



LSC TRANSPORTATION CONSULTANTS, INC.
545 East Pikes Peak Avenue, Suite 210
Colorado Springs, CO 80903
(719) 633-2868
FAX (719) 633-5430
E-mail: lsc@lsctrans.com
Website: <http://www.lsctrans.com>

Benet Hill Monastery
Sanctuary of Peace Community
Transportation Memorandum
(LSC #184260)
December 31, 2018
PUDSP-19-002

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.

S. Marie Therese Summers OSB
Sister Marie Therese Summers OSB
Treasurer, Benet Hill Monastery

1/3/19
Date



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December 31, 2018

Mr. Charles C. Crum, P.E.
M.V.E., Inc.
1903 Lelaray Street, Suite 200
Colorado Springs, CO 80909

RE: Benet Hill Monastery
Sanctuary of Peace Community
El Paso County, CO
Transportation Memorandum
LSC #184260

Dear Mr. Crum,

In response to your request, we have prepared this Transportation Memorandum for the proposed Benet Hill Monastery development. The proposed residential development site is located west of State Highway (SH) 83 on Benet Lane in El Paso County, Colorado. This study has been prepared for submittal to El Paso County and the Colorado Department of Transportation.

LAND USE AND ACCESS

Benet Hill Monastery Sanctuary of Peace Community is a proposed residential development consisting of 26 duplex (single-family attached) residential units, a common house, and a garage building. The site is located west of State Highway 83 on Benet Lane approximately 0.7 miles south of Hodgen Road in El Paso County, Colorado. Residences are planned to be located to the south of the existing monastery buildings near the east-west center of the property and are proposed to be set back more than 1,300 feet from State Highway 83, adjacent to the monastery's north property line, 1,750 feet from the west property boundary, and over 150 feet from the south property line. All private roads within the over 50-acre property will be self-maintained.

Proposed access to State Highway 83 is via Benet Lane, with no direct access proposed to State Highway 83 from Rieden Road. The intersection of Benet Lane/State Highway 83 is a stop-sign-controlled T-intersection. No access to/from the west is proposed and no through connection is planned.

ROADWAY AND TRAFFIC CONDITIONS

Area Roadways

Streets and roadways serving the site are described below:

- **State Highway (SH) 83** extends from Colorado Springs north to Parker and areas of southeast Denver. In the vicinity of the site, State Highway 83 is classified as a Regional Highway (R-A). At this location, State Highway 83 is a two-lane rural highway with two- to four-foot shoulders and a speed limit of 60 miles per hour (mph). The intersection with Hodgen Road (signalized) is approximately 0.6 miles north of the site.
- **Benet Lane** is a two-lane, rural, paved private road (listed with an administrative class “8 - an open public road not Maintained by County”) that extends west from State Highway 83 to Rieden Road (also private), where it continues for approximately 0.5 miles further west to its terminus. Benet Lane is about twenty-feet wide. The posted speed limit on Benet Lane is 20 mph and its intersection with State Highway 83 is two-way stop-sign-controlled (TWSC). There is no direct access to State Highway 83 from Rieden Road or from Benet Lane to Roller Coaster Road further the west.

Existing Traffic Volumes

Are there improvement recommendations to Benet Lane?

Vehicular turning movement counts were conducted at the intersection of Benet Lane/State Highway 83 at the following times:

- Wednesday, March 21, 2018 from 4:00 p.m. to 6:00 p.m.
- Thursday, March 22, 2018 from 6:30 a.m. to 8:30 a.m.

Turning movement volumes are shown in Table 1. These volumes are primarily estimates by LSC based on the peak-hour counts. Raw count data is attached. Based on the peak-hour count data collected, the estimated current average daily traffic (ADT) on Benet Lane is about 100 to 150 vehicles per day.

Table 1: Peak Hour Turning Movement Volumes by Traffic Scenario

Approach	Turn	2018 Existing	Site-Generated*	2018 Existing + Site	2038 Background	2038 Background + Site
Eastbound	Left	1 / 3	5 / 3	6 / 6	1 / 3	6 / 6
	Right	4 / 5	9 / 6	13 / 11	4 / 5	13 / 11
Northbound	Left	1 / 2	3 / 11	4 / 13	1 / 2	4 / 13
	Through	274 / 587	0 / 0	274 / 587	600 / 1350	600 / 1350
Southbound	Through	690 / 434	0 / 0	690 / 434	1500 / 775	1500 / 775
	Right	2 / 3	2 / 6	4 / 9	2 / 3	4 / 9

* Assumes 35% of site-generated trips are to/from the north and 65% are to/from the south.

