

## Kari Parsons

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**From:** blackforestnews@earthlink.net  
**Sent:** Tuesday, August 28, 2018 5:47 PM  
**To:** Kari Parsons  
**Cc:** me  
**Subject:** Re: For BOTH Redtail Ranch and Flying Horse North Preliminary Plans and Respective Plats

**Follow Up Flag:** Flag for follow up  
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5:15 pm Aug 29, 2018

Kari

Thanks for your reply - just got back in today to the computer.

Technically I am not an Agency (maybe an Institution but not an Agency!), but I would like to have these comments posted where they will be read and appropriately considered.

Proximally the most critical item is Flying Horse North's BoCC hearing next Tuesday, Sept. 4, so these comments should be placed into the Commissioners Packet for that hearing per this relationship to Flying Horse North's impending approval. The Redline comment about changing BF Road to a Principal Arterial was not made until 8/3/2018 and I did not see it until yesterday - so I don't know what to tell you since this is so close to the BoCC hearing next week.

Secondarily this should be in the Agency comments for Redtail Ranch, because obviously a 180 foot preserved corridor for Redtail Ranch is not consistent with what was asked of Retreat at Timber Ridge just five months ago and is a big chunk of real estate out of this small subdivision as it moves through the process. It is also adjacent to the Pineries Open Space and the Sanctuary in the Pines approved PUD. If you can put it in the Agency Review comments for Redtail Ranch that would best in my think.

Here are the implications of this:

If a 180 foot ROW for a Principal Arterial for 2060 Black Forest Road Corridor Preservation is approved by the BoCC on Tuesday when they consider the Preliminary Plan and Filing 1 Plat for FHN, does that mean the FHN 2016 PUD must be amended?

What about the Retreat's PUD? Where are they in the review of their Preliminary Plan and First Plat? Does the Retreat PUD need to be changed for consistency and does it mean that all other 4-lane Minor Arterial Roads for 2060 Corridor Preservation on Map 17 on page 64 in the 2016 MTCP will also suddenly become Principal Arterials. The MTCP even says the need is a WAG and Long shot anyway, and there is nothing new to demonstrate need for a road with 180 foot ROW ever in the Black Forest.

I really think HAC needs to be the public forum for sorting this out. They are like the Planning Commission for

road issues and this is a big deal.

The problem involves the future of Black Forest (a big deal), citizen participation in their community's destiny (a big deal), consistency between the ECM regulations and the MTCP (a big deal), and how the 'rules of the road' interact" with the County Master Plan and planning professionalism and balance. Yes - a big deal!

I am an Advisor to BFLUC. I have been and Advisor for two decades now because of my community service as Chair from 1974-1985, and later service as Chair of the Black Forest Transportation Committee from about 2006-2012, and newspaper owner/publisher for most of two decades. I am not a voting member of BFLUC so it should not be in their comment section. My comments are from me and based on long-term citizen advocacy and experience (nearly 50 years!)

Hope that helps -if you can put these comments in the Agency Review comments for FHN and Redtail Ranch I think that would be best.

Thanks,

Judy von Ahlefeldt

On 8/28/2018 1:03 PM, Kari Parsons wrote:

Judy- Do you want to upload your comment in the BFLUPS agency section? Are you commenting as a citizen, which would be attached to the staff report or as referral agency?

Best Regards,

Kari Parsons, Project Manager/Planner II  
E. P. C. Planning & Community Development  
2880 International Circle  
Colorado Springs, CO. 80910  
719-373-8562 I~Phone  
719-520-6306 Office  
[Kariparsons@elpasoco.com](mailto:Kariparsons@elpasoco.com)

EDARP- Development Application Review Website <https://epcdevplanreview.com/>

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**From:** [blackforestnews@earthlink.net](mailto:blackforestnews@earthlink.net) [<mailto:blackforestnews@earthlink.net>]

**Sent:** Tuesday, August 28, 2018 11:49 AM

**To:** Kari Parsons; Nina Ruiz; Kari Parsons

**Cc:** [tastokka@gmail.com](mailto:tastokka@gmail.com); HAC Vierzba; Victoria Chavez; Jennifer Irvine; [abarlow@nescolorado.com](mailto:abarlow@nescolorado.com); me

**Subject:** For BOTH Redtail Ranch and Flying Horse North Preliminary Plans and Respective Plats

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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*.

Exacting 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](http://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.

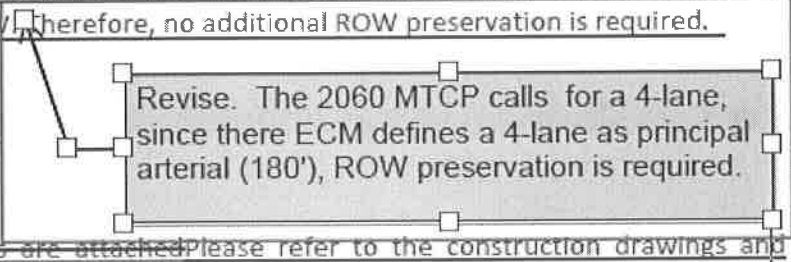
#### Milam Road

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.

