

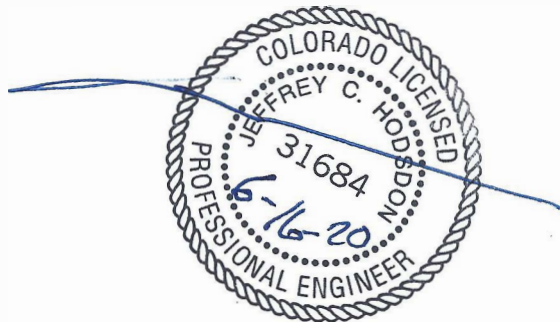


LSC TRANSPORTATION CONSULTANTS, INC.
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The Reserve at Corral Bluffs, Filings 3-5
Transportation Memorandum
PCD File No. SF207
(LSC #204000)
June 2, 2020

Traffic Engineer's Statement

This traffic report and supporting information were prepared under my responsible charge and they comport with the standard of care. So far as is consistent with the standard of care, said report was prepared in general conformance with the criteria established by the County for traffic reports.



Developer's Statement

I, the Developer, have read and will comply with all commitments made on my behalf within this report.

Howard J. Kunstle

6-9-20

Date

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June 2, 2020

Mr. Howard J. Kunstle
Corral Ranches Development Company
6 South Tejon, Suite 515
Colorado Springs, CO 80903

RE: The Reserve at Corral Bluffs
Filings 3-5
Transportation Memorandum
LSC #204000

Dear Jake,

LSC Transportation Consultants, Inc. has prepared this Transportation Memorandum for Filings 3 through 5 of the Reserve at Corral Bluffs subdivision. As shown on Figure 1, the site is located northwest of the intersection of Hoofbeat Road and Davis Road in unincorporated El Paso County, Colorado. The site plan is shown in Figure 2. The previous traffic report for this project was dated May 1, 2012. That report was for the Preliminary Plan.

LETTER CONTENT

This letter is being prepared to accompany subdivision plat submittals to El Paso County. This Transportation Memorandum contains:

- A description of the roadways in the vicinity of the site including existing conditions and future plans for these roadways;
- The results of recent traffic counts on the area roadways;
- The proposed land use by subdivision filing;
- A discussion of the current phasing of the project's access and internal roadway circulation;
- Updated estimates of the average daily and peak-hour trip generation of the proposed development based on current ITE trip generation rates; estimates by subdivision filing;
- Verification of the estimated directional distribution of site-generated traffic and estimates of site-generated traffic on the area roadways;

- Updated projections of the short- and long-term background traffic volumes on the study area roadways;
- A description of the relative impacts of the site;
- Updated MTCP information;
- The project's anticipated requirements for participation in the Countywide Transportation Fee Program; and
- Findings, improvements table and conclusions.

LIST OF OTHER TRAFFIC REPORTS USED IN THE PREPARATION OF THIS REPORT

The 2012 Reserve at Corral Bluffs Preliminary Plan TIS report was used as a basis for this report. This report is generally consistent with the 2012 report. The traffic volumes have been updated and projected short- and long-term background (and resulting total volumes) have also been updated). The County MTCP "Road Impact Fee Study" (December 11, 2018) was used to determine the latest projected 2040 volumes in the study area as well as an update to the type of MTCP improvement programmed for the collector connection comprised of Blaney Road South, Hoofbeat Road, and a portion of Davis Road.

LAND USE AND ACCESS

The 184-acre Reserve at Corral Bluffs subdivision is partially developed. At buildout, the subdivision will contain a total of 31 single-family detached homes on five-acre lots. The overall plan is shown in Figure 2. Filings 1 and 2 were approved and platted. Filing 1 is developed and Filing 2 is partially developed. The currently proposed Filings 3, 4, and 5 would contain 19 lots.

The area to the south is undeveloped land owned by the City of Colorado Springs (purchased for future park purposes), and the area to the west is sparse residential development. The areas to the north are generally developed five-acre residential lots.

Existing access to the site is from the existing gravel Hoofprint Road to the north (which exits onto Blaney Road South) and an additional planned access is to existing Hoofprint Road to the east (which exits onto Hoofbeat Road). The extension of Hoofprint Road east of Filing 2 to Tackhouse Road will be completed with these final subdivision filings. Currently the two primary travel routes to and from the development are Blaney Road South to Meridian Road and Blaney Road South to East Blaney. Other routes include Davis Road to either North Blaney Road or Curtis Road (both extend south to Highway 94).

STUDY AREA ROADWAY DESCRIPTION AND MTCP CLASSIFICATION

The study area roadways are shown on Figure 1 and are described below.

- **Meridian Road** is a rural, paved, two-lane roadway extending north from Blaney Road South to US Highway 24. Locally, Meridian has a posted speed limit of 40 miles per hour (mph). The current 2040 El Paso County Major Transportation Corridors Plan (MTCP) and the 2060 El Paso County Corridor Preservation Plan identify this section of Meridian Road as a two-lane Rural Minor Arterial.
- **Blaney Road South** is a rural, two-lane gravel roadway extending west from Hoofbeat Road to its terminus just west of Meridian Road. Blaney Road South has a posted speed limit of 40 mph. Blaney Road South is shown as a future two-lane Major Collector on the 2040 El Paso County Major Transportation Corridors Plan (MTCP) and a two-lane Collector on the 2060 El Paso County Corridor Preservation Plan. The MTCP shows a future connection between Blaney Road South and future Barnes Road to the west within Banning Lewis Ranch (City of Colorado Springs). See Figure 9. The 2016 MTCP identified Blaney Road South (a gravel road) as "deficient" when compared to the MTCP threshold of 300 vpd.
- **Hoofbeat Road** is a rural, two-lane gravel roadway extending from Blaney Road South south to Davis Road. Hoofbeat Road is shown, along with Blaney Road South and Davis Road, as part of an east-west, two-lane Collector connection on the 2040 El Paso County Major Transportation Corridors Plan (MTCP). This connection is also shown as a two-lane Collector on the 2060 El Paso County Corridor Preservation Plan.
- **Davis Road** is a rural, two-lane gravel roadway extending east from Hoofbeat Road to east of Curtis Road. Davis Road is shown, along with Hoofbeat Road, and Blaney Road South, as part of a north-south (and local area east-west), two-lane Collector connection on the latest 2040 El Paso County Major Transportation Corridors Plan (MTCP).
- **Study Area Collector Roadways:** Portions of Davis Road, Hoofbeat Road, Blaney Road South in the study area are part of a north-south (and local area east-west), two-lane Collector "connection" (with some ninety degree turns at intersections) on the latest 2040 El Paso County Major Transportation Corridors Plan (MTCP).

Although classified as Collector roadways, the MTCP calls for future improvement in the form of roadway paving to "unimproved" roadways (rather than upgrade to full ECM Rural Collector cross sections).

This connection is also shown as a two-lane Collector on the 2060 El Paso County Corridor Preservation Plan.

- **Study Area Local Roadways:** Hoofprint Road, Corral Ranch Road, and Tackhouse Road are rural local gravel roads extending south from Blaney Road South adjacent to the site. The posted speed limit on these roads is 30 mph. Hoofprint Road was extended south into the site with the development of Filings 1 and 2. The remaining section of Hoofprint Road within the site, completing the curve to the east and the connection to existing Hoofprint Road at Tackhouse Road, will be constructed with these remaining subdivision filings. See Figure 9.

PEDESTRIAN AND BICYCLE FACILITIES

The proposed subdivision roads are to be rural gravel roads and as such no sidewalks are required.

The MTCP Multi-modal Improvements Plan (Map 15 in the MTCP) shows a planned bicycle route coincident with the portions of Davis Road, Hoofbeat Road, and Blaney Road South in the study area, which are part of an north-south (and local area east-west), two-lane Collector connection. The map also shows a planned secondary east-west regional trail along Davis Road to the south and a Primary regional trail along a section of Blaney Road north of Highway 94 extending northwest through the Corral Bluffs Open Space (located just south of this subdivision).

EXISTING TRAFFIC VOLUMES

Figure 3 shows the previous (September 2011) traffic volumes on the study area roadways. The figure also shows the results of a current (January 2020) traffic count were conducted by LSC at the intersection of Blaney Road South/Hoofprint Road. A weekday afternoon peak period count was conducted. The roadway link volumes from this count have been compared to the 2011 hourly count data (from the machine counts) for the same time period. This comparison has been added to the figure, which shows an increase in the afternoon peak-hour westbound traffic and a slight decrease in the eastbound traffic (note: the volumes (about 20 for both directions in the peak hour) are relatively low and, as such, the volume differences may be due in large part to daily variations). The 2020 volumes reflect the trips now being generated by Filing 1 and the partially developed Filing No. 2. These volumes may also include home construction related trips.

FUTURE BACKGROUND (BASELINE) TRAFFIC VOLUMES

Background traffic is the traffic estimated to be on the road system in the vicinity of the site without consideration of the trips to be generated by the proposed development. Background traffic estimates do consider the planned site road system to be in place.

Short Term

Figure 4 shows the projected short-term background traffic volumes from the prior report. Also shown are updated projections (for applicable locations) based on MTCP reported 2016 volumes plus Filing 1 and 2 site-generated traffic volumes.

Long Term

The 2040 background traffic volumes have been taken from traffic volume projections contained in the current version of the MTCP. These long-term background traffic volumes are shown in Figure 5. Updated background traffic volumes on this figure reflect MTCP projections minus projected buildout site-generated traffic. Projected volumes on the east-west collector route including Blaney Road South, Hoofbeat Road, and Davis Road are shown in the figure. These volumes projections are lower than the prior MTCP projections.

The MTCP 2040 was updated from the 2011 version. The 2016 version no longer shows a future connection between Blaney Road South and future Barnes Road in Banning Lewis Ranch (Colorado Springs). The attached MTCP exhibit shows this change. Also attached, for reference only, is a copy of the City-approved (2017) **Banning Lewis Master Plan (City of Colorado Springs)**. This plan appears to show old future alignments (in the vicinity of the site and outside the City limits) for Barnes Road and Meridian Road, which were likely carried forward from outdated El Paso County MTCP plan information. These alignments have not changed since the 2001 city plan, are outside the City limits, and are not consistent with the current EPC MTCP Plan. They do not affect the projections contained in this report, which have been based on the current EPC MTCP volume projections.

TRIP GENERATION

The vehicle-trips to be generated by 31 single-family homes have been estimated using rates published in Trip Generation, 10th Edition, 2017 by the Institute of Transportation Engineers (ITE). Rates calculated from local trip generation data collected in the immediate vicinity of the site are also shown in the table for reference. These data and rates calculated from them, which were included in the 2012 traffic report, are provided for information only. The site-generated traffic volumes on area roads have been calculated based on ITE trip generation information, not on local data.

Table 1 shows the average daily, average weekday, and weekday morning and afternoon peak-hour trip generation estimates. The table shows the trip generation by subdivision filing.

Given the local trip generation study contained in the 2012 TIS, the trip generation estimates based on standard ITE rates may be conservative. LSC had conducted this small-scale trip generation study for the developed areas in the immediate vicinity of the site. LSC conducted traffic counts at the entry/exit points to adjacent rural neighborhood areas to identify the trips generated by these areas. Trip generation rates were then developed by dividing the trips entering and exiting at the entry/exit points by the number of homes served by these entry/exit locations. The results indicate trip generation rates of 6.14 trips per dwelling unit. These rates are also shown in Table 1. The trip generation study is contained as an appendix to the 2012 TIS.