Existing Levels of Service

Please refer to the Existing and Projected Level of Service section of this report.

Intersection/Access Sight Distance

Sight distance to the south at Benet Lane is limited by vegetation on the inside of the State Highway 83 horizontal and vertical curve. However, at about 725 feet, the entering sight distance (measured in the field) meets Access Code criteria. The sight distance to the north extends to the top of the hill (over one-quarter mile to the north).

TRIP GENERATION

Estimates of the vehicle-trips projected to be generated by Benet Hill Monastery have been made using the nationally published trip generation rates from the *Trip Generation Manual, 10th Edition, 2018* by the Institute of Transportation Engineers (ITE). Land use code “210 – Single-Family Detached Housing” was used.

Benet Hill Monastery is expected to generate about 245 vehicle-trips on the average weekday (one-half entering and one-half exiting in a 24-hour period). During the morning peak hour, 5 vehicles are projected to enter the site while 14 are projected to exit. Approximately 16 vehicles would enter and 10 vehicles would exit the site during the evening peak hour. The morning peak hour generally occurs for one hour between 6:30 and 8:30 a.m., and the afternoon peak hour occurs for one hour between 4:00 and 6:00 p.m. Table 2 shows a summary of the results of the trip generation estimate. A detailed trip generation estimate for the development, including ITE rates for the proposed land use is presented in Table 5 (attached). This trip generation estimate based on ITE “Single-Family Detached Housing” rates may be conservative for the anticipated housing type, unit sizes, and anticipated resident demographics. Single Family rates have been used based on a comparison of the specific ITE land use descriptions for Single Family Detached Housing and Multi-Family Housing.

Table 2: Estimated Site Vehicle-Trip Generation

Analysis Period	In	Out	Total
Morning Peak Hour (vehicle-trips/hour)	5	14	19
Evening Peak Hour (vehicle-trips/hour)	16	10	26
Weekday (vehicle-trips/day)	122	123	245
* Please refer to Table 5 (attached) for detailed trip generation table			

Trip Distribution and Assignment

An estimate of the directional distribution of site-generated vehicle-trips to the study area streets and intersections is a necessary component in determining the site's traffic impacts. The directional distribution estimate for the site-generated trips consists of the percentages of the site-generated vehicle-trips projected to be oriented to and from the site's major approaches. LSC estimates that approximately 35 percent of site-generated trips are to/from north of Benet Lane and 65 percent are to/from south of Benet Lane. Estimates were based on the following factors: traffic counts conducted at nearby intersections previously studied by LSC, the proposed land use and access plan, the area street system serving the site, the site's geographic location, and projected traffic growth in the area.

Site-Generated Traffic

The site-generated peak-hour traffic volumes at the study area intersections have been calculated by applying the directional distribution percentages estimated by LSC to the trip generation estimates (from Table 2). Table 1 shows the projected site-generated traffic volumes for the morning and evening peak hours.

Existing Plus Site-Generated Traffic Volumes

Table 1 also shows the existing plus site total traffic volumes, which are the sum of the site-generated weekday traffic volumes and the existing traffic volumes.

2038 Background Traffic

Background traffic is the traffic estimated to be on the study area street system without consideration of the proposed development. Table 1 shows estimates of year 2038 background traffic volumes. Traffic from the site is not included in the 2038 background traffic volumes. Projected 2038 background traffic volumes were based on consideration of the following: nearby traffic impact studies previously completed by LSC, CDOT growth factors, the El Paso County Major Transportation Corridors Plan (MTCP), and traffic count data. This report assumes that State Highway 83 will be expanded from two through lanes to four in all long-term traffic scenarios based on the MTCP.

2038 Total Traffic

Table 1 shows the projected year 2038 total traffic volumes. The 2038 total traffic volumes are the sum of the site-generated traffic volumes and 2038 background traffic volumes.

EXISTING AND PROJECTED LEVELS OF SERVICE

Level of service (LOS) is a quantitative measure of the level of congestion or delay at an intersection and is indicated on a scale from “A” to “F.” LOS A is indicative of little congestion or delay. LOS F indicates a high level of congestion or delay. Table 3 shows the level of service delay ranges for signalized and unsignalized intersections.

