

Colorado Springs, CO
Planning and Development

30 S. Nevada Ave., Suite 701
Colorado Springs, CO 80903



Final Report - Corrections Required
Application No. ANEX-23-0014

Description : A request by Norris Ranch Joint Venture, LLC, for annexation of 19.605 acres into the City of Colorado Springs. The annexation is a part of the overall Karman Line Land Use Plan, which is being submitted concurrently. The Land Use Plan proposes a maximum of 6,500 dwelling units, approximately 45 acres of light industrial, 105 acres of commercial/retail, 100 acres of mixed-use development, and 570 acres of park/open space.

Address : 14050 BRADLEY RD Colorado Springs CO 80901

Record Type : Annexation

Document Filename : Public Comments

Comment Author Contact Information:

Author Name	Author Email	Author Phone No.:
Caroline Miller	Caroline.Miller@coloradosprings.gov	719-385-6089

General Comments

Comment ID	Author : Department	Review Comments
4	Caroline Miller : Planning	PLDO has no comments on this item, comments have been made on Land Use Plan.

Corrections in the following table need to be applied before a permit can be issued

NORWOOD

April 26, 2023

Mr. Daniel Sexton
Land Use Review Division
30 S. Nevada Avenue, Suite 701
Colorado Springs, CO 80901-1575

Via email: Daniel.Sexton@coloradosprings.gov

RE: Karman Line Annexation (fka: Norris Ranch)

Dear Mr. Sexton,

We received the mailed notice and have reviewed the materials submitted for the Karman Line Additions No. 1-7 annexation plats, land use plan, and establishment of the A Zone District. The application requests using a 3.4-mile flagpole of Bradley Road right-of-way to annex 1,783 acres of property located at the northwest corner of Bradley and Curtis Roads.

We believe that the City should prepare and adopt the City's annexation plan, AnnexCOS, prior to considering this request for annexation and zoning. It is expected that AnnexCOS will create a roadmap for urban level growth within the three-mile area. The plan should also provide a more complete understanding of the City's ability to supply urban level services to areas identified for annexation including:

- Adequacy of water supply and necessary infrastructure to deliver potable water to property within the three-mile area, impacts to providing water to existing areas of the City, and any costs for system upgrades that may be a ratepayer expense
- Adequacy of wastewater treatment, including anticipated treatment facilities, current level of treatment to serve both residential and non-residential land uses and any upgrades that might be necessary, available interceptor capacity, and any upgrades or system improvements necessary to serve annexation areas that may be a ratepayer expense
- Existing and proposed electric distribution system, necessary system expansion such as substations and major distribution lines, sources of electric generation, and any areas of overlap with exiting utility providers and costs associated with taking over territory
- CSPD: substation locations (existing and proposed) and associated response times, any phasing of services and improvements, and impacts to existing neighborhoods
- CSFD: fire station locations (existing and proposed) and associated response times, any phasing of services and improvements, and impacts to existing neighborhoods
- Required transportation infrastructure including major arterial roadways, expansion of existing roadways to ensure proper levels of service, and provisions for public transportation



AnnexCOS should provide clear direction to city staff, Planning Commission, and City Council to make an informed decision for a sustainable and resilient City into the future. The currently adopted 2006 City of Colorado Springs Annexation Plan clearly does not support annexation of this area, so an updated plan is warranted prior to making a decision.

Additionally, the public should be aware of total fiscal impacts of the development. We anxiously await the completed fiscal impact analysis (FIA) to fully understand the annexation impacts to all municipal services. Under the current requirements for an FIA, the calculations address revenue generated and expenses occurred that are attributable to the proposal. At a City Council work session on October 10, 2022, City/CSU staff presented information that the Amara Annexation would incur a capital cost to CSU, ultimately the ratepayer, for capacity improvements to serve the property of \$111,000,000 - \$167,000,000. Yet, the fiscal impact analysis did not identify this burden to the existing CSU ratepayers. We request that the fiscal impact analysis for Karman Line include CSU costs and revenues that clearly identify who is responsible for capital improvements.