DISTRIBUTION AND ASSIGNMENT

The directional distribution of site-generated traffic on the area road system is an important factor in the determination of the traffic impacts of the project. The specific distribution estimate for site-generated traffic is shown in Figure 6. Based on the afternoon peak-hour traffic count conducted this month, the original distribution estimate contained in the 2012 TIS remains valid.

When the distribution percentages shown in Figure 6 are applied to the daily trip generation estimates shown in Table 1, the site-generated traffic volumes on the area roads can be determined. Figure 5 also shows the site-generated average daily traffic volumes. These volumes have been estimated using ITE trip rates shown in Table 1, not those derived from the local trip generation data collected in the immediate vicinity. As the local data collected suggests lower trip rates, the number in Figure 6 may be conservative.

SHORT-TERM TOTAL TRAFFIC

Existing plus site-generated traffic volumes are shown in Figure 7. These traffic volumes are the sum of site-generated volumes from Figure 6 plus the short-term background volumes from Figure 4. These volumes represent the projected short-term impacts of the proposed development.

2040 TOTAL TRAFFIC

Total traffic volumes for 2040 are shown in Figure 8. Total traffic volumes are generally the sum of the site-generated volumes plus the 2040 background traffic volumes. The projected volumes for Blaney Road South and Hoofbeat Road/Davis Road south of the site are the MTCP projected volumes, which presumably include the trips to be generated by this development.

LIST OF DEVIATIONS REQUESTED

- No deviations are proposed with this submittal.
- A deviation was previously approved to allow gravel roads within this subdivision. The approved deviation request is on file under the preliminary plan application to construct Hoofprint Road as a gravel road.

COUNTY ROAD IMPROVEMENT FEE PROGRAM

Transportation Impact Fees

Per ECM Appendix B: *State what the current applicable Transportation Impact Fees are and what option the developer will be selecting for payment.*

The applicant intends to opt out of the PID options and will pay the full fee amount at the time of building permit. The current “full-fee” single family residential housing rate is \$3,830 per dwelling unit. The total fee amount for 19 single family dwelling units (Filings 3-5) is \$72,770.

Reimbursable Improvements Shown on the MTCP Plan.

Portions of Davis Road, Hoofbeat Road, Blaney Road South in the study area are part of a north-south (and local area east-west), two-lane Collector “connection” (with some ninety degree turns at intersections) on the latest 2040 El Paso County Major Transportation Corridors Plan (MTCP). The MTCP calls for future improvement in the form of roadway paving to “unimproved” roadways (rather than upgrade to full ECM Rural Collector cross sections).

The 2016 MTCP identified Blaney Road South (a gravel road) as "deficient," presumably due to the identified existing volume of 325, compared to the MTCP threshold of 300 vpd. The other roadway segments comprising “the two-lane ‘Collector’ connection” are not shown as currently deficient.

MULTI-MODAL TRANSPORTATION & TDM OPPORTUNITIES

The MTCP Multi-modal Improvements Plan (Map 15 in the MTCP) shows a planned bicycle route coincident with the portions of Davis Road, Hoofbeat Road, Blaney Road South in the study area which are part of a north-south (and local area east-west), two-lane Collector connection. The map also shows a planned secondary east-west regional trail along Davis Road to the south and a Primary regional trail along a section of Blaney Road north of Highway 94 extending northwest through the Corral Bluffs Open Space (located just south of this subdivision).

IMPROVEMENTS SUMMARY TABLE

Please refer to Table 2, which presents a summary of improvements.

DEVIATIONS

- A deviation for Blaney Road South may be required as the current ADT exceeds the 200 vpd design ADT for a county Local (Gravel) roadway.
- Per Staff requirements (from the EA Meeting) the connection to Tackhouse/Hoofprint Road must meet ECM criteria. An approved deviation request is on file under the preliminary application to construct Hoofprint Road as a gravel road.

SUMMARY & CONCLUSIONS

Conclusions

Trip Generation: Trip generation for this site has been estimated based on Institute of Transportation Engineers (ITE) rates. Table 1 presents the trip generation estimates for the entire project and by subdivision filing.

- **Traffic Impacts:** This entire project (including Filing 1 and Filing 2 traffic) is projected to add about 255 vehicles per day to both Hoofprint Road just south of Blaney Road South and Blaney Road South just west of Hoofprint Road. The corresponding Filings 3-5 traffic volumes of 155 vehicles per day represents 27 percent of the short-term total traffic and 4.3 percent of the long-term projected traffic volumes on Blaney Road South west of Hoofprint Road. On Hoofbeat Road, south of Hoofprint Road and Davis Road west of Blaney Road, the Filing 3-5 site traffic is projected at 25 vehicles per day. The resultant impact percentages based on 25 vehicles per day divided by the projected total volumes are 12.5 and 0.9 percent, for the short and long term, respectively.
- **Transportation Impact Fee:** This development will be subject to participation in the County-wide Transportation Impact Fee Program. The applicant intends to opt out of the PID options and will pay the full fee amount at the time of building permit. The current “full-fee” single family residential housing rate is \$3,830 per dwelling unit. The total fee amount for 19 single family dwelling units (Filings 3-5) is \$72,770.

Recommendations

- Please refer to the attached Table 2 – Roadway Improvements.
- The planned new subdivision roads are proposed to be built to county gravel road standards.
- The current subdivision plans are consistent with the Preliminary Plan.
- The MTCP shows roadway paving improvements to portions of Davis Road, Hoofbeat Road, and Blaney Road South (off-site roadways in the study area). These are part of a two-lane “Collector connection” (with some ninety-degree turns at intersections) depicted on the latest 2040 El Paso County Major Transportation Corridors Plan (MTCP).
- Based on the following justification, it would be reasonable for the applicant **not** to be required to pave offsite roadways:
 - As the Corral Bluffs Filing 3-5 projected traffic volumes (based on ITE rates) represent long-term percentages of only seven percent on the section of Blaney Road South west of Hoofprint Road, and significantly lower percentages on the other segments of the “collector connection.”

- The project will be providing an additional road connection through this area. This may help to distribute the background traffic passing through the area. This could delay the need for paving of several sections of these roadways.
- It would be logical to plan the MTCP-identified improvements to the roadways comprising the “collector connection” as one project rather than in “piecemeal” fashion.
- A deviation for Blaney Road South may be required as the current ADT exceeds the 200 vpd design ADT for a county Local (Gravel) roadway.
- Per Staff requirements (from the EA Meeting) the connection to Tackhouse/Hoofprint Rd must meet ECM criteria. Approved deviation request is on file under the preliminary application to construct Hoofprint Road as a gravel road.

* * * *

Please contact me if you have any questions regarding this report.

Respectfully Submitted:

LSC TRANSPORTATION CONSULTANTS, INC.

By: Jeffrey C. Hodsdon, P.E.
Principal

JCH:jas

Enclosures: Tables 1 and 2
Figures 1-9
Traffic Count Data Sheets
MTCP Exhibits
Banning Lewis Master Plan Approved 2017

Tables and Figures

Table 1: Trip Generation Estimate

Filing	ITE		Lots	Units ¹	Status	Trip Generation Rates ²					Total Trips Generated				
	Code	Description				Average	A.M.		P.M.		Average	A.M.		P.M.	
						Weekday	In	Out	In	Out	Weekday	In	Out	In	Out
		Trip Generation Estimate Based on ITE Rates ²													
1	210	Single-Family Detached Housing	6	DU	Completed	9.44	0.19	0.56	0.62	0.37	57	1	3	4	2
2	210	Single-Family Detached Housing	6	DU	Platted and partially-developed	9.44	0.19	0.56	0.62	0.37	57	1	3	4	2
3	210	Single-Family Detached Housing	6	DU	Current applications	9.44	0.19	0.56	0.62	0.37	57	1	3	4	2
4	210	Single-Family Detached Housing	5	DU	Current applications	9.44	0.19	0.56	0.62	0.37	47	1	3	3	2
5	210	Single-Family Detached Housing	8	DU	Current applications	9.44	0.19	0.56	0.62	0.37	76	1	4	5	3
		Total	31	DU						Total	293	6	17	19	11
Prior Information (from May 1, 2012 TIS report)															
		Rates Based on Field-Collected Data ³													
	210	Single-Family Detached Housing				6.14	0.06	0.18	0.21	0.13					

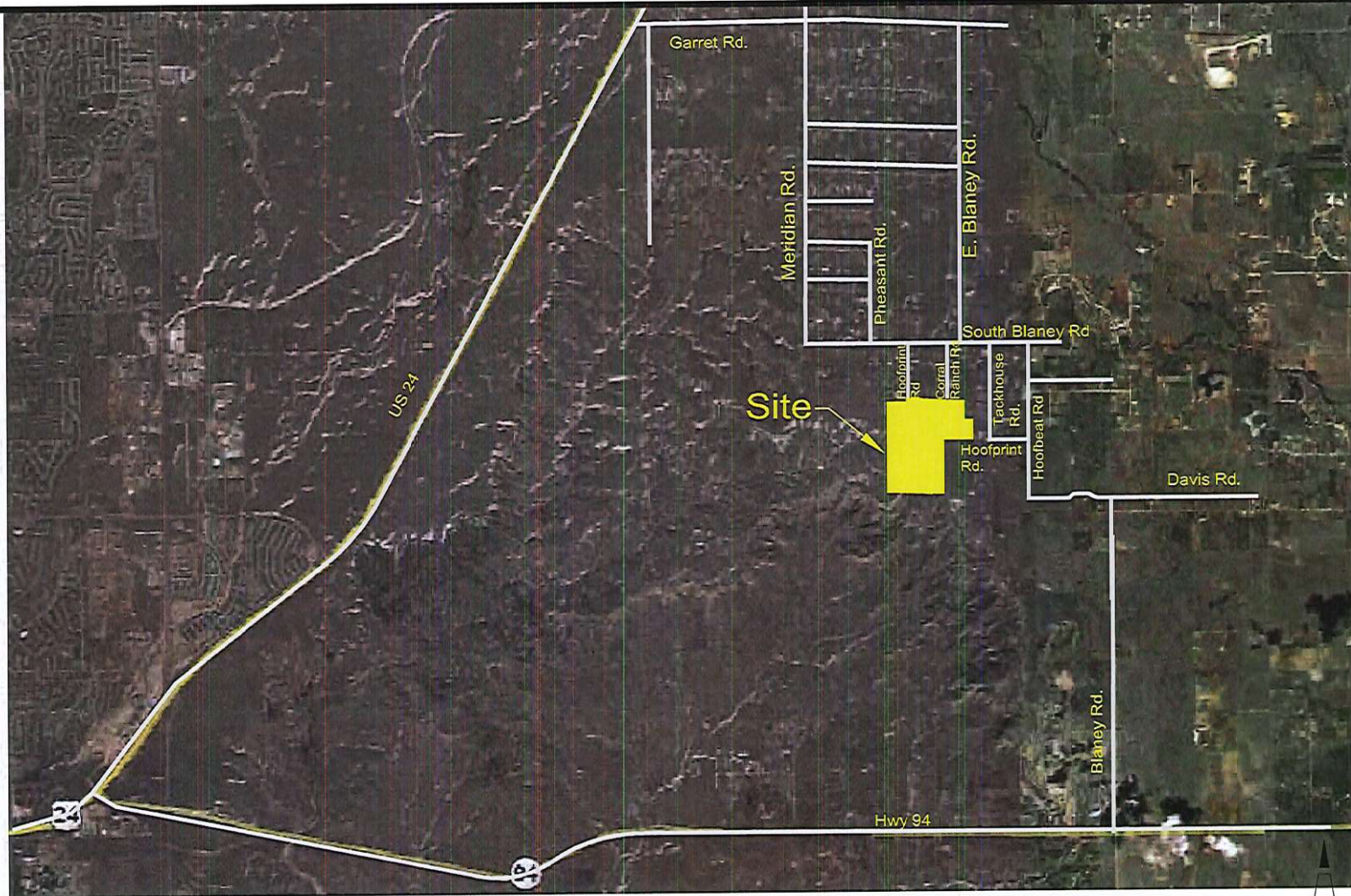
¹ DU = dwelling units

² Source: Trip Generation, 10th Edition, 2017, by the Institute of Transportation Engineers (ITE)

³ Please refer to the May 1, 2012 TIS report for the supplemental worksheet for data collected and rate calculation.