Table 3: Intersection Levels of Service Delay Ranges

Level of Service	Signalized Intersections		Unsignalized Intersections
	Average Control Delay (seconds per vehicle)	V/C ⁽¹⁾	Average Control Delay (seconds per vehicle) ⁽²⁾
A	≤ 10.0	< 0.60	≤ 10.0
B	10.1 – 20.0	0.60 – 0.69	10.1 – 15.0
C	20.1 – 35.0	0.70 – 0.79	15.1 – 25.0
D	35.1 – 55.0	0.80 – 0.89	25.1 – 35.0
E	55.1 – 80.0	0.90 – 0.99	35.1 – 50.0
F	≥ 80.1	≥ 1.00	≥ 50.1

(1) Source: *Transportation Research Circular 212*
 (2) For unsignalized intersections, if V/C is > 1.00, then LOS is LOS F regardless of the projected average control delay per vehicle

The intersection of State Highway 83/Benet Lane has been analyzed to determine the control delay and projected levels of service for key turning movements/lane groups. This section includes LOS tables with the summary of the analysis results. Please refer to the attached LOS calculation worksheets for complete LOS analysis assumptions and results.

Peak-Hour Analysis

A summary of existing and projected existing plus site-generated, 2040 background, and 2040 background plus site-generated levels of service during the morning and evening peak hours is shown in Table 4.

Table 4: Level of Service Comparison by Scenario

Scenario	A.M. Peak Hour		P.M. Peak Hour	
	NBL	EB	NBL	EB
LOS				
2018 Existing	A	C	A	B
2018 Existing + Site	A	C	A	C
2038 Background	C	D	A	C
2038 Background + Site	C	E	A	C

- All major and minor street left-turning movements at this intersection currently operate at and are projected to remain at LOS C or better during all **short-term** morning and evening peak-hour traffic scenarios, with and without site buildout.
- The eastbound approach on Benet Lane is projected to operate at LOS E in the long-term morning peak hour upon site buildout.
- Despite operating at LOS E, the volume-to-capacity (v/c) ratio for the eastbound single-lane approach is projected to remain well under 1.0 upon site buildout during the long-term morning peak-hour scenario. A traffic signal volume warrant would not be met at this intersection.

CONCLUSIONS AND RECOMMENDATIONS

Trip Generation

- Benet Hill Monastery Sanctuary of Peace Community is expected to generate about 245 vehicle-trips on the average weekday (one-half entering and one-half exiting in a 24-hour period).
- During the morning peak hour, 5 vehicles are projected to enter the site while 14 are projected to exit. Approximately 16 vehicles would enter, and 10 vehicles would exit the site during the evening peak hour.
- The trip generation estimate for this project has been based on ITE “Single-Family Detached Housing” rates. The estimate may be conservative for the anticipated housing type, unit sizes, and anticipated resident demographics.

Level of Service Analysis

- All major and minor street left-turning movements at this intersection currently operate at and are projected to remain at LOS C or better during all **short-term** morning and evening peak-hour traffic scenarios, with and without site buildout.

- The eastbound approach on Benet Lane is projected to operate at LOS E in the long-term morning peak hour upon site buildout.
- Despite operating at LOS E, the volume-to-capacity (v/c) ratio for the eastbound single-lane approach is projected to remain well under 1.0 upon site buildout during the long-term morning peak-hour scenario. A traffic signal volume warrant would not be met at this intersection.

Auxiliary Turn Lane Needs Analysis/CDOT Permitting

- Section 3.8(5) of the State Highway Access Code states that *“a left turn deceleration lane with taper and storage length is required for any access with a projected peak hour left ingress turning volume greater than 10 vph. The taper length will be included within the required deceleration length.”* The projected turning volume is 13 vehicles per hour during the afternoon peak hour. Therefore, a northbound left-turn lane is required by code (and already exists).
- The existing northbound left-turn lane on Highway 83 at Benet Lane is approximately 570 feet (including about a 150-foot transition taper). Based on the Access Code, a deceleration distance of 700 feet (including taper) is required for a 60-mph posted speed limit. As the northbound grade is greater than five percent, an adjustment factor of 0.8 percent applies. Therefore, the adjusted total deceleration distance required is 560 feet. The lane must include stacking distance of 25 feet. Therefore, the total required lane length is 585 feet.
- No other auxiliary turn lanes are required based on the Access Code criteria.
- A southbound right-turn deceleration lane on Highway 83 at Benet Lane would not be required based on the Access Code criteria and the turning volume estimates in this report. However, the applicant would like to install a southbound right-turn deceleration lane on SH 83 if project funding allows for this option.
- CDOT will require the submittal of a Colorado State Highway Access Permit application.