#### ROUNDAABOUT DESIGN



Revise. The 2060 MTCP calls for a 4-lane, since there ECM defines a 4-lane as principal arterial (180'), ROW preservation is required.

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

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**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

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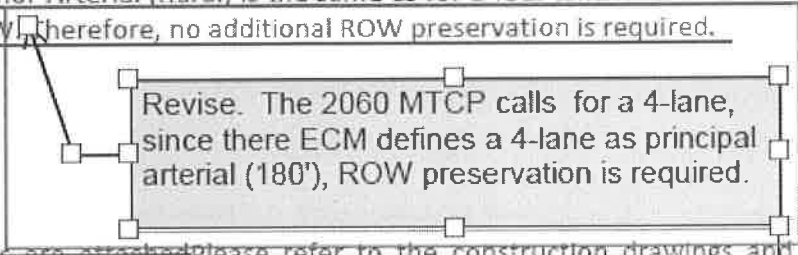
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August 29, 2018

## Kari Parsons

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**From:** blackforestnews@earthlink.net  
**Sent:** Tuesday, August 28, 2018 11:53 AM  
**To:** Kari Parsons; Erin Ganaway; abarlow@nescolorado.com  
**Cc:** me  
**Subject:** Comment of Drainage for lot 3 - Redtail Ranch  
**Attachments:** Redtail Ranch Lot 3 Drainage letter Aug 29 2018.pdf

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Hello Kari, Erin and Andrea,

Attached please find my comment regarding need for a spillway for the Pond on Lot 3 in Redtail Ranch.

Redtail Ranch's entire west boundary is coincident with my east boundary and the dam is just a few feet away from the fence.

I have no issues with the subdivision of the property, but am submitting comments on:

1. The need for a spill way for the pond on lot 3 (see attached)
2. The 90' road width requirement for a Principal Arterial for Vollmer Road (separate letter)
3. Support for the Black Forest Trails Association proposal for unfenced motorized trails to connect the Black Forest Trails Association local trail network to Linnwood Lane and Section 16 Regional Trail at the long-standing Linwood Lane trail entrance. (separate letter)

This is being submitted in time for the August 29, 2018 deadline as a comment from an Adjoining Landowner.

I also support dark sky lighting for this project.

Kari, kindly post this for me on the [www.epcplanreview.com](http://www.epcplanreview.com) site.

Thank you,

Judy von Ahlefeldt, Adjoining Landowner

8255 Forest Heights Circle Parcel 5208245004

For: Redtail Ranch Adjacent Landowner comment - August 28, 2018  
Preliminary Plan and Final Plat  
re: Drainage - spillway for Stock Pond Design Point D2 on Lot 3, Kettle Creek Basin  
Preliminary/Final Drainage Report for Redtail Ranch Filing 1 July 2018  
for Michael Ludwig by Marc Whorton PE - Classic Engineering

**Regarding lack of spillway and previous overtopping of dam when pond is full**

Hello,

I am the adjacent property owner to the west of Lot 3 of the proposed Redtail Ranch subdivision, and have owned my property since 1969. Prior to the early 1990s, when the owner previous to Mr. Ludwig (James Munson) bought the property, the drainage was entirely a native forest and small subirrigated meadow with natural sheet flow. In wet years, after heavy monsoon rains or snowpack, water flowed freely across the surface during March - October.

Typically the meadows would be soggy in Spring and dry out during the Summer. Hay was cut from my meadows immediately downstream from Mr. Ludwig's property in some years since 1969.

Munson fenced the meadow and forest up to Linnwood Lane in the early 1990s, built the pond, and pastured 5-7 steers each summer. The dam was built nearly to the fenceline and a spillway was not constructed. I was absent out of state from 1985-1996 and my house was rented. I was in residence there from November of 1996 to June 11, 2013 when the fire destroyed the neighborhood. I am rebuilding.

When we had a wet summer and strong storms in 2008 the pond was overflowed the dam (see photos taken just after the event and beginnings of dam erosion). I spoke to Munson about putting in a spillway. He refused and I informed him that he was putting my property at risk.

Mr. Ludwig bought the property from the Munson family after the 2013 fire, and has had most of the trees mechanically salvage-logged. As you probably know - a catastrophic fire increases runoff. The BARC map prepared for the Black Forest Fire noted significant increases in expected runoff in the Kettle Creek Basin above normal background amounts. In addition to fire damages woils, there was a lot of mechanical disturbance for two years (2016-17).

I am attaching photos from 2008 when the land was rather denuded from grazing and the pond full and overtopping the dam. If a proper spillway had been in place, this overtopping, and start of headcutting would not have happened.

I do not totally agree with Mr. Whorton's conclusion that: "With the reduction in tributary area due to the extension of Ward Lane, the developed flows at this location are below the pre-development conditions. Therefore, no further improvements within this basin are proposed at this time. The additional imperviousness with the construction of Ward Lane is collected in a sideroad ditch and conveyed south towards Pond 1. The existing stock pond facility is planned to remain in place within Lot 3 with ownership and maintenance by the new owner". As you probably know - a catastrophic fire increases runoff. The BARC map prepared for the Black Forest Fire noted significant increases in expected runoff in Black Forest above normal background amounts. This valley had extreme burn severity, and the salvage logging denuded the vegetation, which has been masticated twice and harrowed twice since 2016.