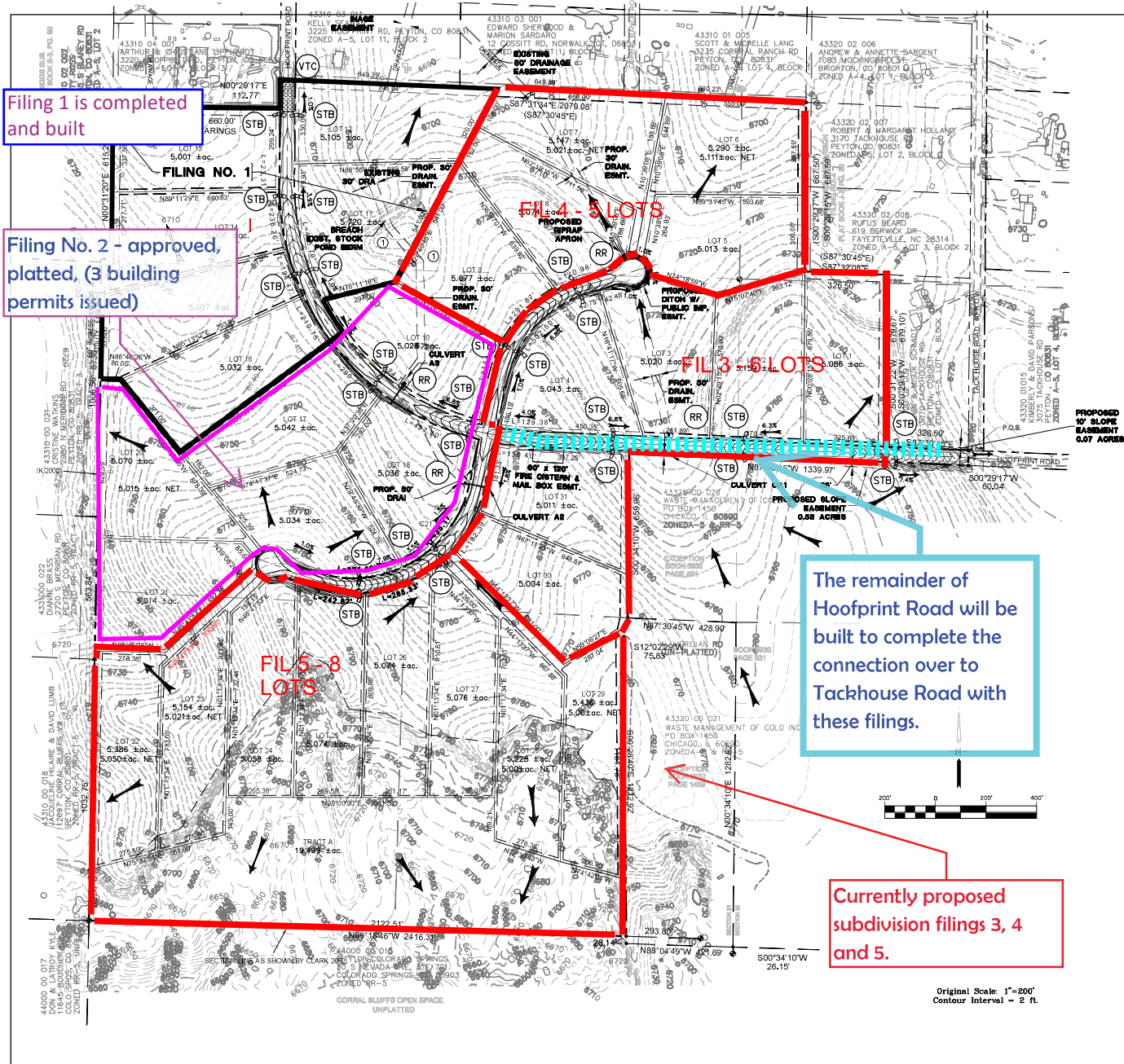
Table 2 - Roadway Improvements

Item #	Improvement	Timing	Responsibility
Roadway Improvements to be Completed by the Applicant			
1	Construct Hoofprint Road from its current south terminus in Filing No. 2 east to Tackhouse/Hoofprint Rd as an ECM-Standard Rural Gravel Road. Note: An approved deviation request is on file under the preliminary application to construct Hoofprint Road as a gravel road.	With the subdivision (plats)	Applicant
2	Install a Stop sign at the intersection of Tackhouse Road/Hoofprint Road (as required by EPC).	With the extension of Hoofprint Road west of Tackhouse Road	Applicant
3	Install traffic control signs as required by EPC at the subdivision roadway intersections with Hoofprint Road.	With the extension of Hoofprint Road west of Tackhouse Road	Applicant
Other Planned Roadway Improvements (MTCP Planned*)			
4	Roadway Paving - to upgrade to "unimproved roadway" standards. This includes segments of Blaney Road S., Hoofbeat Road, Davis Road and N Blaney Road as shown on the MTCP plan for roadway improvements.	Future*	MTCP Planned* - EPC or Possibly Other Future Development(s)
* Note: A deviation may be needed for the section of Blaney Road South west of Hoofprint Road. See the report text for details.			
Source: LSC Transportation Consultants, Inc. (5-31-2020)			



Site Vicinity Map
The Reserve at Corral Bluffs

Figure 1
LSC #114740



GENERAL DRAINAGE NOTES:

1. INDIVIDUAL BUILDERS SHALL PROVIDE POSITIVE DRAINAGE AWAY FROM STRUCTURES AND ACCOUNT FOR POTENTIAL CROSS-LOT DRAINAGE IMPACTS WITHIN EACH LOT.
2. BUILDERS AND PROPERTY OWNERS SHALL IMPLEMENT & MAINTAIN EROSION CONTROL BEST MANAGEMENT PRACTICES FOR PROTECTION OF DOWNSTREAM PROPERTIES AND FACILITIES INCLUDING PROTECTION OF EXISTING GRASS BUFFER STRIPS ALONG THE DOWNSTREAM PROPERTY BOUNDARIES.

ESTIMATED EARTHWORK QUANTITY:

UNCLASSIFIED EXCAVATION (TOTAL CUT) = 23,221 CY
EMBANKMENT FILL = 6,194 CY
NET (CUT) = 17,027 CY

*(ASSUMES 15% COMPACTION FACTOR)

NOTE: THIS ESTIMATE IS PROVIDED FOR INFORMATION ONLY, REPRESENTING THE CALCULATED BULK EARTHWORK VOLUME NOT INCLUDING ANY ADJUSTMENTS FOR PAVEMENT DEPTHS. CONTRACTOR SHALL MAKE HIS OWN DETERMINATION OF EARTHWORK QUANTITIES AS BASIS FOR BID PRICING AND NOTIFY ENGINEER OF ANY DISCREPANCIES.

KEYED NOTES:

1. CONTRACTOR MAY WASTE EXCESS CUT MATERIAL OR BORROW SUITABLE FILL MATERIAL FROM THIS AREA. MATCH INTO EXISTING GRADES WITH 3:1 MAX CUT AND FILL SLOPES AND MAINTAIN POSITIVE DRAINAGE IN ALL AREAS.

BMP PHASING

- INITIAL BMP'S
- INSTALL VTC
 - INSTALL SILT FENCE
- INTERIM BMP'S
- STRAW BALE CHECK DAMS
- FINAL BMP'S
- RIPRAP APRONS
 - SEEDING

LEGEND

- FILING LIMITS
- DRAINAGE BASIN BOUNDARY
- EXISTING CONTOUR
- 82.0 PROPOSED SPOT ELEVATION (FLOWLINE)
- 82.0 EXISTING SPOT ELEVATION (FLOWLINE)
- DRAINAGE CHANNEL
- PROPOSED FLOW DIRECTION ARROW
- PROPOSED CULVERT W/ FLARED END SECTIONS
- RR RIPRAP
- VTC VEHICLE TRACKING CONTROL PAD
- STB STRAW BALE BARRIER @ 300' SPACING
- SF SILT FENCE
- TM STRAW BALES
- TM TEMPORARY SEED AND MULCH ON DISTURBED SLOPES

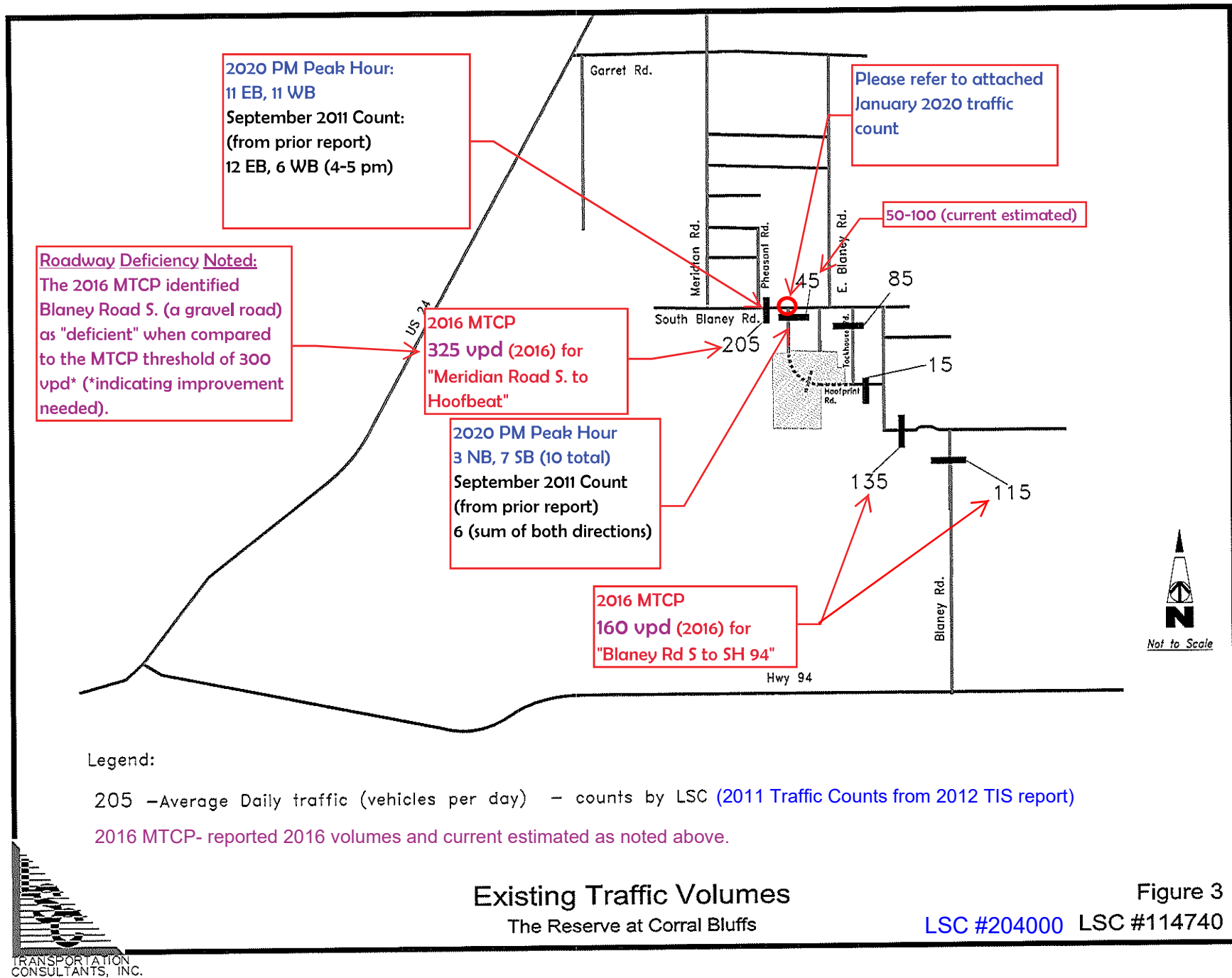
THE RESERVE AT CORRAL BLUFFS SUBDIVISION