Benet Lane

- Benet Lane should be classified as a Rural Local Roadway. The roadway ADT would be less than 750 vehicles per day. The roadway does not currently meet ECM Rural Local Roadway standards and would need to be upgraded to ECM Rural Local roadway standards unless a deviation for a reduced cross section is submitted and approved.

Please indicate improvements to Benet Lane if needed or indicate it is adequate as is. Not sure what the conclusion/recommendation is here, it is already a private road.

El Paso County Road Impact Fee Program

- This project will be subject to participation in the El Paso County Road Impact Fee Program.

* * * * *

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

Respectfully Submitted,

LSC TRANSPORTATION CONSULTANTS, INC.

By 

Jeffrey C. Hodsdon, P.E., PTOE
Principal

JCH:JAB:bjwb

Enclosures: Table 5
Traffic Count Reports
Level of Service Reports
Concept Plan
Vicinity Map
Letter of Intent

Table 5: Detailed Trip Generation Estimate

ITE		Value	Units ⁽²⁾	Trip Generation Rates ⁽¹⁾				Driveway Trips Generated					
Code	Description			Avg Weekday Traffic	A.M.		P.M.		Avg Weekday Traffic	A.M.		P.M.	
					In	Out	In	Out		In	Out	In	Out
210	Single-Family Detached Housing	26	DU	9.44	0.19	0.56	0.62	0.37	245	5	14	16	10

(1) Source: *Trip Generation, 9th Edition, 2012* by the Institute of Transportation Engineers (ITE)

(2) DU = dwelling units

COUNTER MEASURES INC.

1889 YORK STREET
DENVER, COLORADO
303-333-7409

N/S STREET:
E/W STREET:
CITY:
COUNTY:

File Name : Hwy 83 - Benet In Am
Site Code : 00184260
Start Date : 3/22/2018
Page No : 1

Groups Printed- VEHICLES

Start Time	Hwy 83 Southbound				Westbound				Hwy 83 Northbound				Benet In Eastbound				Int. Total	
	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds		
Factor	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0		
06:30 AM	0	123	0	0	0	0	0	0	1	41	0	0	0	0	0	0	0	165
06:45 AM	0	113	1	0	0	0	0	0	1	46	0	0	0	0	0	0	0	161
Total	0	236	1	0	0	0	0	0	2	87	0	0	0	0	0	0	0	326
07:00 AM	0	155	1	0	0	0	0	0	0	54	0	0	0	0	0	1	0	211
07:15 AM	0	203	0	0	0	0	0	0	0	64	0	0	0	0	0	0	0	267
07:30 AM	0	185	0	0	0	0	0	0	0	62	0	0	1	0	2	0	0	250
07:45 AM	0	147	1	0	0	0	0	0	1	94	0	0	0	0	1	0	0	244
Total	0	690	2	0	0	0	0	0	1	274	0	0	1	0	4	0	0	972
08:00 AM	0	120	0	0	0	0	0	0	1	64	0	0	0	0	0	0	0	185
08:15 AM	0	112	1	0	0	0	0	0	4	72	0	0	0	0	0	0	0	189
Grand Total	0	1158	4	0	0	0	0	0	8	497	0	0	1	0	4	0	0	1672
Apprch %	0.0	99.7	0.3	0.0	0.0	0.0	0.0	0.0	1.6	98.4	0.0	0.0	20.0	0.0	80.0	0.0	0.0	
Total %	0.0	69.3	0.2	0.0	0.0	0.0	0.0	0.0	0.5	29.7	0.0	0.0	0.1	0.0	0.2	0.0	0.0	

COUNTER MEASURES INC.

