road for construction traffic is not necessary.

Stagecoach Road has been graded across to Black Forest Road as of early 2018.

The BoCC approved the Early Grading Permit for Phase 1, Golf Course and Drainage on Dec. 13, 2016.

These were already in place by June 9 of 2017. Stagecoach Rd in the timbered area was graded by Fall of 2017.

There are other options now for construction access\ to Flying Horse North from County-owned arterial roads.

Early Grading Permit - Phase 1 roads, GC and Drainage - Construction Traffic issues on North Holmes Road

- Two miles long (N/S) - substandard paved local road
- Long steep grade - Palmer Divide (7633' to Shoup Rd (7192'))
 - Minimal to no shoulders
 - no center or side striping
- 5 one-sided intersections, - one cross street (Vessey Rd),
 - 64 driveways - six blind hills
 - school bus use
- 23 foot pavement width south of Vessey Rd.
- 19 foot pavement width north of Vessey Rd.
- Residential area severely impacted by 2013 Black Forest Fire
 - dangerous T-intersection with minor arterial (Shoup)
- left turns across arterial traffic on Shoup, turns for SB at Milam



**A very unsuitable construction traffic entry to FHN now
- also an unsuitable south exit for FHN in the future.**

Citizens are requesting a gated, emergency-only access into the FHN road system at the north end of North Holmes Road effective immediately. Near term Construction Traffic can be routed to FHN via Stagecoach Road, and future access could also be from Stagecoach road (east and west ends).

FHN Early Grading Construction Traffic on North Holmes Road Hauling began in 2017



**N. Holmes Road - northbound haul truck
Jan. 16, 2018 10:28 am Hannig**



**13360 N. Holmes Road - southbound
Jan. 17, 2018 10:28 am Hilborn**



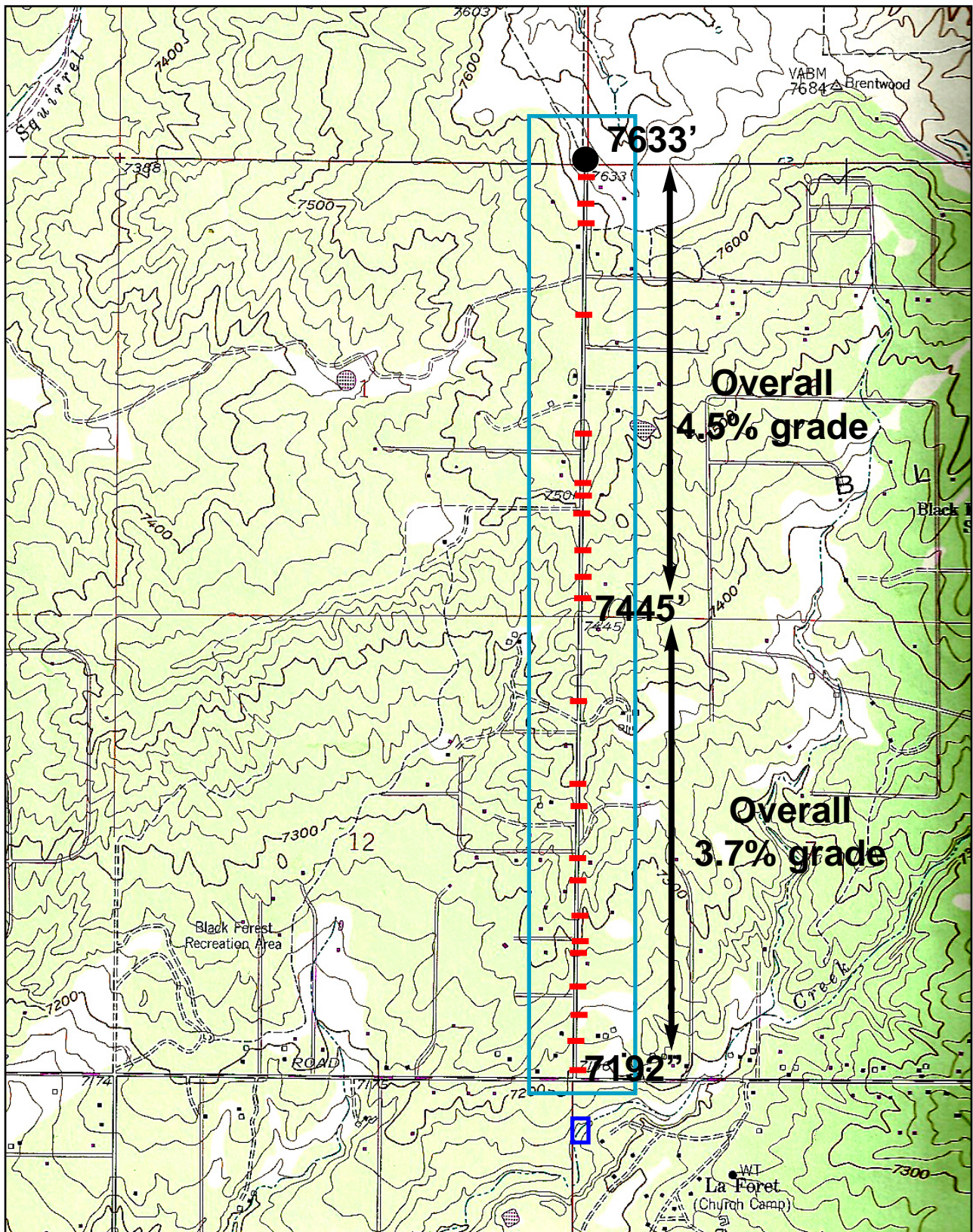
**13965 N. Holmes Road - southbound trucks
Feb. 8, 2018 3:40 pm Hilborn**