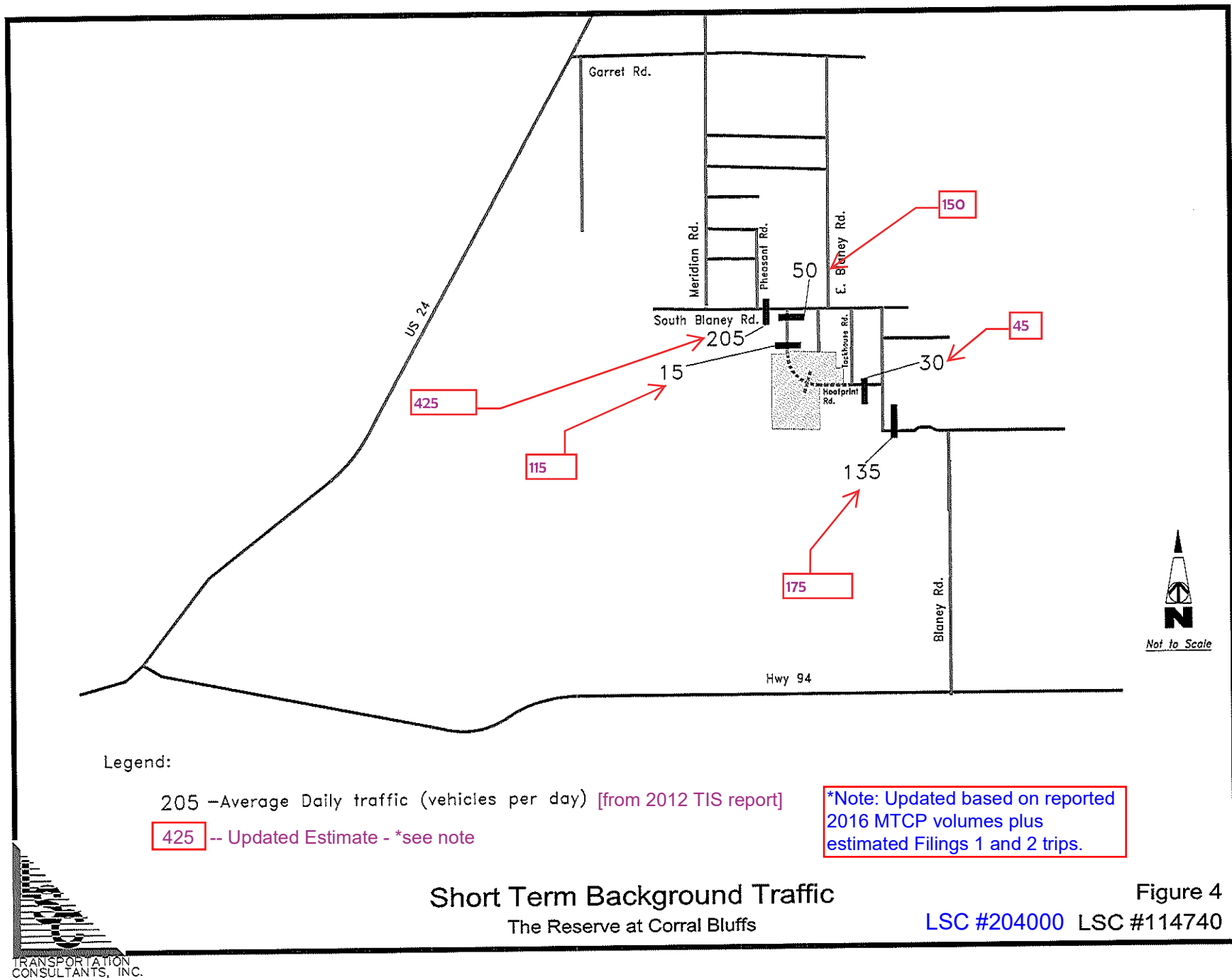
GRADING AND EROSION

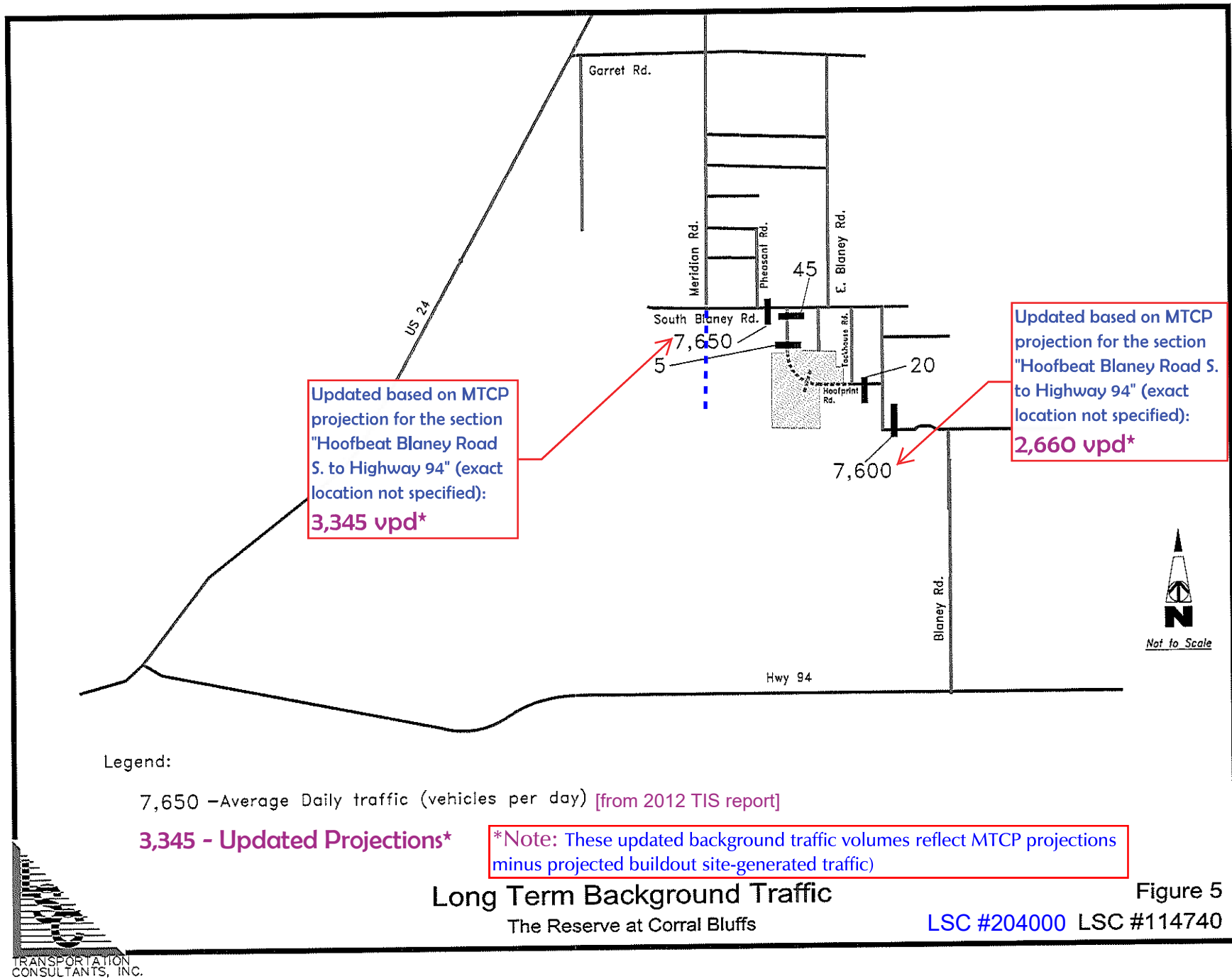
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VERT. SCALE: 1"=4'	DESIGNED: JPS
SURVEYED: LWA	CHECKED: JPS
CREATED: 02/20/12	LAST MODIFIED: 11/29/12
PROJECT NO: 081104	MODIFIED BY: MSP
SHEET:	

