

From: Dawn <dawneshealy@gmail.com>
Sent: Monday, August 27, 2018 12:21 PM
To: Nina Ruiz
Subject: Reference File Number: SP-17-012/SF-18-001 – Preliminary Plan/Final Plat

Categories: Red Category

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I am writing as a resident OFF Holmes Road on Schwencks Place.

I moved here in the 80's to get away from traffic on Shoup Road (yes, I looked at the plans and Holmes was NOT a through road). Milam has a huge intersection and was planned for this through traffic for YEARS! Shoup and Holmes has no such intersection.

Please do not allow Flying Horse or any other subdivision to use Holmes Road for construction traffic or any other through traffic. It is already a raceway for people cutting thru off Black Forest Road. Many of the residents that live off Holmes Road have always used it to walk, bike and ride horses. With the number of blind hills, it's already dangerous with the amount of traffic we have.

We were also hit VERY hard in the BF Fire in 2013 - noise levels without the trees have become increasing loud without additional traffic that would result in allowing construction and other traffic to use Holmes Road. Here are some other facts I'm sure you have been made aware of that make a compelling argument to leave Holmes Road ALONE in the best interest of the residents, and of the Black Forest community.

1. Holmes is just short of 2 miles long. There are no shoulders or striping.
2. Width of road is 19' (north of Vessey) and 23' (south of Vessey), which is significantly short of the minimum of 30' required.
3. There are 61 driveways on the road with several serving more than one property. Many of these are near blind hills. There have been many "near misses" reported by residents trying to exit their property.
4. There are at least 5 small feeder roads into Holmes, including Molly Court, Bluebell Lane, Holmes Lane, Piedra Vista, Vessey at two separate points.

5. There are deep ditches for drainage on much of Holmes on both sides of the road.

6. Significant upgrades would be required to make Holmes Rd. safe for expanded traffic. The current pavement is only a one inch layer of asphalt on top of poorly done chip seal over dirt. Upgrades are not likely to be mandated; therefore, treacherous conditions could stay the norm for years. It's also not likely that the county will ever pay for the following upgrades:

- * moving drainage ditches and moving all driveway culverts
- * moving all mailboxes
- * moving utility poles as needed (they should have been put underground after the fire)!!!!
- * widen road to required standard subdivision road width
- * re-pavement upgrade
- * center and edge lines after widening
- * added lighting
- * appropriate signage

7. Impact on other higher level roads should be shared between Stagecoach (Collector), Black Forest (Minor Arterial) and Milam (Collector). Holmes is a local subdivision road and is being used as a de facto Collector which is not okay!

8. Use of Holmes causes excess turn movements onto and off of Shoup Rd.

9. Milam at Shoup is already a large intersection with turn lanes in place. Due to several deaths and accidents, it needs safety improvements and better markings and lighting.

10. There are dozens of BAD experiences on Holmes and Holmes/Shoup in the months since initial work began:

- * dozens of heavy equipment trucks using road with many being oversized

* dozens of cement trucks lined up on Holmes awaiting the call to unload and then a line ½ mile long as they went back down the hill

* speed limit excess by construction vehicles as they go up and down Holmes

* noise of truck braking

* rocks fallen onto the road from deliveries

* construction vehicles speeding as they up and down Holmes

11. Hundreds of trucks will be needed for the construction phase to begin soon.

Dawn E S Healy
Colorado Springs, CO 80908
719-495-4156

From: blackforestnews@earthlink.net
Sent: Tuesday, August 28, 2018 11:49 AM
To: Kari Parsons; Nina Ruiz; Kari Parsons
Cc: tastokka@gmail.com; HAC Vierzba; Victoria Chavez; Jennifer Irvine; abarlow@nescolorado.com; me
Subject: For BOTH Redtail Ranch and Flying Horse North Preliminary Plans and Respective Plats

Categories: Red Category

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Regarding the definition of what is needed for Principal Arterial in MTCP and ECM and inconsistencies among PUD Rezone approvals for Flying Horse North (Black Forest Road) in 2016, Retreat at Timber Ridge on 3-27-2018 (Vollmer Road) and the current Draft Preliminary Plan for Redtail Ranch (March 2018).