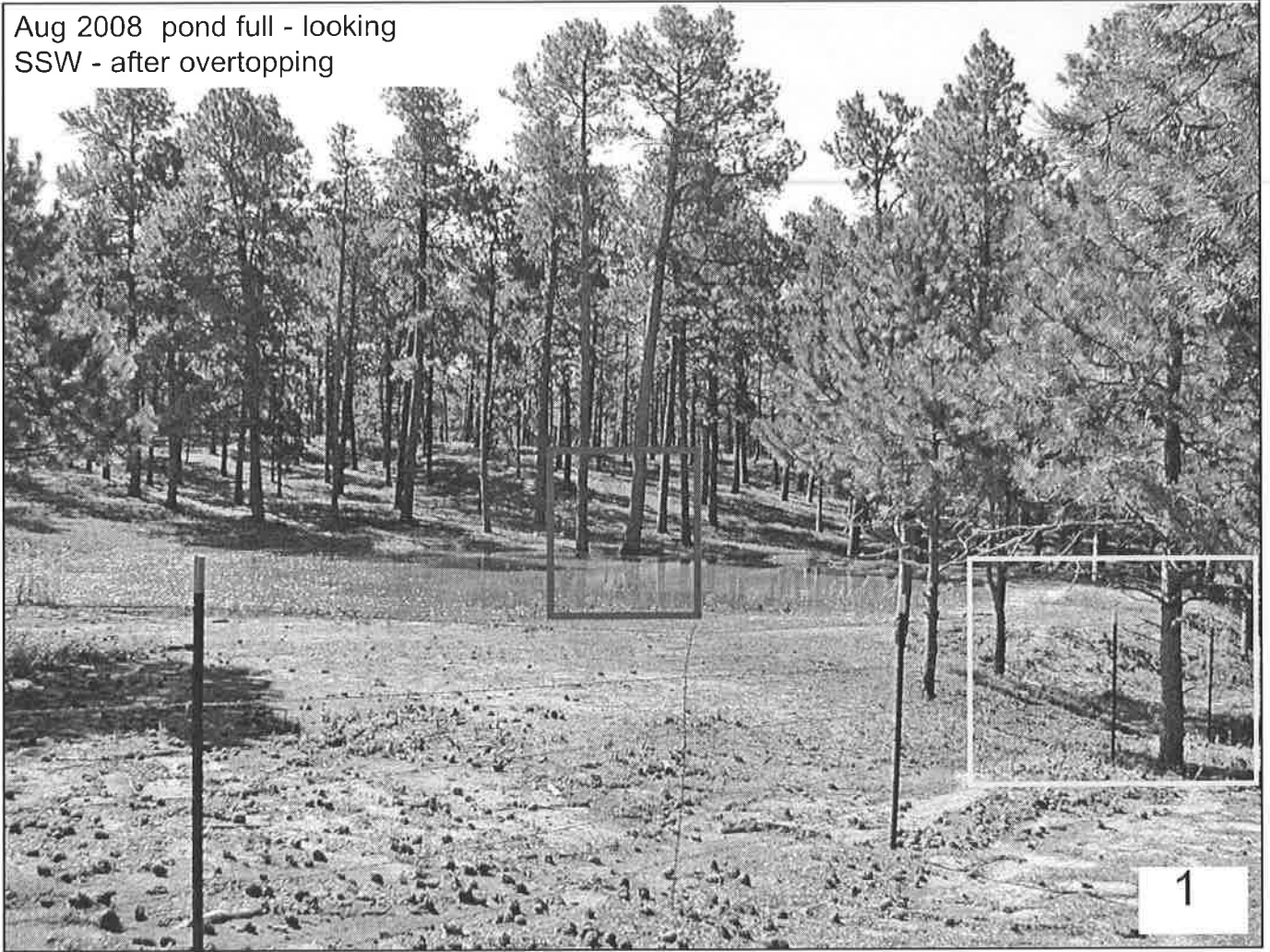
I am requesting here that Mr. Ludwig put in a proper spillway on the south side of the pond, with a riprap base for flash-flood events. There is grass present, but the gradient is short and steep to the property line and I believe it should have some rocks to attenuate the flow and protect the surface on the Redtail Ranch property. this drainage problem and liability should not be passed on to a new landowner for Lot 3.

Perhaps Mr. Whorton could bring out a transit and determine how much the south edge of the pond needs to be lowered to put in a proper spillway to conduct excess flow onto my land and keep the water below the bordering trees.

Thankyou,  
Judith von Ahlefeldt Adjoining property owner  
8255 Forest Heights Circle CS, CO 80908 337-5918  
Photos attached



Aug 2008 pond full - looking  
SSW - after overtopping



Aug 19, 2018 - after monsoon  
rains - pond was nearly empty  
before 2018 monsoon



Aug 2008 pond full - looking S along  
fenceline - after overtopping



Photos 1-5 show the Pond on Lot 3 at Design Point #2 of the Redtail Ranch Proposed subdivision in 2008 after heavy summer rains (Photos 1,3 and 4), and when the pasture was heavily grazed by a previous owner's cattle, and also on August 19, 2018 after the 2018 monsoon in July and August with a more "normal" water level and after the fire without grazing (Photos 2 and 5).