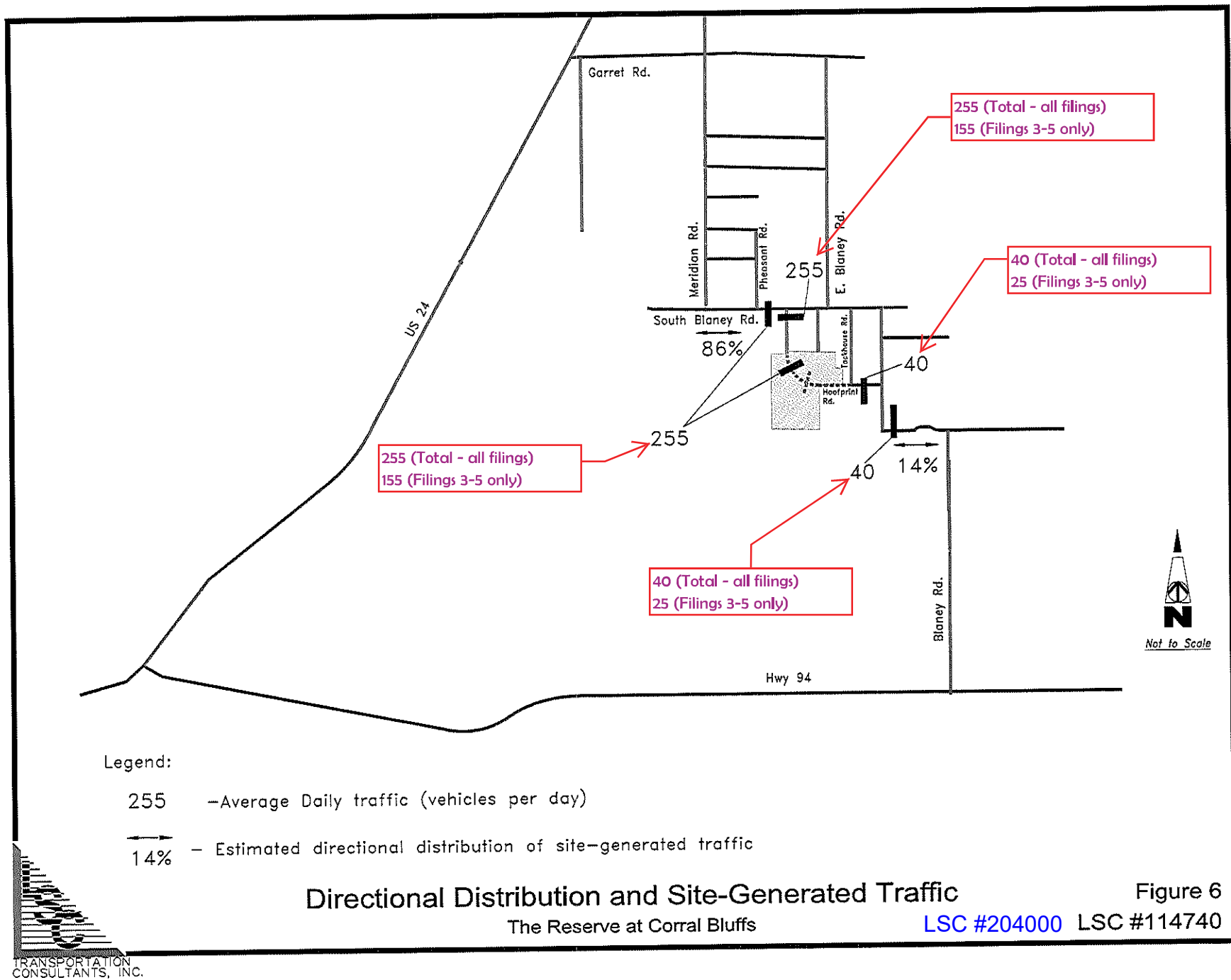
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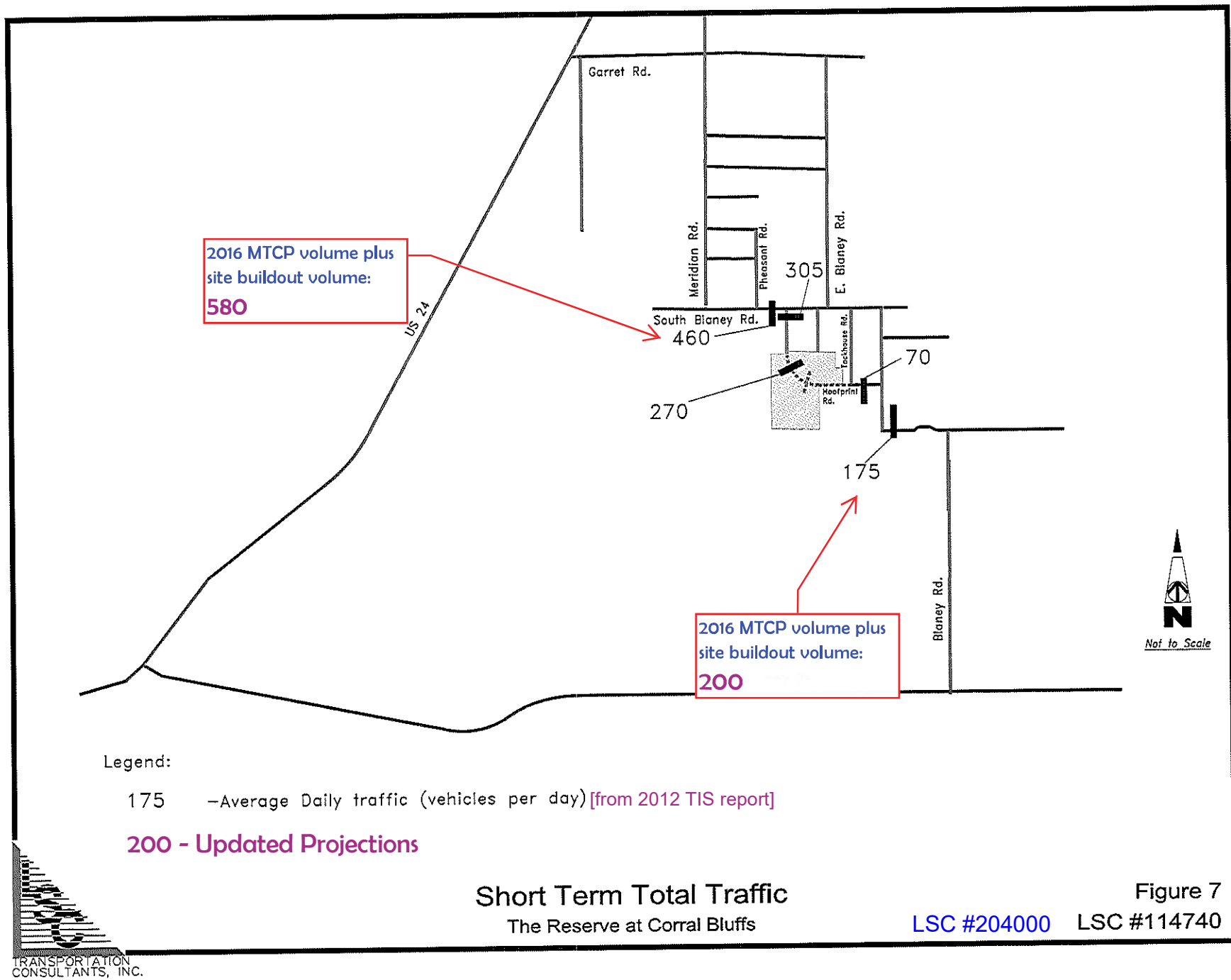
Figure 2a - Site Plan Exhibit (Current Status)

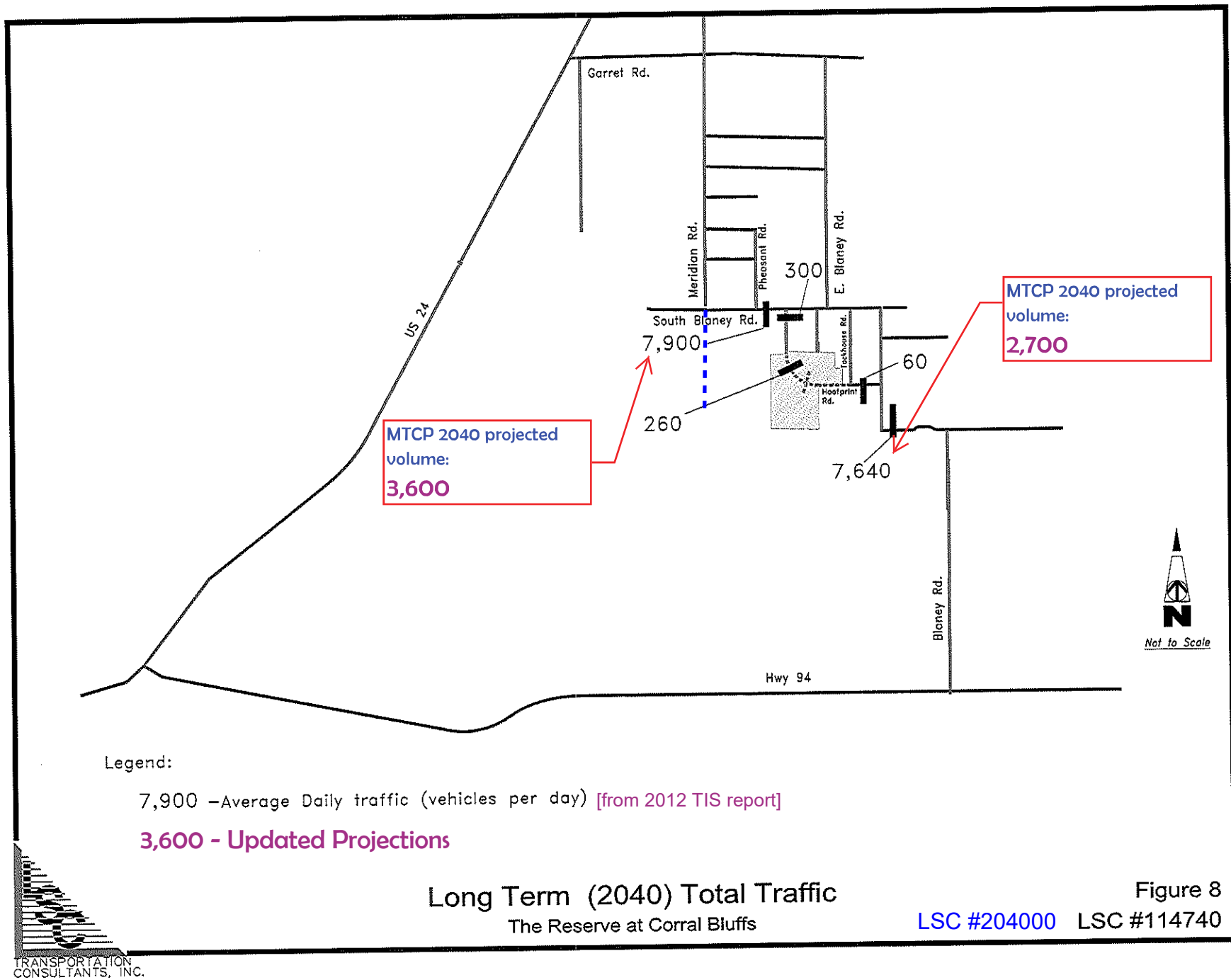


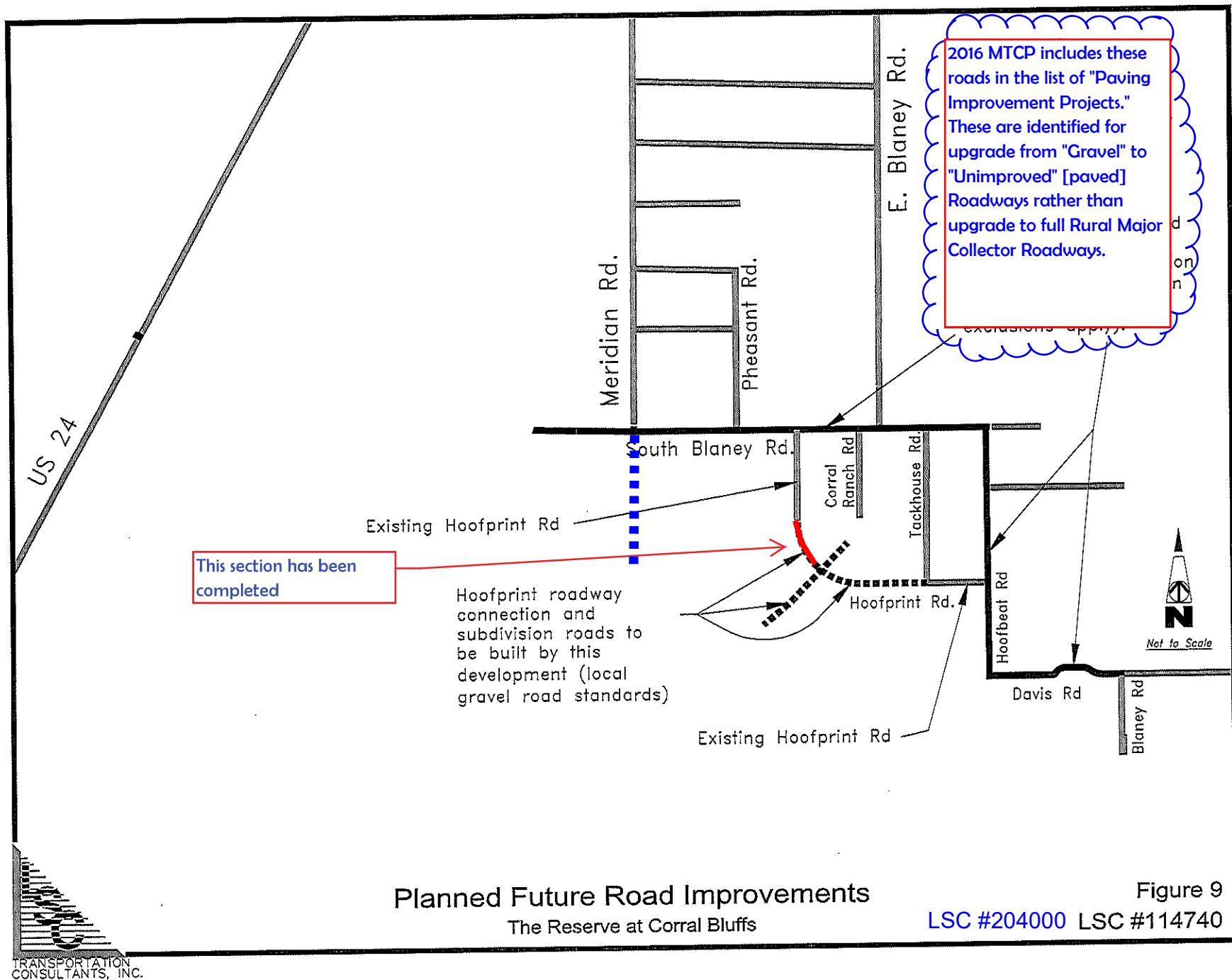












Planned Future Road Improvements
The Reserve at Corral Bluffs

Figure 9
LSC #204000 LSC #114740

Traffic Counts

LSC Transportation Consultants, Inc.