1889 YORK STREET
DENVER, COLORADO
303-333-7409

File Name : Hwy 83 - Benet In PM
Site Code : 00184260
Start Date : 3/21/2018
Page No : 1

N/S STREET:
E/W STREET:
CITY:
COUNTY:

Groups Printed- VEHICLES

Start Time	Hwy 83 Southbound				Westbound				Hwy 83 Northbound				Benet Ln Eastbound				Int. Total
	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	
Factor	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	
04:00 PM	0	113	0	0	0	0	0	0	0	140	0	0	1	0	0	0	254
04:15 PM	0	98	0	0	0	0	0	0	0	145	0	0	0	0	0	0	243
04:30 PM	0	113	2	1	0	0	0	0	0	149	0	0	0	0	2	0	267
04:45 PM	0	93	1	0	0	0	0	0	1	132	0	0	1	0	2	0	230
Total	0	417	3	1	0	0	0	0	1	566	0	0	2	0	4	0	994
05:00 PM	0	118	0	0	0	0	0	0	0	158	0	0	1	0	0	0	277
05:15 PM	0	110	0	0	0	0	0	0	1	148	0	0	1	0	1	0	261
05:30 PM	0	102	0	0	0	0	0	0	0	129	0	0	0	0	0	0	231
05:45 PM	0	102	0	0	0	0	0	0	0	154	0	0	0	0	1	0	257
Total	0	432	0	0	0	0	0	0	1	589	0	0	2	0	2	0	1026
Grand Total	0	849	3	1	0	0	0	0	2	1155	0	0	4	0	6	0	2020
Apprch %	0.0	99.5	0.4	0.1	0.0	0.0	0.0	0.0	0.2	99.8	0.0	0.0	40.0	0.0	60.0	0.0	
Total %	0.0	42.0	0.1	0.0	0.0	0.0	0.0	0.0	0.1	57.2	0.0	0.0	0.2	0.0	0.3	0.0	

Intersection						
Int Delay, s/veh	0.1					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations	W		W	U	U	U
Traffic Vol, veh/h	1	4	4	274	690	2
Future Vol, veh/h	1	4	4	274	690	2
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	- None		- None		- None	
Storage Length	0	-	350	-	-	-
Veh in Median Storage#	-	-	0	0	-	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	85	85	92	92	85	85
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	1	5	4	298	812	2
Major/Minor	Minor2	Major1		Major2		
Conflicting Flow All	1119	813	814	0	-	0
Stage 1	813	-	-	-	-	-
Stage 2	306	-	-	-	-	-
Critical Hdwy	6.42	6.22	4.12	-	-	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	2.218	-	-	-
Pot Cap-1 Maneuve	229	378	813	-	-	-
Stage 1	436	-	-	-	-	-
Stage 2	747	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuve	228	378	813	-	-	-
Mov Cap-2 Maneuve	228	-	-	-	-	-
Stage 1	434	-	-	-	-	-
Stage 2	747	-	-	-	-	-
Approach	EB		NB		SB	
HCM Control Delay, s	16		0.1		0	
HCM LOS	C					
Minor Lane/Major Mvmt	NBL	NB	EBLn1	SBT	SBR	
Capacity (veh/h)	813	-	334	-	-	
HCM Lane V/C Ratio	0.005	-	0.018	-	-	
HCM Control Delay (s)	9.5	-	16	-	-	
HCM Lane LOS	A	-	C	-	-	
HCM 95th %tile Q(veh)	0	-	0.1	-	-	

Intersection

Int Delay, s/veh 0.1

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations	W		W	↑	↑	
Traffic Vol, veh/h	3	5	2	587	434	3
Future Vol, veh/h	3	5	2	587	434	3
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	- None		- None		- None	
Storage Length	0	-	350	-	-	-
Veh in Median Storage#	-	-	0	0	-	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	85	85	93	93	93	93
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	4	6	2	631	467	3

Major/Minor	Minor2	Major1	Major2			
Conflicting Flow All	1104	469	470	0	-	0
Stage 1	469	-	-	-	-	-
Stage 2	635	-	-	-	-	-
Critical Hdwy	6.42	6.22	4.12	-	-	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	2.218	-	-	-
Pot Cap-1 Maneuve	234	594	1092	-	-	-
Stage 1	630	-	-	-	-	-
Stage 2	528	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuve	234	594	1092	-	-	-
Mov Cap-2 Maneuve	234	-	-	-	-	-
Stage 1	629	-	-	-	-	-
Stage 2	528	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	14.8	0	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1092	-	377	-	-
HCM Lane V/C Ratio	0.002	-	0.025	-	-
HCM Control Delay (s)	8.3	-	14.8	-	-
HCM Lane LOS	A	-	B	-	-
HCM 95th %tile Q(veh)	0	-	0.1	-	-