The 2016 MTCP's 2060 Corridor Preservation Plan calls for four-lane Minor Arterials in Black Forest (Mapt 17). (see redline comment below).
Evidently there is a conflict between the MTCP and ECM as to how much ROW is needed for a four lane Minor Arterial - 100 feet or 180 feet
(see redline blue box comment below)

PUD zone changes have been approved in 2016 for FHN (BF Road) and 2018 for Retreat at Timber Ridge (Vollmer Road) for 100' corridor Preservations as a Minor Arterial for BF and Vollmer Roads, but the current Preliminary Plan for Redtail Ranch (a few miles north of Retreat at timber Ridge - also on Vollmer Road) is requiring 180' for Principal Arterial for a subdivision that is RR-5 and does not have PUD Zone.

I spoke to Jeff Rice about this last week, and then saw the comment in the Flying Horse North Final Plat Review Comments from 8/3/2018 (below).

This certainly needs MUCH further discussion, especially per the *BF Preservation Plan* which calls for roads, including these Minor Arterials, to remain two lane (currently 60 foot ROW).

Obviously a four lane road (Principal or Minor Arterial) per the MTCP both conflict with the *Black Forest Preservation Plan*.

Exactng a 180 foot ROW from subdivisions that currently border a 60' ROW plan is completely unreasonable and is a huge taking of private land. Neither the Retreat's 100-foot ROW is south of the Timbered Sub -Area of Black Forest and was deemed feasible just a few months ago..

Upping the ROW from 100' to 180' will not work for Black Forest Road per the Final Plat Review comment below - it is not feasible either, nor does it make sense for Redtail Ranch to require 180 foot ROW for Vollmer Rd.

The Black Forest Preservation Plan was initiated in 1972 because PPACG wanted to make Vollmer an I-25 Bypass.

It seems we are revisiting this kind of inimical road planning for the Black Forest area..

I request that the whole issue of the nature of 2060 (or later) ROW Corridor Preservation for roads in the the Black Forest Area be examined by HAC. I would submit that a three lane road (refuge/turn lane in the center lane) would be feasible because it would accommodate left turns and not take up an enormous urban-style ROW. Bike lanes could be included also.

These arterial roads in the Black Forest Planning Area should be designed to accommodate not only moving cars. but to not disrupt the parks, recreation facilities, residences, business ares and churches. They should be low speed (40-45 mph) and need minmnl widening from the current 60-foot ROW.

Certainly a 180 foot ROW taking is not appropriate for Redtail Ranch which is across Vollmer road from the Pineries Open Space.

***** See Revision request to
180'ROW for the Final Plat in the blue box

FHN Final Plat - Addl documents # 7ef70a64-c9aa-422b-8047-65512cf1d5aa on
www.devplanrview.com from 8/3/2018

of the roundabout and 80 feet of ROW east of the roundabout. These dedications match the PUD classifications – Rural Major Collector on the west end and Rural Minor Collector on the east end. No further ROW preservation beyond the ROW dedication shown on the plat is necessary.

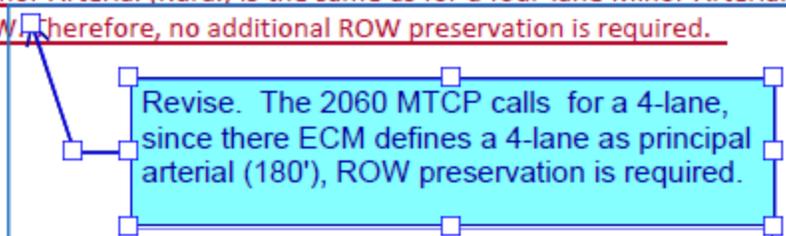
Milam Road

The MTCP 2060 Corridor Preservation Plan calls for the extension of Milam Road as a Collector through the site. The Flying Horse North Plat shows 80' ROW for future Milam Road – some of the preservation is in the form of tracts and some is in the form of dedicated 80' collector roadway ROW. No further ROW preservation beyond the ROW dedication and dedication of Tracts shown on the plat is necessary.