545 E Pikes Peak Ave, Suite 210

Colorado Springs, CO 80905

719-633-2868

File Name : Hoofprint Rd - Blaney Rd S PM

Site Code : 00204000

Start Date : 1/16/2020

Page No : 1

Groups Printed- Unshifted

	Southbound					Blaney Rd S Westbound					Hoofprint Rd Northbound					Blaney Rd S Eastbound					
Start Time	Left	Through	Right	Peds	App. Total	Left	Through	Right	Peds	App. Total	Left	Through	Right	Peds	App. Total	Left	Through	Right	Peds	App. Total	Int. Total
04:00 PM	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	0	1	0	0	1	4
04:15 PM	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	0	1	1	0	2	5
04:30 PM	0	0	0	0	0	1	3	0	0	4	0	0	0	0	0	0	2	3	0	5	9
04:45 PM	0	0	0	0	0	0	1	0	0	1	0	0	1	0	1	0	2	1	0	3	5
Total	0	0	0	0	0	1	10	0	0	11	0	0	1	0	1	0	6	5	0	11	23
05:00 PM	0	0	0	0	0	0	3	0	0	3	1	0	1	0	2	0	0	1	0	1	6
05:15 PM	0	0	0	0	0	1	0	0	0	1	3	0	0	0	3	0	0	1	0	1	5
05:30 PM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	1
05:45 PM	0	0	0	0	0	1	2	0	0	3	1	0	0	0	1	0	1	0	0	1	5
Total	0	0	0	0	0	2	6	0	0	8	5	0	1	0	6	0	1	2	0	3	17
Grand Total	0	0	0	0	0	3	16	0	0	19	5	0	2	0	7	0	7	7	0	14	40
Apprch %	0	0	0	0		15.8	84.2	0	0		71.4	0	28.6	0		0	50	50	0		
Total %	0	0	0	0	0	7.5	40	0	0	47.5	12.5	0	5	0	17.5	0	17.5	17.5	0	35	

LSC Transportation Consultants, Inc.

545 E Pikes Peak Ave, Suite 210

Colorado Springs, CO 80905

719-633-2868

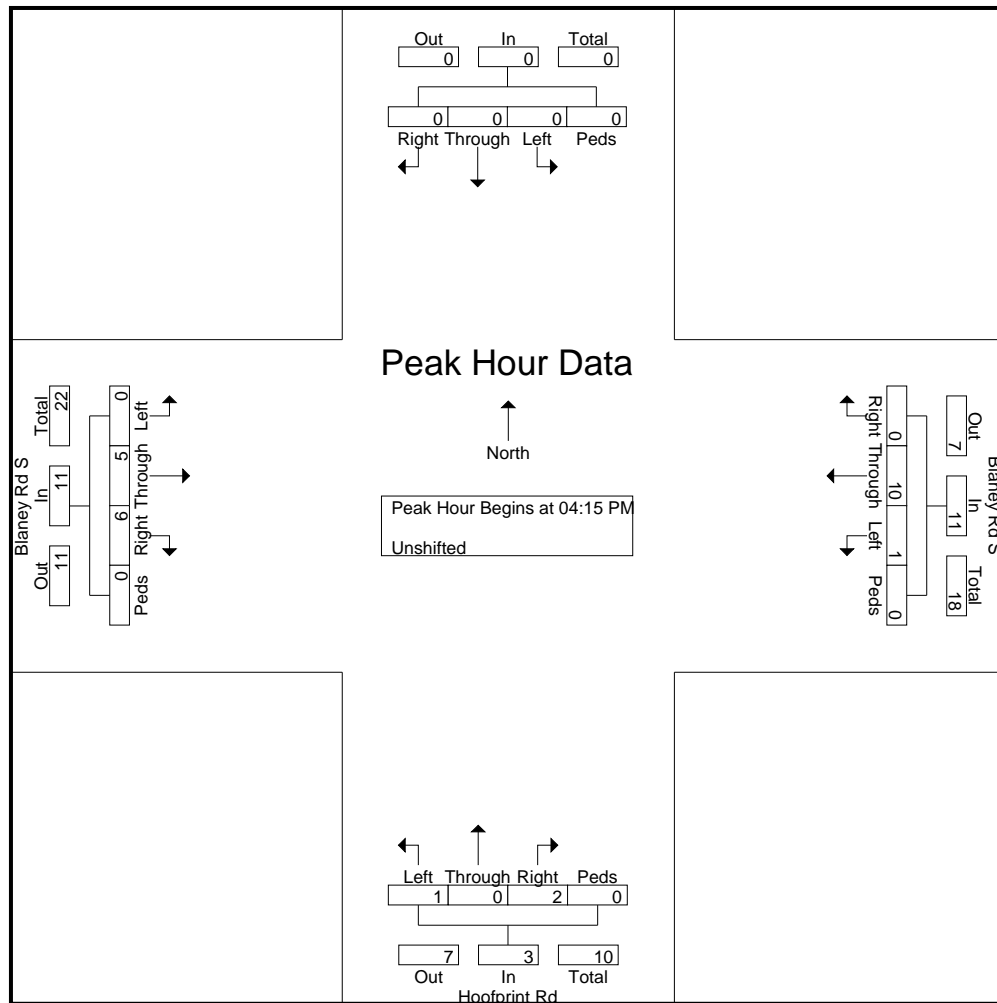
File Name : Hoofprint Rd - Blaney Rd S PM

Site Code : 00204000

Start Date : 1/16/2020

Page No : 2

	Southbound					Blaney Rd S Westbound					Hoofprint Rd Northbound					Blaney Rd S Eastbound					
Start Time	Left	Through	Right	Peds	App. Total	Left	Through	Right	Peds	App. Total	Left	Through	Right	Peds	App. Total	Left	Through	Right	Peds	App. Total	Int. Total
Peak Hour Analysis From 4:00:00 PM to 5:45:00 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 4:15:00 PM																					
4:15:00 PM	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	0	1	1	0	2	5
4:30:00 PM	0	0	0	0	0	1	3	0	0	4	0	0	0	0	0	0	2	3	0	5	9
4:45:00 PM	0	0	0	0	0	0	1	0	0	1	0	0	1	0	1	0	2	1	0	3	5
5:00:00 PM	0	0	0	0	0	0	3	0	0	3	1	0	1	0	2	0	0	1	0	1	6
Total Volume	0	0	0	0	0	1	10	0	0	11	1	0	2	0	3	0	5	6	0	11	25
% App. Total	0	0	0	0		9.1	90.9	0	0		33.3	0	66.7	0		0	45.5	54.5	0		
PHF	.000	.000	.000	.000	.000	.250	.833	.000	.000	.688	.250	.000	.500	.000	.375	.000	.625	.500	.000	.550	.694



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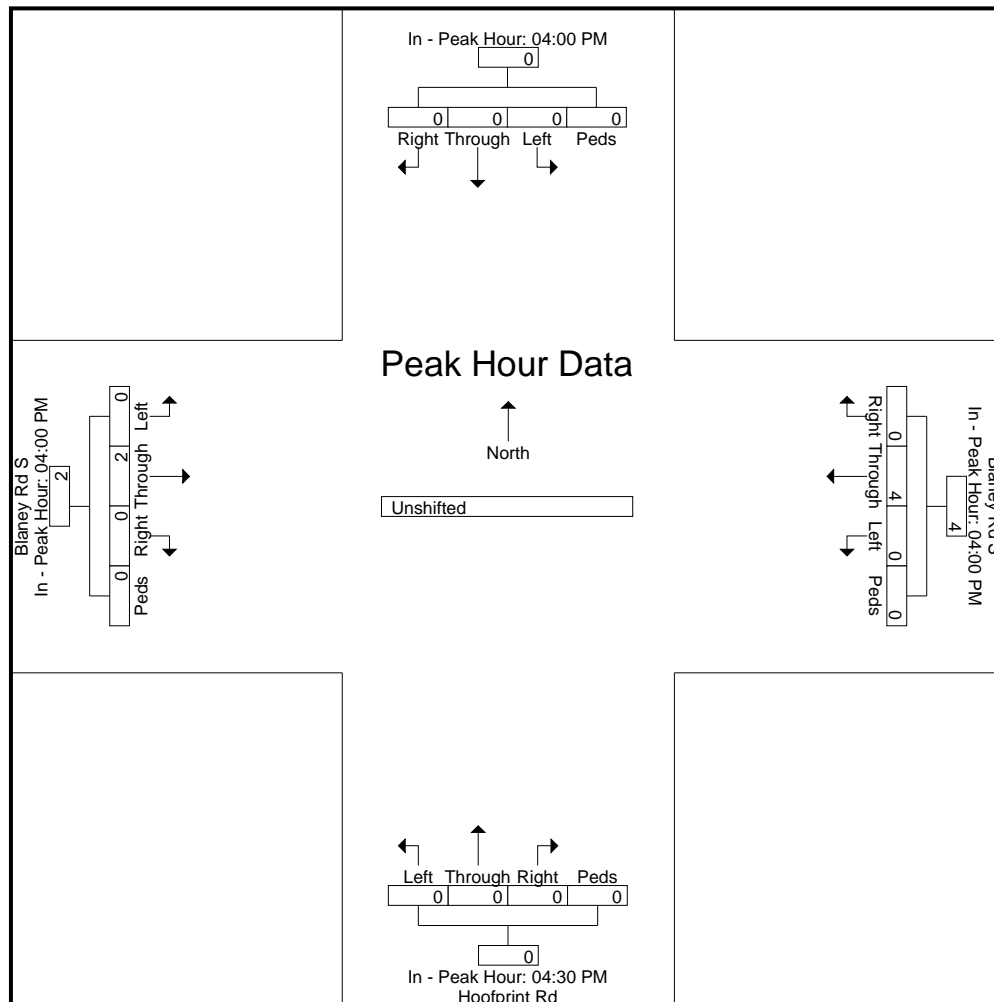
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Site Code : 00204000