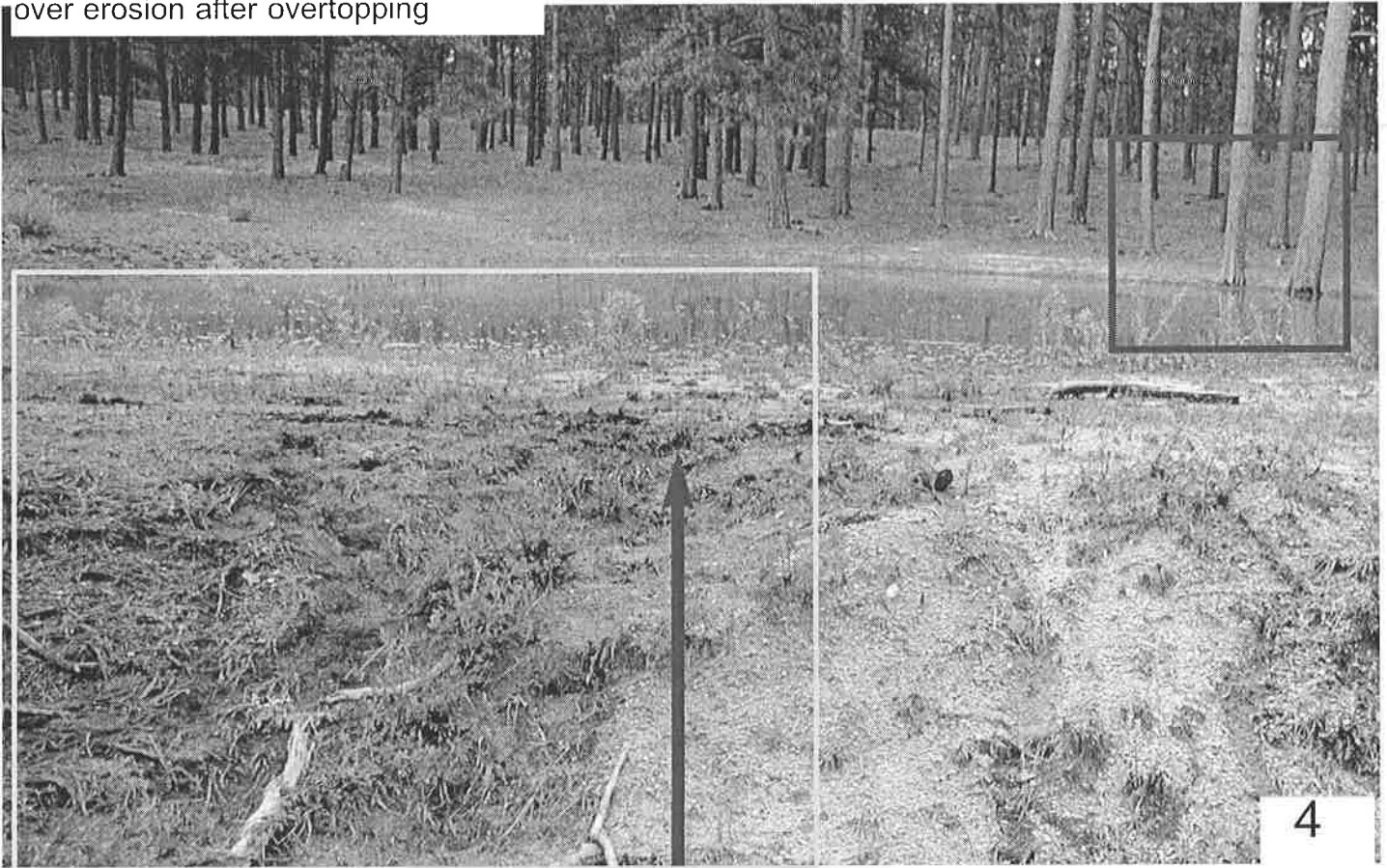
The red boxes show a group of three trees which survived the fire (near the pond edge and are a useful marker.)

Photo #2, taken about 10 days before this letter was prepared shows the three trees growing above the water line. In the photos from 2008 when the pond was overfull, the two lower tree bases are below the waterline and also show a high watermark from the overflow event.