Intersection						
Int Delay, s/veh	0.4					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations	W		W	U	U	U
Traffic Vol, veh/h	6	13	4	274	690	4
Future Vol, veh/h	6	13	4	274	690	4
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	- None		- None		- None	
Storage Length	0	-	350	-	-	-
Veh in Median Storage#	-	-	0	0	-	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	85	85	92	92	85	85
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	7	15	4	298	812	5

Major/Minor	Minor2	Major1	Major2			
Conflicting Flow All	1121	815	817	0	-	0
Stage 1	815	-	-	-	-	-
Stage 2	306	-	-	-	-	-
Critical Hdwy	6.42	6.22	4.12	-	-	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	2.218	-	-	-
Pot Cap-1 Maneuve	228	377	811	-	-	-
Stage 1	435	-	-	-	-	-
Stage 2	747	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuve	227	377	811	-	-	-
Mov Cap-2 Maneuve	227	-	-	-	-	-
Stage 1	433	-	-	-	-	-
Stage 2	747	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	7.4	0.1	0
HCM LOS	C		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	811	-	312	-	-
HCM Lane V/C Ratio	0.005	-	0.072	-	-
HCM Control Delay (s)	9.5	-	17.4	-	-
HCM Lane LOS	A	-	C	-	-
HCM 95th %tile Q(veh)	0	-	0.2	-	-

Intersection						
Int Delay, s/veh	0.4					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations	W		W	U	U	
Traffic Vol, veh/h	6	11	13	587	434	9
Future Vol, veh/h	6	11	13	587	434	9
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	- None		- None		- None	
Storage Length	0	-	350	-	-	-
Veh in Median Storage#	-	-	0	0	-	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	85	85	93	93	93	93
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	7	13	14	631	467	10

Major/Minor	Minor2	Major1	Major2			
Conflicting Flow All	1131	472	477	0	-	0
Stage 1	472	-	-	-	-	-
Stage 2	659	-	-	-	-	-
Critical Hdwy	6.42	6.22	4.12	-	-	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	2.218	-	-	-
Pot Cap-1 Maneuve	225	592	1085	-	-	-
Stage 1	628	-	-	-	-	-
Stage 2	515	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuve	222	592	1085	-	-	-
Mov Cap-2 Maneuve	222	-	-	-	-	-
Stage 1	620	-	-	-	-	-
Stage 2	515	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	5.2	0.2	0
HCM LOS	C		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1085	-	373	-	-
HCM Lane V/C Ratio	0.013	-	0.054	-	-
HCM Control Delay (s)	8.4	-	15.2	-	-
HCM Lane LOS	A	-	C	-	-
HCM 95th %tile Q(veh)	0	-	0.2	-	-

Intersection						
Int Delay, s/veh	0.1					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations	W		W	↑↑	↑↑	
Traffic Vol, veh/h	1	4	1	600	1500	2
Future Vol, veh/h	1	4	1	600	1500	2
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	- None		- None		- None	
Storage Length	0	-	350	-	-	-
Veh in Median Storage#	-	-	0	0	-	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	85	85	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	1	5	1	652	1630	2

Major/Minor	Minor2	Major1	Major2			
Conflicting Flow All	1959	816	1632	0	-	0
Stage 1	1631	-	-	-	-	-
Stage 2	328	-	-	-	-	-
Critical Hdwy	6.84	6.94	4.14	-	-	-
Critical Hdwy Stg 1	5.84	-	-	-	-	-
Critical Hdwy Stg 2	5.84	-	-	-	-	-
Follow-up Hdwy	3.52	3.32	2.22	-	-	-
Pot Cap-1 Maneuver	56	320	394	-	-	-
Stage 1	145	-	-	-	-	-
Stage 2	702	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	56	320	394	-	-	-
Mov Cap-2 Maneuver	56	-	-	-	-	-
Stage 1	145	-	-	-	-	-
Stage 2	702	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay	27.6	0	0
HCM LOS	D		

Minor Lane/Major Mvmt	NBL	NBTEBLn1	SBT	SBR
Capacity (veh/h)	394	-	165	-
HCM Lane V/C Ratio	0.003	-	0.036	-
HCM Control Delay (s)	14.2	-	27.6	-
HCM Lane LOS	B	-	D	-
HCM 95th %tile Q(veh)	0	-	0.1	-

Intersection

Int Delay, s/veh 0.1

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations	↔		↔	↑↑	↑↑	
Traffic Vol, veh/h	3	5	2	1350	775	3
Future Vol, veh/h	3	5	2	1350	775	3
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	350	-	-	-
Veh in Median Storage#	-	-	0	0	-	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	85	85	93	93	93	93
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	4	6	2	1452	833	3