Start Date : 1/16/2020

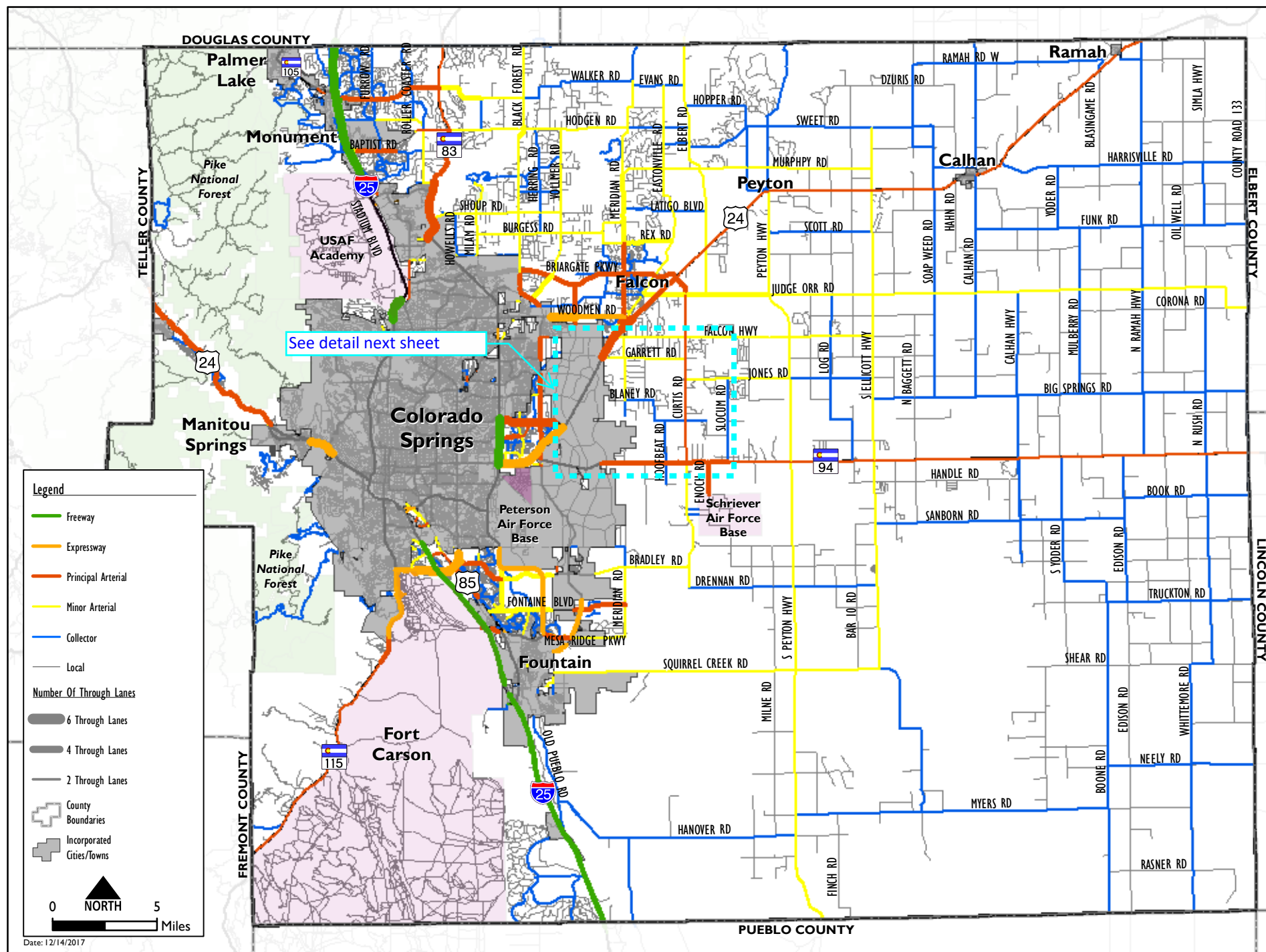
Page No : 3

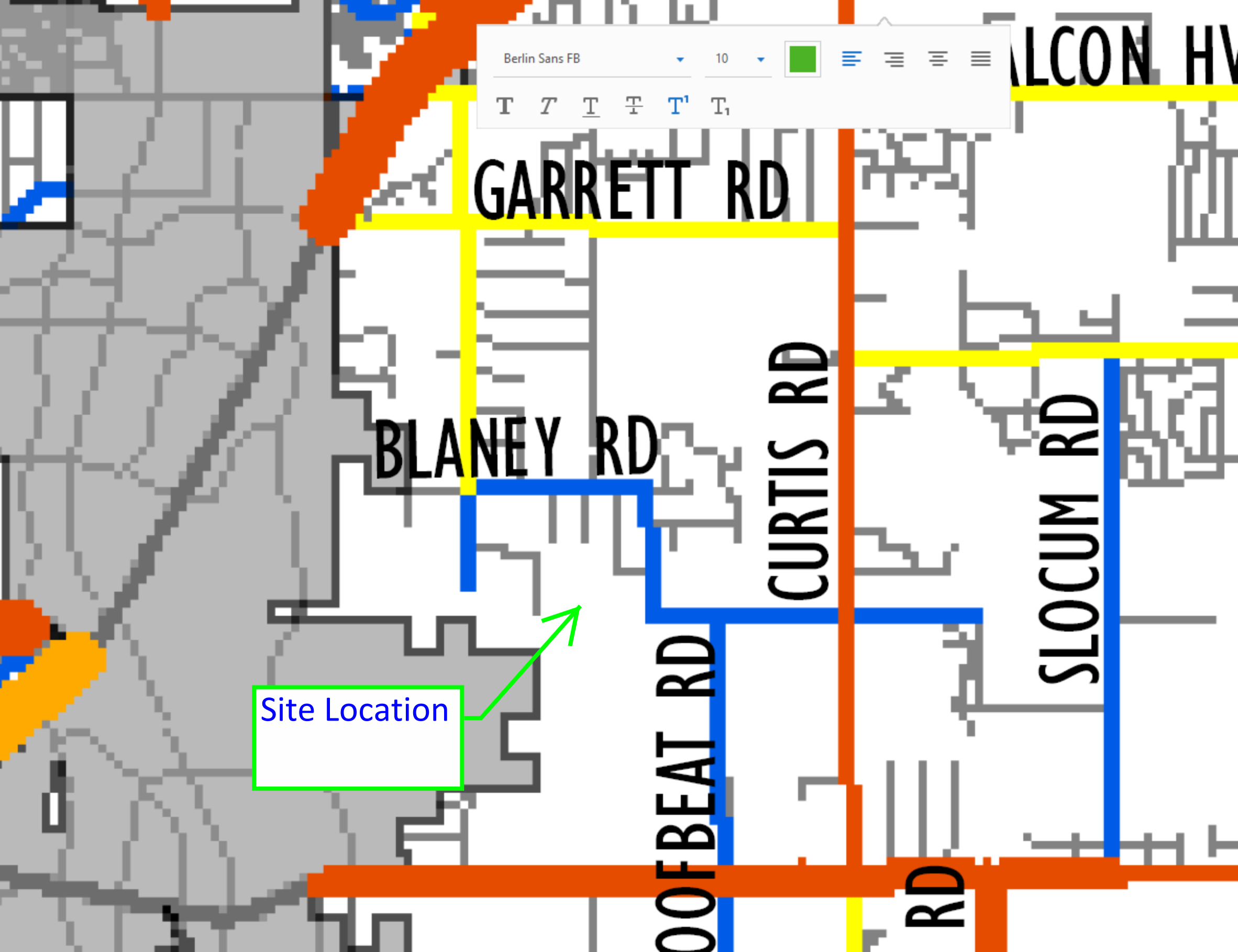
	Southbound					Blaney Rd S Westbound					Hoofprint Rd Northbound					Blaney Rd S Eastbound					
Start Time	Left	Through	Right	Peds	App. Total	Left	Through	Right	Peds	App. Total	Left	Through	Right	Peds	App. Total	Left	Through	Right	Peds	App. Total	Int. Total
Peak Hour Analysis From 4:00:00 PM to 5:45:00 PM - Peak 1 of 1																					
Peak Hour for Each Approach Begins at:																					
	4:00:00 PM					4:00:00 PM					4:30:00 PM					4:00:00 PM					
+0 mins.	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	0	1	0	0	0	1
+5 mins.	0	0	0	0	0	0	3	0	0	3	0	0	1	0	1	0	1	1	0	0	2
+10 mins.	0	0	0	0	0	1	3	0	0	4	1	0	1	0	2	0	2	3	0	0	5
+15 mins.	0	0	0	0	0	0	1	0	0	1	3	0	0	0	3	0	2	1	0	0	3
Total Volume	0	0	0	0	0	1	10	0	0	11	4	0	2	0	6	0	6	5	0	0	11
% App. Total	0	0	0	0		9.1	90.9	0	0		66.7	0	33.3	0		0	54.5	45.5	0		
PHF	.000	.000	.000	.000	.000	.250	.833	.000	.000	.688	.333	.000	.500	.000	.500	.000	.750	.417	.000	.550	