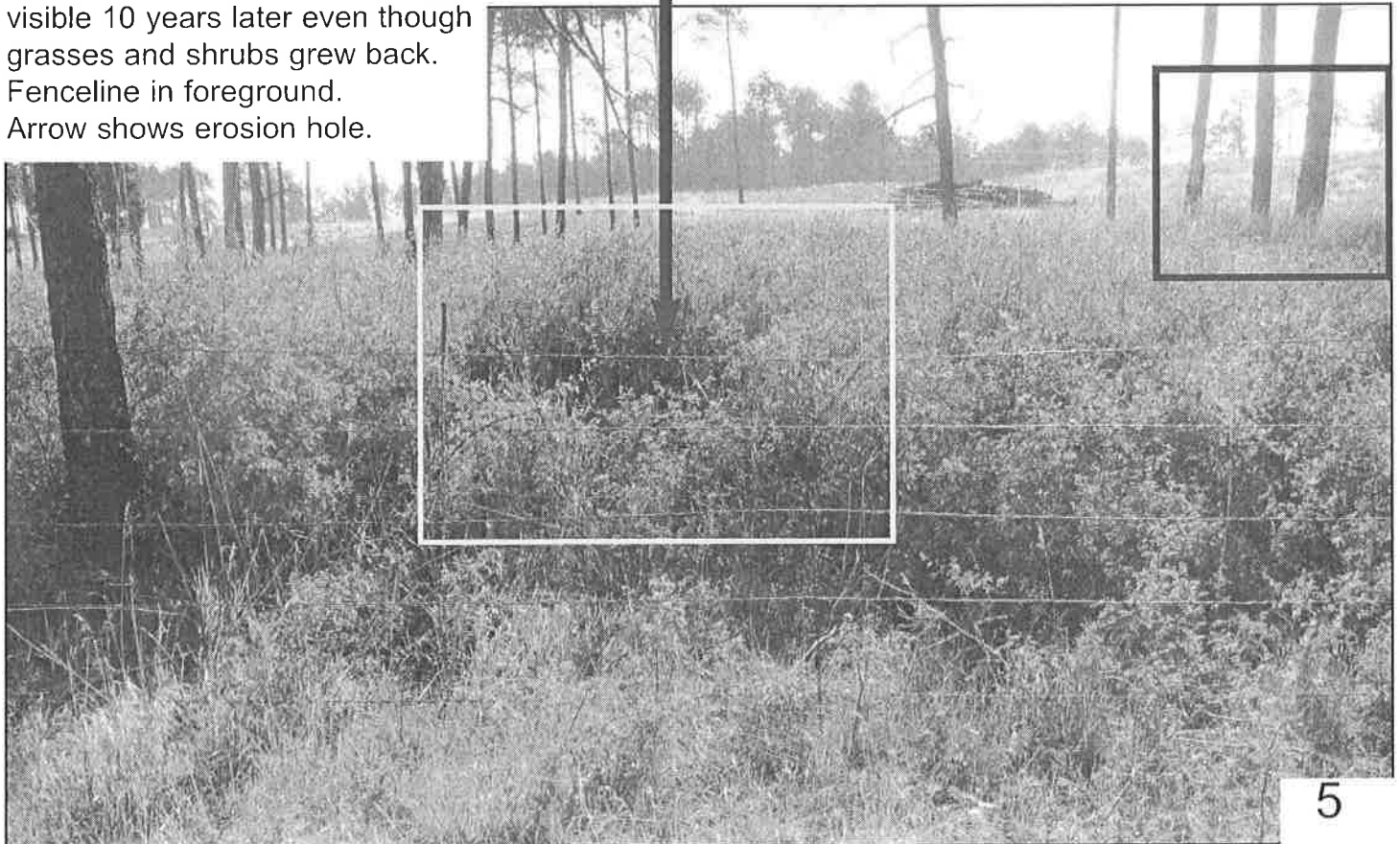
The yellow boxes show the bare area on the west side of the dam where overtopping water washed off litter and began to headcut.

I am asking that a proper spillway be constructed to the left (east) of the trees with a riprap channel to maintain the pond surface below the tree level and far enough below the dam to safely accommodate water from heavy precipitation events like the one in August of 2008.

Aug 2008 pond full - looking S W  
over erosion after overtopping



Aug 19, 2018 - erosion area still  
visible 10 years later even though  
grasses and shrubs grew back.  
Fenceline in foreground.  
Arrow shows erosion hole.





## Kari Parsons

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**From:** Jeff Rice  
**Sent:** Friday, August 24, 2018 1:35 PM  
**To:** 'blackforestnews@earthlink.net'  
**Cc:** tastokka@gmail.com; Victoria Chavez; Kari Parsons  
**Subject:** RE: Red Tail Ranch - Vollmer Road

Hi Judy,

Thank you for the input – I do understand your concerns and have copied Victoria Chavez, who manages the MTCP updates so that these issues can be addressed in the next update cycle.

I have one clarification regarding the 4-lane section: the line thickness on the 2040 and 2060 plans indicates how many lanes are called for – 2, 4, or 6 lanes. It's sometimes hard to differentiate that width on different displays and even different areas of the same pdf plans.

I'll let you know of any changes to the proposed Vollmer Road right-of-way made through the project review. We would not require more right-of-way dedication in this area than we did on Timber Ridge.

Thanks again!

Jeff

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**From:** blackforestnews@earthlink.net [mailto:blackforestnews@earthlink.net]  
**Sent:** Thursday, August 23, 2018 10:37 PM  
**To:** Jeff Rice  
**Cc:** tastokka@gmail.com; me  
**Subject:** Re: Red Tail Ranch - Vollmer Road

Thanks Jeff

I guess I still have a question about the 2060 intention as a 4-lane Principal Arterial for not only Vollmer Road, but would also apply to many other roads in Black Forest.