We believe the Karman Line, and other flagpole annexations, create an additional expense to the City in the form of staff travel time and wear and tear on vehicle and equipment given their distance from existing neighborhoods. Analysis should be prepared that identifies response times for emergency services from existing stations, road maintenance times/distances from existing service yards, road repairs and maintenance for city streets, and park maintenance requirements from current parks service locations. Flagpole annexations create urban enclaves in rural areas and all costs should be identified.

Thank you for the opportunity to provide comments as part of the development review process. If the plan moves forward prior to AnnexCOS being completed, we may have additional questions regarding utility infrastructure, mobility/transportation, public safety, and fiscal and economic impact.

Respectfully,

Norwood Development Group



Timothy W. Seibert
Senior Vice President

Sexton, Daniel

From: jerrygood2@netzero.net
Sent: Sunday, April 23, 2023 3:07 PM
To: Sexton, Daniel
Subject: Proposed Karman Line Annexation

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To whom it may concern, My name is Gerald Goodrich and I reside at 14030 Bradley Road . My wife and I purchased our home and 50 acres over 30 years ago and have resided there since. Our property consists of a century old , modernized , native rock home , barns , shops etc. The site for this proposed "high density" residential development borders on my and my wife's property on three sides. We purchased this property because it was rural and zoned agricultural, as did the property owners on the east , west and north . Given the afore mentioned I am 200 + percent against the annexation proposal as is all that I have spoken to.

It also seems a little strange for the city of Colorado Springs to "hopscotch" across the county to annex 1835 acres to suit the wants of one developer . A development with 6500 homes and or apartments , retail and business on what is now surrounded by 20 , 40 , 50 acre rural residential /agricultural DOES NOT FIT at this time . I concede at some point in time the city will have grown to a point that annexation will happen , but not yet . People live in the county because they don't want neighbors "across the back fence". The other part of the story is the damage to the property values to the existing rural homes with acreage would be severely affected . Thank you for your consideration . Respectfully Gerald M Goodrich

Hm. Phone : 719-683-3461
Cell : 719-651-7318

Sexton, Daniel

From: Chuck Holliday <wsmgbuild@gmail.com>
Sent: Tuesday, April 25, 2023 7:19 AM
To: Sexton, Daniel
Subject: Karman Line Annexation 14030 and 14050 Bradley Rd. Colorado Springs, Co. 80929

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Daniel,

The following items are comments from myself and neighbors.

We think the city is trying to grow to help the developers and is border line out of control.

This city used to be safe and people could go any place in town and have a great time,

Now you don't feel safe even driving in some parts of town.

Police and fire are overwhelmed, this would require a new substation for fire and police.

Bradley and Curtis roads are not equipped to handle an additional 7,000 cars each day.

They can't handle the existing traffic at the present time. Both roads are in need of repair

Because of the heavy traffic and we can't seem to get that taken care of.

The city shouldn't jump over 8 miles of property to annex this land. It is bad enough that we would be increasing the carbon footprint of the city if the city adds on to existing and pushes existing wild life out, but in this case we would trap them and kill them on our highways with another 7,000 cars each day, out and back which makes 14,000 trips per day.

Over 5 million per year above existing.

The city has traffic choke points all over the city, Marksheffel between N. Carefree and Dublin is just one example.

At some point in the future the city could grow to this point and this might become low density housing and support business.

We don't believe the high density fits the area.

We don't have the water to support the growth.

The plan they have submitted shoes 2 access points to the north coming up to my driveway.

They have no access to my driveway.

The bottom line is.

The city can't take care of the area it has in the city limits at the present time.

When the city relaxed the requirements for land development so developers could make more money and the city would need to pick up the expense they made a huge mistake.

The Banning Lewis annexation was to bring in \$50 Million above the cost. If it did what did the city do with the extra money???? Also it was to bring in additional net revenue to springs utilities of \$434 million and 35,000 new jobs.

If you don't believe me just get out and drive this once beautiful city.

Respectfully
Charles Holliday