MTCP Maps

Map 14: 2040 Functional Classification





Berlin Sans FB 10

T T T T T₁ T₁

GARRETT RD

BLANEY RD

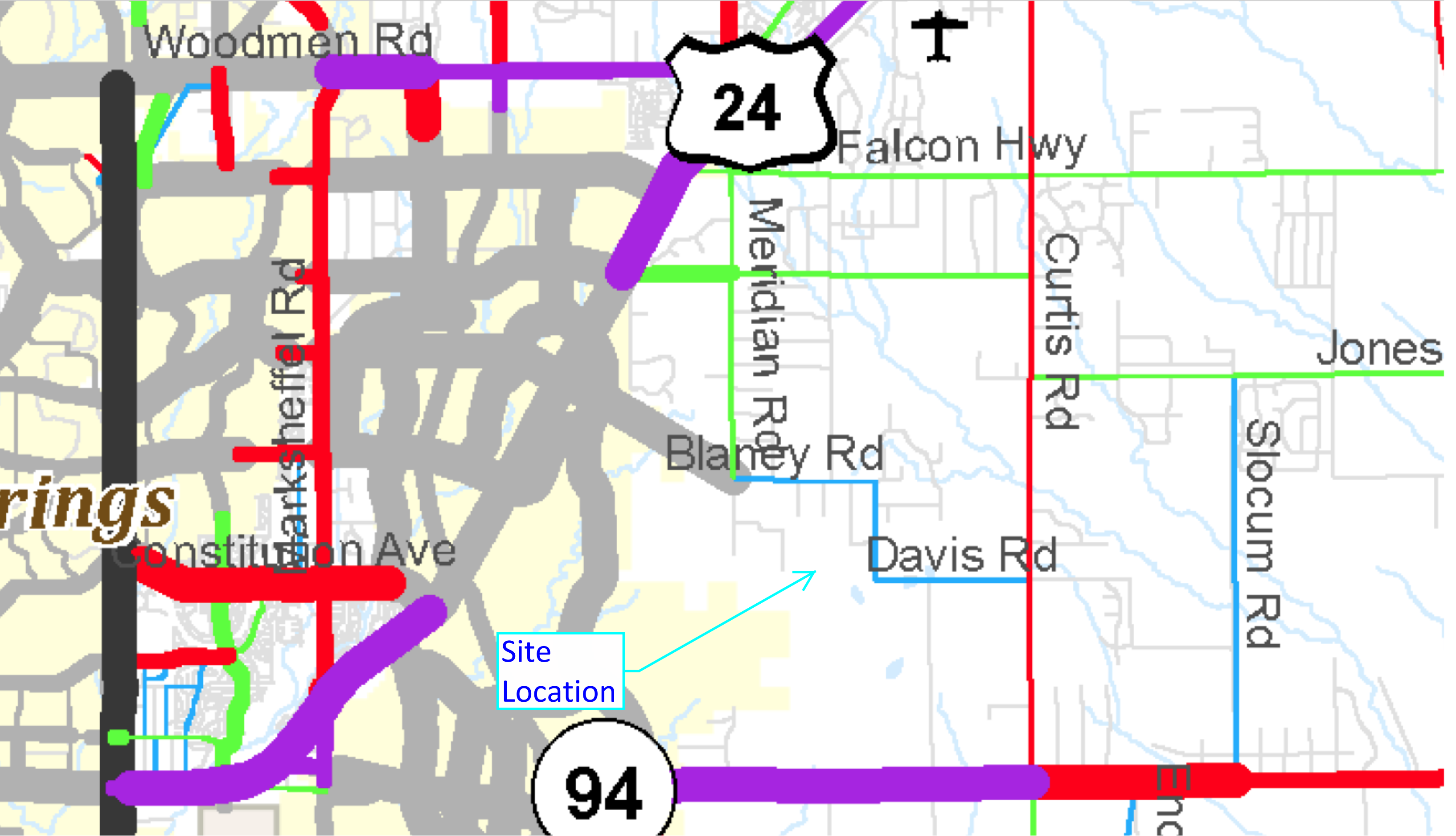
CURTIS RD

SLOCUM RD

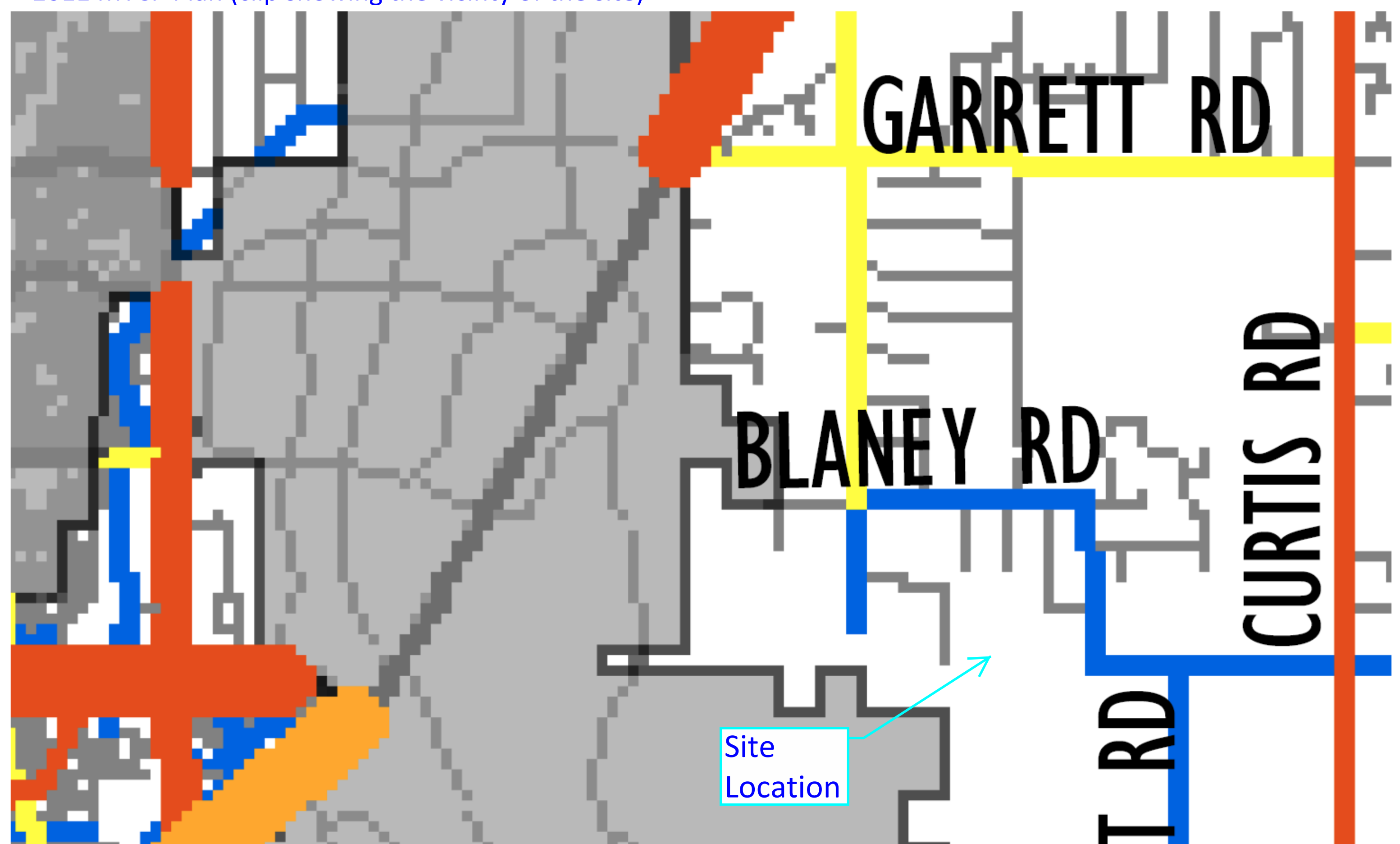
COFFBEAT RD

RD

Site Location



2011 MTCP Plan (clip showing the vicinity of the site)



2016 MTCP Plan (clip showing the vicinity of the site)

2016 MTCP Plan (clip showing the vicinity of the site)

Banning Lewis Master Plan

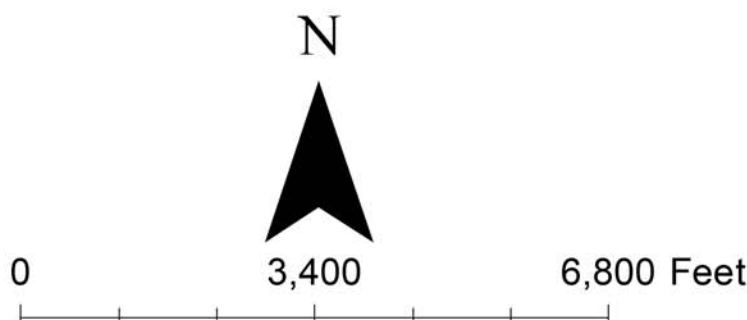
Approved 2017
(Included for reference only)



Banning Lewis Ranch Master Plan

June 2015

- RES - M Residential - Low
- RES - H Residential - High
- COM Commercial
- IND Industrial
- PRO Parks & Open Space
- PUB Public / Institutional
- V Vacant
- Streets / Right of Way / Easements
- Flood Plain
- Parkway/Expressway - Existing
- Parkway/Expressway - Proposed
- Principal Arterial - Existing
- Parkway/Freeway - Proposed
- Parkway/Freeway - Existing
- Collector - Existing
- Road



1988 Land Use Plan

- RVL Residential, Very Low
- RL Residential, Low
- RM Residential, Medium
- RMH Residential, Medium High
- RH Residential, High
- ACL Activity Center, Low
- ACM Activity Center, Medium
- ACH Activity Center, High
- OL Office, Low
- OM Office, Medium
- OH Office, High
- R&D Research and Development
- INST Institution
- R Retail
- NR Neighborhood Retail
- IDP Industrial Park
- AI Airport Industrial
- ID Industrial
- ES Elementary School
- MS Middle School
- HS High School
- OP Open Space
- P Park
- PF Public Facilities

Banning Lewis Ranch Master Plan Amendment History

1. Original Master Plan was approved by the City Planning Commission on June 2, 1988 and the City Council was on June 28, 1988. On July 20, 1988 the Planning Department approved a version of the Master Plan that met all conditions of approval imposed by the City Planning Commission and City Council decisions. Thus the first BLR Master Plan was approved on July 10, 1988. The official City Planning File for the original BLR Master Plan approval is CPC MP 87-381.
2. The originally approved BLR Master Plan has been subsequently amended several times since 1989. These amendments include:
 3. Amendment #1: CPC MP 87-381-A1 (89). This amendment added approximately 148 acres to the eastern boundary of the Jimmy Cremo Creek Regional Park in order to accommodate a golf course development. Approval date was April 25, 1989. The amendment was incorporated in the original BLR Master Plan approval, dated July 20, 1988.
 4. Amendment #2: CPC MP 89-381-A2 (92). This amendment reflected the new Highway 94 and 24 interchange alignment as proposed by CDOT. Approval date was April 28, 1992.
 5. Amendment #3: CPC MP 89-381-A3 (93). This amendment reflected the realignment of major electrical transmission line corridors along the east, west and south boundaries of the BLR Ranch. Approval date was September 7, 1993.
 6. Amendment #4: CPC MP 89-381-A4 (93). This amendment reflected the realignment of Bradley Road through the BLR. Approval date was April 28, 1998.
 7. Amendment #5: CPC MP 89-381-A5 (03). This amendment (Minor Adjustment) modified the cross-sections for major streets within the Phase 1 (north of the Station Hill Blvd. extension) portion of the BLR Ranch. Approval date was January 10, 2005.
 8. Amendment #6: CPC MP 05-137. This amendment proposes changes to land uses within a 529 acre portion of the Master Plan in the vicinity of the Colorado Center development to accommodate a new development known as Rancho Colorado (aka Bradley Heights). This master plan amendment application is pending.
 9. Amendment #7: CPC MP 05-140. This amendment changed land uses within a 293 acre portion of the Master Plan in the southeast corner of the BLR to accommodate a new development known as Banning Lewis Ranch Village 1. Approval date was August 23, 2006.
 10. Amendment #8: CPC MP 05-202. This amendment proposes to change land uses with a 357 acre portion of the Master Plan southeast of Markshel and Barnes to accommodate a new development known as Mountain Vista Ranch. This master plan amendment was denied by the City Council on May 9, 2006.
 11. Amendment #9: CPC MP 07-089. This amendment changed land uses within a 427 acre portion of the Master Plan immediately west of BLR Village 1 to accommodate a new development known as Banning Lewis Ranch Village 2. Approval date was March 26, 2008.
 12. Amendment #10: CPC MP 07-090. This amendment modified the open space and drainage facts within BLR Village 1. Approval date was March 26, 2008.
 13. Amendment #11: CPC MP 07-381-A7M07. This amendment proposes to change land uses with a 194.12 acre portion of the Master Plan southeast of Markshel and Barnes to accommodate a new development known as Mountain Vista Ranch. This is a variation of amendment #8. This master plan amendment application is pending.
 14. Amendment #12: CPC MP 07-381-A8M09. This amendment clarified the residential housing types allowed within a BLR Village 1. Approval date was February 23, 2010.
 15. Amendment #13: CPCMP 07-381-A9M12. This amendment changed the master plan land use designation changes for the Southern Delivery System Water Treatment Plant project to "P-W" Public Facility - Water. Approval date was August 23, 2012.
 16. Amendment #14: CPC MP 07-381-A10M12. This amendment modified the location of the previously approved changed land uses within a 427 acre portion of the Master Plan within Banning Lewis Ranch Village 2. Approval date was July 23, 2013.
 17. Amendment #15: CPC MP 07-381-A11M13. This amendment changed the master plan land use designation changes for the Southern Delivery System Bradley Pump Station to "P-W" Public Facility - Water. Approval date was June 11, 2013.
 18. Amendment #16: CPC MP 07-381-A12M13. This amendment changed the master plan land use designations for the area known as Bradley Heights. Approval date was January 27, 2015.
 19. Amendment #17: CPC MP 07-03081-A16M17. This amendment changed the master plan land use designation for Banning Lewis Ranch Village 3. Approval date was XX XX, 20XX. (Updated by LAI Design Group 6/15/17.)
 20. Amendment #18: CPC MP 07-03081-A17M17. This amendment changed the master plan land use designation for a 3.37-acre portion of Banning Lewis Ranch Village 2. Approval date was XX XX, 20XX. (Updated by LAI Design Group 6/15/17.)



October 10, 2017

hvannimwegen