I would agree that two-lane (or maybe a 3-lane -refuge lane - with intersection improvements to accommodate left turns is reasonable for Minor Arterial status for 2040 - but that should not be changed for 2060 or beyond. The City is now using three lanes road with bicycle lanes in newer subdivisions - three lanes is not a structural choice in the MTCP and I think it should be added.

The *Black Forest Preservation Plan* was initiated in 1972, and competed in 1974 because PPACG proposed that Vollmer to be an I-25 Bypass in the "1990 Transportation Plan" they were preparing for Federal Funding in 1972. Preserving a 180 ROW on Vollmer for 2060 is the same kind of craziness. The whole point is to to Smart Growth and keep the housing density down on the Palmer Divide and not invite urbanization everywhere. Urban does not have to be Manifest Destiny.

Below is the write up on Corridor Preservation for 2060 on page 63 in the 2016 MTCP.

It clearly refers to Map 17 on page 64 as the "Corridor Preservation Plan" - (one would assume from the Title of the Section "2060 Corridor Preservation Plan" that this is the 2060 map, not the 2040 map. I do not see anywhere where the functional classification for 2040 is clearly differentiated from 2060, or that the roads with

blue outlines are to be converted from two lanes to four, or would change functional categories. The blue is defined in the key as "Roadway Improvements 2040-2060". In the past "roadway improvements have meant safety improvements, not capacity changes.

If Redtail Ranch along Vollmer requires 180 ROW, then it logically follows (per the map) that all roads on Map 17 (in yellow with blue edges) in Black Forest will also need to be expanded from the the 60' ROW to 180 feet.

This concept is completely contrary to the intent of the BF Preservation Plan, and seems to be an impractical taking of private land and not necessary at this time. It should not ever be necessary if the precepts of the Preservation Plan are followed by implementing land uses that are compatible with existing rural residential patterns and the BF Preservation Plan.

\*\*\*\*\*

### **2060 CORRIDOR PRESERVATION PLAN**

**Using the travel demand model and the 2060 demographic forecasts discussed in Chapter III, travel demand forecasts were prepared for the year 2060. Although forecasts this far into the future and highly speculative given the impossible task of reliably predicting both growth patterns and travel behavior over 40 to 50 years, these order-of-magnitude 2060 forecasts provided a basis to identify corridors for which long-range future options should be preserved. Map 17 presents the Corridor Preservation Plan. The blue highlights indicate roads on which roadway improvements are anticipated to be needed in roughly the 2040 to 2060 timeframe. Right-of-way on these corridors should be preserved and development setbacks should be required to respond to potential development and growth as it occurs. The preservation plan does not imply that all of these facilities will be improved to the level indicated. If anticipated developments do not happen, a particular long-range roadway expansion may not be needed. While new developments will use the 2040 Plan and the 2060 Corridor Preservation Plan, additional traffic studies may be required and may create the need to add or modify alignments or road sections.**

\*\*\*\*\*

I also read here that "**Right-of-way on these corridors should be preserved and development setbacks should be required to respond to potential development and growth as it occurs.**" Requiring dedication of at 40' Row on each side (Total of 100' for both sides) is reasonable. A 90' requirement on each side is not reasonable and is a huge taking.

This was not exacted from Retreat at Timber Ridge. The 40' ROW for a minor arterial was required and the property line is set at 40 feet in from the current ROW. The developer chose to do a 100-foot building setback, which could preserve a wider a corridor (but nowhere does it say Principal arterial on the PUD map) - why is Redtail Ranch being treated differently with the property line set back 100 feet and a Principal Arterial designated on the Subdivision Preliminary Plan/Plat map?

I zoomed in and looked at Map 17(p.64) in great detail and also see other major problems.

1. There is a minor arterial yellow line extending west from Murphy Road right through the middle of Pineries Open

Space - I could not see this until I zoomed in. This is total conflict with both the El Paso County Parks Master Plan and Black Forest Preservation Plan. It might be noted that Farrar's put the two Conservation Easements on the the Pinerias Ranch in the mid 1980s-mid 90s in large part because of proposals at that time to extend Swan to Murphy and Raygor to Vollmer - slicing the Ranch into quarters. I believe part of the extension of Swan Road ROW has been vacated.

2. Shoup Road extended as a collector to Latigo Boulevard is also an impractical idea and was taken off previous MTCPS. That route criss-crosses the steep arroyos of Black Squirrel Creek and goes through existing residences near Meridian.

3. Vessey Road is not supposed to be used as a major entrance (especially for contractors) to Cathedral Pines. There has been a road sign to that effect on Vessey and Black Forest Road for well over a decade. Why is Vessey on the map as a future Collector?

4. Also Milam is shown as extending north from Cathedral Pines to Stagecoach Rd, but that is not being implemented for Flying Horse North where it is needed (at least as an emergency exit.)

5. I believe the roads in Black Forest Reserve are private - this map show them as collectors

I would certainly agree that it is important to plan roads, but they should be planned not just with the assumption that everything will be urban and enable future gridlock. Growth needs to accommodate the integrity of existing communities and not invade them with unwanted traffic.