**13360 N. Holmes Road - northbound
Feb 9, 2018 10:28 am Hannig**

**Logging Trucks, Heavy Equipment Trucks, Dump Trucks,
Gravel and Rock Haul Trucks, Concrete Mixing trucks,
Concrete Pumper trucks, Graders, Contractor vehicles**

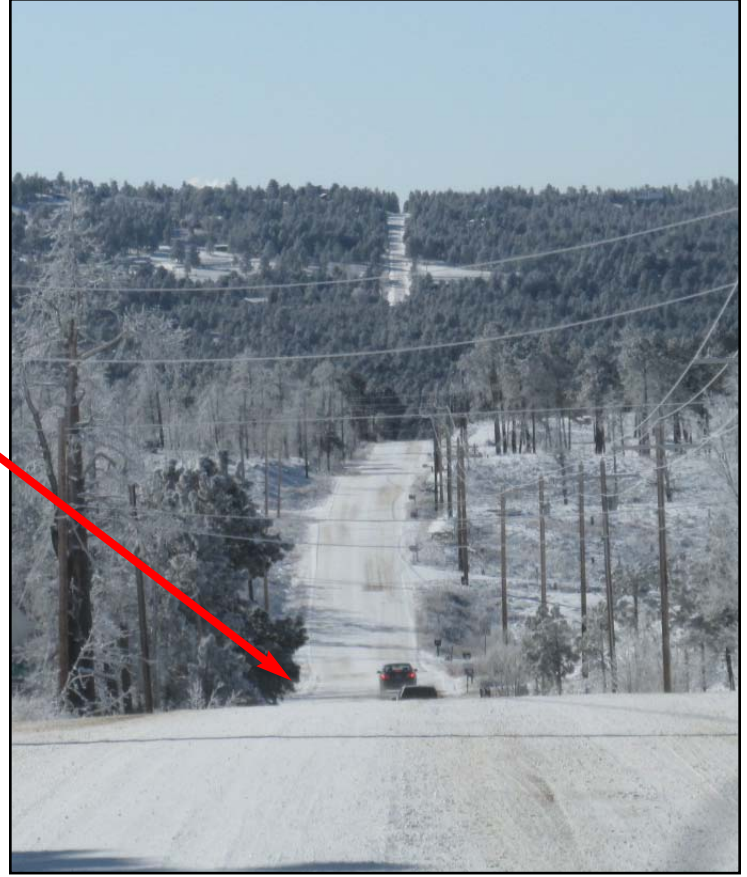
N. Holmes Road Grade and Blind Hills
7633 ft (at Palmer Divide) - 7192 ft (Shoup Road)
Contour interval = 20 feet
Top half 4.5% grade - Bottom half 3.7% grade
Some portions steeper - 5-6%