Black Forest Road

The MTCP 2060 Corridor Preservation Plan show Black Forest Road as a four-lane Minor Arterial adjacent to the site. ~~DO THEY NEED TO DEDICATE ADDITIONAL ROW???~~ Per ECM Tables 2-4 and 2-6, the ROW for a two-lane Minor Arterial (Rural) is the same as for a four-lane Minor Arterial (Urban) – both are 100-foot ROW, therefore, no additional ROW preservation is required.

ROUNDABOUT DESIGN



~~The roundabout design exhibits are attached. Please refer to the construction drawings and associated documents prepared by Classic Consulting.~~

Submitted by Judith von Ahlefeldt for both Redtail Ranch Preliminary Plan/Final Plat and Flying Horse North Preliminary Plan/Phase 1 Final Plat with request for HAC to weigh in on this issue. DSD- Kindly post this with the Review comments for both projects.

August 29, 2018

From: Marcia Hannig <mjhannig@aol.com>
Sent: Monday, August 27, 2018 4:59 PM
To: Nina Ruiz
Subject: Holmes Rd.

Categories: Red Category

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El Paso County Commissioners

% Nina Ruiz

RE: File Number SP-17-012/SF-18-001 Preliminary Plan/Final Plat Flying Horse North

Dear Commissioners,

It is time to deal with traffic safety regarding Holmes Road and Flying Horse North and not just ignore the 100+ residents who live on Holmes or on the 5 small feeder roads into Holmes in favor of the developer. We have been trying to get the attention of our commissioners for over 2 years now, from attending meetings to writing letters. The Flying Horse North meeting which was required for the developer in February by the county with Black Forest residents had a predetermined outcome - they feigned listening and nothing changed. In fact, there was a degree of arrogance shown toward the citizens in attendance. It was clear that FHN clearly intends to use Holmes Road for a main construction thoroughfare even when home construction begins.

Holmes Road continues to be the de facto primary route for construction vehicles - hundreds of earth movers, gravel trucks, cement trucks, logging trucks, golf course and oversized road construction vehicles. We are a local subdivision road-abused beyond belief from speeding Flying Horse construction workers and contractors who routinely ignore the 30 mph speed limit. Our hilly road has no shoulders, deep ditches, and many driveways. Exiting those driveways becomes, "Hold on tight because I can't see if anything is coming!" Our daughter had a scary car encounter in the spring when she was exiting her school bus on Holmes and another parent of a special education student exiting from the bus also has relayed an incident of concern last spring.

When we called Flying Horse North manager, Austen Lenz, about speeding by their contractors, his response was, "Call the sheriff." Once again, no concern to try to remedy a dangerous situation for neighbors on Holmes, no ownership of getting on top of the situation at all. El Paso County deputies have been awesome about occasionally patrolling because they have been called by Holmes Rd. residents, but they can't be expected to be there all the time for years to come.

Before final PUD and Phase 1 Plat approval for Flying Horse North,

1. The connection from Holmes into and out of Flying Horse North should be a locked gate for fire and emergency access only.
2. Construction traffic from Flying Horse North and future subdivision traffic from FHN should not be allowed on Holmes Road. It's not necessary with an exit at Black Forest Rd. and soon to be exit on SH 83.

3. Now is the time to finish the connection from Milam Rd. to Stagecoach.

We have been longing for our voices to really be heard and not ignored about safety on Holmes Road over the juggernaut of Flying Horse North. We are not opposing the development, but we are opposed to creating unsafe road conditions on Holmes Rd. by FHN. It doesn't have to be that way. We hope you are listening with care and concern.