The *Black Forest Preservation Plan* vision for traffic planning is to use Briargate/Stapleton and Woodmen on the south, Powers and 83 on the west, Hodgen on the north with improvements to County Line and/or 105, and Meridian and roads further east on the east for capacity improvements for through traffic and preserve roads in Black Forest mainly for local use as collectors, and two-lane minor arterials serving needs for roads with private driveways, serving different functions. Also, rural residential and conservation/wildlife are the primary intended land uses, with limited local commercial and no urban except in certain designated areas at the south end and south of the Planning area, mainly south of Brigate-Stapleton (excluding Flying Horse West of SH 82 - annexed, and near Falcon.

Principal Arterials, with 180-foot ROW are in conflict with this long-range plan, and Vollmer is especially egregious because it is adjacent to Section 165, the Pinerias Open Space, as well as the Audubon Property which also a recreation/conservation property. Heavier traffic should not be encouraged along Vollmer Road.

I don't think it is reasonable to have a 90' dedication requirement for a property line setback for Redtail Ranch.

I would be happy to provide more info on the trail request. I already sent a letter in at the end of July suggesting the idea, and so did Black Forest Trails, More will be forthcoming next week. If you would like a field tour please give me a call. The correspondence has been sent to Kari Parsons.

Thanks,

Judy von Ahlefeldt  
337-5918

On 8/23/2018 9:08 AM, Jeff Rice wrote:

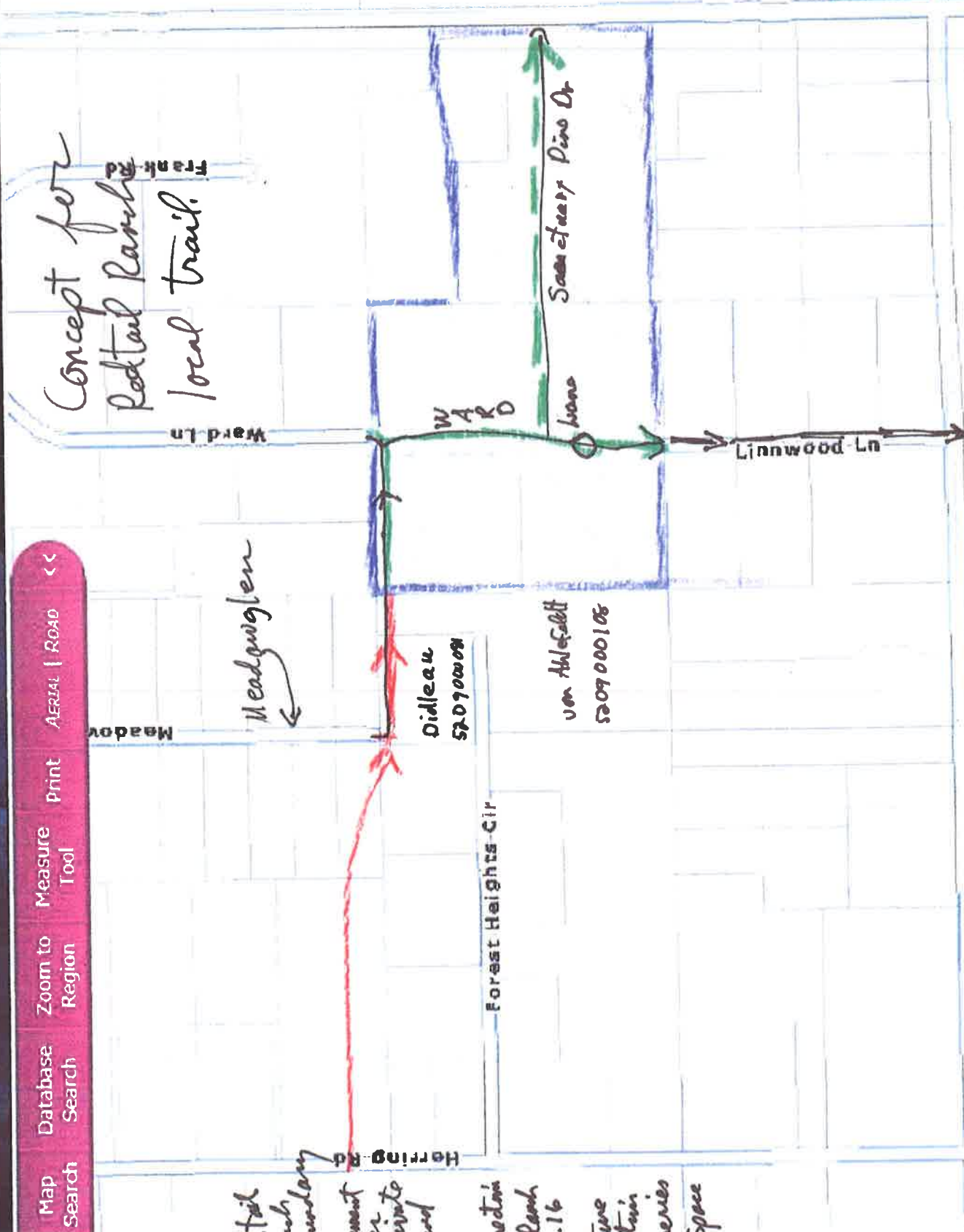
Hi Judy,

I received your voicemail yesterday and just wanted to let you know I haven't looked at the project much yet, but that Vollmer is a 2-Lane Minor Arterial in the 2040 MTCP, requiring 100-foot ROW and 4-lane Arterial in 2060 preservation plan, requiring preservation of 180-foot ROW.