Exmples of blind hill (both directions) on N. Holmes Road



Northbound - N. Holmes Blind Hill south of Piedra Vista ↑ and south bound ↓ von A Feb. 10, 2018



Southbound - N. Holmes Blind Hill south of Piedra Vista von A Feb. 10, 2018 view from top of hill,



N. Holmes and Shoup Road intersection. Large trees immediately behind the yellow intersection sign. A short distance beyond the trees is the cliff into Kettle Creek on La Foret. A small tree knocked over when a driver slid through this intersection on icy roads is at the far left. von A Feb. 10, 2017



PERMIT TO WORK IN THE RIGHT-OF-WAY

Permit Type:

- ☐ Encroachment Permit ☐ Excavation Permit
☒ Obstruction Permit ☐ Annual Permit
☐ Telecommunications/Cable Provider

Permit No: 34929

Issue Date: 3/14/2018

Release Date:

Permit Fee: \$73.60

The undersigned applicant, being familiar with the requirements of the El Paso County resolution of July 1, 2008, does hereby agree to perform all work in compliance with the regulations and specifications as set forth in said resolution and to adhere to the requirements specified below.

ESQCP Permit No.**Company:** Classic Communities/Homes

Telephone: 719-426-8409

Address: 6385 Corporate Dr. Suite 200

City: Colorado Springs State: CO Zip Code: 80919

Name of Applicant: Austin Lentz

Cell Phone:

E-Mail:

Project Address: Holmes Rd @ Shoup Rd

Date of Application: 3/14/2018

Date to begin work: 3/28/2018

Date of completion: 4/6/2018

Work being performed for: Classic Homes

List of Subcontractors:

For the purpose of:
Type of work:

- ☐ Installing ☐ Repairing ☐ Removing ☐ Replacing
☐ Curb/Gutter ☐ Sidewalk ☐ Electric ☐ Gas ☐ Telephone ☐ Water ☐ Wastewater ☐ Cable Television
☒ Other Description: Logging Operations from tree clearing