Sincerely,

Jack, Marcia, Terri and Ellie Hannig

From: Kristen <parismomco@gmail.com>
Sent: Monday, August 27, 2018 1:24 PM
To: Nina Ruiz
Subject: Holmes Road - MAJOR problems with Flying Horse North

Categories: Red Category

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The use of Holmes Road, a narrow and unsafe road, as primary access to the new Flying Horse North subdivision is ill conceived and irresponsible. Many Holmes Rd. driveways are on blind hills which are extremely dangerous already, and adding the high speed construction traffic has created increasingly hazardous conditions for residents simply trying to cross the road to retrieve our mail, or to turn out of our driveways in front of speeding trucks in which the drivers cannot see us until they barrel down on us. The road is too narrow for additional traffic. This is a residential area, and people walk dogs, jog, and bicycle, but the road is not wide enough to do so safely with any additional traffic load.

Many of us checked the county plans prior to purchasing our properties decades ago. The plans showed Milam becoming the north-south access through the area, so we agreed to purchase on a small road, knowing that traffic would be kept to safe levels for the type of road. Milam is the appropriate access, despite higher costs in building the road through. It has traffic circles to prevent speeding, wider roads to accommodate more and larger vehicles, and wide areas beside the road for pedestrians. It even has existing trails beside the road in most places. To override the old plan and choose a less substantial, unsafe road for access to a new development is to ignore the best interests of citizens who have trusted the county for decades.

Holmes cannot be adequately widened, as will eventually be needed, due to private property issues. Some homes are built ssts the minimum clearance from property lines, and have hillsides and retaining walls providing their only privacy block from the street, so the land cannot be purchased for the purpose of expanding Holmes without major, extremely costly issues. Milam may be costly to expand in the short term, but over the long run, Holmes will be even more costly due to the sheer number of existing structures and lots involved in the expansions which will become necessary once Flying Horse development is complete and the road proves inadequate for traffic.

Saying that traffic is going to divert in other directions is illogical. Black Forest is an extension of Colorado Springs. Residents will be heading south from Flying Horse North. We have seen multiple times (such as during the closure of Black Forest Road for repairs), that no matter where studies say traffic will go, even with signage telling people to detour elsewhere, people drive on the route which takes them most directly where they want to go. That means Holmes will become the primary route out of the development for much of the traffic. People going south will largely be headed toward Powers, which is most easily reached via Holmes.

Will it take deaths for you to see that this is an inappropriate use of the road? That is what you are setting up. People living on blind hills on a narrow road are not going to be safe from the new volumes of traffic you are imposing by authorizing this ridiculous overuse of a road not intended for mainstream traffic!

Please reconsider this action. All those involved in the poorly conceived, dangerous plan are being closely watched, and we are hoping that you will do the right thing, rather than the convenient thing. There is more at stake than developer's interests. Ultimately, lives, and the trust of the community, are in the balance.

- Kristen Paris
Black Forest, CO.

From: Della Clark <clarksd@mail.com>
Sent: Monday, August 27, 2018 8:55 PM
To: Nina Ruiz
Subject: Reference File Number: SP-17-012/SF-18-001 – Preliminary Plan/Final Plat

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PLEASE listen, understand and support Black Forest residents. We are losing battle after battle because of developers greed and we are watching the destruction of Black Forest in a single generation. Piece by piece the forest is being destroyed from all sides. This particularly issue cuts through the middle, a direct stab through the middle of our hearts. Please don't let us bleed any more. Please don't continue to destroy our beautiful Colorado. Please champion our cause, protect our beautiful land, wildlife, and residents who live here to get away from the city traffic and embarrassing crowded housing developments.

Della Clark
5960 Schwencks Place, off Holmes Rd.