I'll get back to you on the other trail issue once I look into that a little more.

Thanks!

*Jeffrey D. Rice, P.E., CFM*  
*El Paso County Planning & Community Development*  
*2880 International Circle, Suite 110*  
*Colorado Springs, CO 80910*  
*Direct: 719-520-7877 Main: 719-520-6300*  
*[www.elpasoco.com](http://www.elpasoco.com)*



Concept for Redtail Ranch local trail.

- Redtail Ranch Boundary
- Easement over private land
- Connector Redtail Ranch to Sec. 16
- - - Future connector to Pineries Open Space

Meadgarden

Didleau 520900008

Forest Heights Cir

van Ahlefeldt 5209000106

WARD

Wano

Santa Fe Pines Dr

Linnwood Ln

Sec. 16

Regional Trail Access X

Rd

Handwritten signature



## Kari Parsons

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**From:** blackforestnews@earthlink.net  
**Sent:** Thursday, July 26, 2018 8:14 AM  
**To:** abarlow@nescolorado.com  
**Cc:** Kari Parsons; Ross Williams; Cheryl Pixley; tastokka@gmail.com; me  
**Subject:** Redtail Ranch Adjacent Property Owner Letter  
**Attachments:** Redtail Ranch Trail.jpg

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July 25, 2018

Andrea Barlow, AICP  
Principal  
NES  
619 N. Cascade Ave Ste 200  
Colorado Springs, CO 80903

Dear Andrea,

This letter is in response to your July 3, 2018 Letter to Adjacent Landowners regarding the Redtail Ranch subdivision.

My 14.1 ac property is adjacent to the west boundary of Redtail Ranch.

I have no objection to the subdivision of the property into 12 five- acre lots within the RR-5 zoning regulations.

However I have several requests which could be placed in conditions and notations of the Preliminary Plan and Plat, or recorded on the Preliminary Plan Map.

1. No all-night bright security lighting on any of the new properties. For nearly 50 years the neighbors and I have enjoyed dark skies and I would request that there be rules by the HOA, or as other condition of property purchase that no bright all-night lights be permitted.
2. That there be grazing management conditions which protect the wetlands and uplands from overgrazing if horses or other livestock are allowed.
3. That effective noxious weed control be required (effective immediately). This should apply to common mullein, Canada thistle, yellow toadflax and all species of knapweed.
4. The pond on lot 3 needs a spillway on the south side to conduct overflow in wet years so it doesn't run over the top of the dam causing headcut and possible dam failure which would impact my property. A simple slope with riprap, positioned at the desired position for overflow below the top of the dam, would suffice.
5. That Redtail Ranch include a multi-use, publically accessible non-motorized trail (in accordance with the *Black Forest Preservation Plan*) to connect existing trails. This can be expedited with assistance of the Black

Forest Trails Association, to provide an accessible network of trails using unpaved roads and access over private land. (See attached) I, and my neighbors Jon and Phyllis Didleau, are willing to provide connection to Redtail Ranch from the end of Meadow Glen Road. The Didleau's also have an existing trail connecting Meadow Glen Road to Forest Heights Circle (a private road with a public ROW) over their property. This would be part of the Black Forest Trails Association trail network system

I do have one additional concern not related to the four items above.

I noted on the Preliminary Plan that Vollmer Road has a ROW reservation of 180' for a Principal Arterial.

The 2016 *MTCP* call for a 100' ROW for a Minor Arterial on Vollmer. The *Black Forest Preservation Plan* is clear that Black Forest Roads should remain two-lane with necessary safety improvements, and large through-roads (such as a 180 foot Principal Arterial - especially adjacent to a Regional Park!) are not acceptable. The taking of the additional 40 feet (beyond the 50' needed for the 100-foot ROW seems both unusual and excessive taking.

A recent, large subdivision along Vollmer Road was approved for rezoning just a few months ago and it had the 100' ROW for the minor arterial only. Vollmer is specified as a minor arterial in the 2016 *MTCP*. It seems strange that this subdivision should have a 180' ROW for Principal Arterial on its plan. Might the 180' ROW be an error?

Thank you for your letter. I hope the trails connection can be worked out. Trails are a much needed amenity here in the Forest and are included in many other subdivisions.

Sincerely,

*Judith P. von Ahlefeldt //*

8255 Forest Heights Circle Colorado Springs, 80908

719-337-5918

cc: Kari Parsons - EPC Land Development; Ross Williams - El Paso County Parks Planner; Cheryl Pixley - Black Forest Trails Association; Terry Stokka - Black Forest Land Use Committee