Road #1: Holmes Rd	<input type="checkbox"/> Hot Mix Asphalt	<input type="checkbox"/> Bore	<input type="checkbox"/> Cut	Width: 0	Length: 0	Age of HMA: 0
	<input type="checkbox"/> Low Grade Paving / Gravel	<input type="checkbox"/> Bore	<input type="checkbox"/> Cut	Length: 0		
	<input type="checkbox"/> Shoulder / Ditch	<input type="checkbox"/> Bore	<input type="checkbox"/> Cut	Length: 0		
Road #2:	<input type="checkbox"/> Hot Mix Asphalt	<input type="checkbox"/> Bore	<input type="checkbox"/> Cut	Width: 0	Length: 0	Age of HMA: 0
	<input type="checkbox"/> Low Grade Paving / Gravel	<input type="checkbox"/> Bore	<input type="checkbox"/> Cut	Length: 0		
	<input type="checkbox"/> Shoulder / Ditch	<input type="checkbox"/> Bore	<input type="checkbox"/> Cut	Length: 0		
Road #3:	<input type="checkbox"/> Hot Mix Asphalt	<input type="checkbox"/> Bore	<input type="checkbox"/> Cut	Width: 0	Length: 0	Age of HMA: 0
	<input type="checkbox"/> Low Grade Paving / Gravel	<input type="checkbox"/> Bore	<input type="checkbox"/> Cut	Length: 0		
	<input type="checkbox"/> Shoulder / Ditch	<input type="checkbox"/> Bore	<input type="checkbox"/> Cut	Length: 0		
Road #4:	<input type="checkbox"/> Hot Mix Asphalt	<input type="checkbox"/> Bore	<input type="checkbox"/> Cut	Width: 0	Length: 0	Age of HMA: 0
	<input type="checkbox"/> Low Grade Paving / Gravel	<input type="checkbox"/> Bore	<input type="checkbox"/> Cut	Length: 0		
	<input type="checkbox"/> Shoulder / Ditch	<input type="checkbox"/> Bore	<input type="checkbox"/> Cut	Length: 0		
Road #5:	<input type="checkbox"/> Hot Mix Asphalt	<input type="checkbox"/> Bore	<input type="checkbox"/> Cut	Width: 0	Length: 0	Age of HMA: 0
	<input type="checkbox"/> Low Grade Paving / Gravel	<input type="checkbox"/> Bore	<input type="checkbox"/> Cut	Length: 0		
	<input type="checkbox"/> Shoulder / Ditch	<input type="checkbox"/> Bore	<input type="checkbox"/> Cut	Length: 0		

REQUIREMENTS:

1. State Law requires that notice of commencement, extent, and duration of any excavation work, be given to the owner or operator of underground facilities (utilities) at least two (2) business days in advance.
2. Work zone traffic control shall be provided in accordance with the approved Traffic Control Plan.
3. It is the responsibility of the contractor to contact Emergency Services, School Districts (if bus route), and other interested parties if road closure has been approved.
4. All backfill shall be compacted to 90% of AASHTO T-180 unless otherwise specified.
5. All work sites shall be left clean and orderly.
6. Contractor must call inspector 48 hours prior to start of work.

Additional Requirements: ☐ Select Backfill ☐ Flowable Fill ☐ Restore/Reseed ☐ Regravel ☐ Cold Mix patch immediately ☐ Bore
☐ Hot Mix Patch within 7 days ☐ Overlay ☐ Compaction Test(s) ☐ Remove all locate flags associated with project

EPC Remarks: Please contact Sarah McCormick (520-7847 or 330-5904) for inspection. ROW permit must be on site during project construction. County Engineer approval needed for closures of roads.

NOTICE:

1. It is understood that should it become necessary for El Paso County to provide sign, light and barricade hazardous areas or restore the Right-of-Way to its original condition, that all costs of said work shall be borne by the Applicant.
2. Issuance of this permit does not relieve the applicant from satisfying El Paso County Land Development Code and Engineering Criterial Manual requirements. In the event of conflict, this permit shall be considered NULL and VOID.
3. Utilities or other facilities installed under this permit are subject to relocation, adjustment and modification at the owner's expense, in the event El Paso County determines such is necessary in order to perform road, bridge, drainage repairs, or any modifications and/or improvements.
4. All permanent road repairs shall be completed within seven (7) calendar days of initial disturbance.
5. Roadway closure will not be permitted unless approved by El Paso County Traffic Engineer at the time of application.
6. All underground utility installations are to be at a thirty (30) inch minimum depth.
7. All overhead utility installations are to be at a nineteen (19) foot minimum height.

SUMMARY OF CHARGES

Degradation Fee:	\$0.00
Traffic Management Fee:	\$48.60
Administration fee:	\$0.00
Surcharge:	\$25.00
Investigation Fee:	\$0.00
Total Permit Fee:	\$73.600
(Incentive) / Disincentive	\$0.000
Adjusted Permit Fee:	\$73.60

Applicant: _____ **Issued by:** _____ **Date:** _____