Major/Minor	Minor2	Major1	Major2
Conflicting Flow All	1565	418	836
Stage 1	835	-	-
Stage 2	730	-	-
Critical Hdwy	6.84	6.94	4.14
Critical Hdwy Stg 1	5.84	-	-
Critical Hdwy Stg 2	5.84	-	-
Follow-up Hdwy	3.52	3.32	2.22
Pot Cap-1 Maneuver	102	584	794
Stage 1	386	-	-
Stage 2	438	-	-
Platoon blocked, %			
Mov Cap-1 Maneuver	102	584	794
Mov Cap-2 Maneuver	102	-	-
Stage 1	385	-	-
Stage 2	438	-	-

Approach	EB	NB	SB
HCM Control Delay	22.9	0	0
HCM LOS	C		

Minor Lane/Major Mvmt	NBL	NBTEBLn1	SBT	SBR
Capacity (veh/h)	794	-	211	-
HCM Lane V/C Ratio	0.003	-	0.045	-
HCM Control Delay (s)	9.5	-	22.9	-
HCM Lane LOS	A	-	C	-
HCM 95th %tile Q(veh)	0	-	0.1	-

Intersection

Int Delay, s/veh 0.4

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations	↔		↔	↑↑	↑↑	
Traffic Vol, veh/h	6	13	4	600	1500	4
Future Vol, veh/h	6	13	4	600	1500	4
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	350	-	-	-
Veh in Median Storage0#	-	-	0	0	-	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	85	85	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	7	15	4	652	1630	4

Major/Minor	Minor2	Major1	Major2
Conflicting Flow All	1966	817 1634	0 - 0
Stage 1	1632	- -	- - -
Stage 2	334	- -	- - -
Critical Hdwy	6.84	6.94 4.14	- - -
Critical Hdwy Stg 1	5.84	- -	- - -
Critical Hdwy Stg 2	5.84	- -	- - -
Follow-up Hdwy	3.52	3.32 2.22	- - -
Pot Cap-1 Maneuver	55	320 393	- - -
Stage 1	145	- -	- - -
Stage 2	697	- -	- - -
Platoon blocked, %			- - -
Mov Cap-1 Maneuver	54	320 393	- - -
Mov Cap-2 Maneuver	54	- -	- - -
Stage 1	144	- -	- - -
Stage 2	697	- -	- - -

Approach	EB	NB	SB
HCM Control Delay, s40		0.1	0
HCM LOS	E		

Minor Lane/Major Mvmt	NBL	NBTEBLn1	SBT	SBR
Capacity (veh/h)	393	- 125	- -	- -
HCM Lane V/C Ratio	0.011	-0.179	- -	- -
HCM Control Delay (s)	14.3	- 40	- -	- -
HCM Lane LOS	B	- E	- -	- -
HCM 95th %tile Q(veh)	0	- 0.6	- -	- -

Intersection

Int Delay, s/veh 0.3

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations	↔		↔	↑↑	↑↑	
Traffic Vol, veh/h	6	11	13	1350	775	9
Future Vol, veh/h	6	11	13	1350	775	9
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	350	-	-	-
Veh in Median Storage0#	-	-	0	0	-	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	85	85	93	93	93	93
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	7	13	14	1452	833	10

Major/Minor	Minor2	Major1	Major2
Conflicting Flow All	1592	422 843	0 - 0
Stage 1	838	- -	- - -
Stage 2	754	- -	- - -
Critical Hdwy	6.84	6.94 4.14	- - -
Critical Hdwy Stg 1	5.84	- -	- - -
Critical Hdwy Stg 2	5.84	- -	- - -
Follow-up Hdwy	3.52	3.32 2.22	- - -
Pot Cap-1 Maneuver	98	580 789	- - -
Stage 1	385	- -	- - -
Stage 2	425	- -	- - -
Platoon blocked, %			- - -
Mov Cap-1 Maneuver	96	580 789	- - -
Mov Cap-2 Maneuver	96	- -	- - -
Stage 1	378	- -	- - -
Stage 2	425	- -	- - -

Approach	EB	NB	SB
HCM Control Delay, s24		0.1	0
HCM LOS	C		

Minor Lane/Major Mvmt	NBL	NBTEBLn1	SBT	SBR
Capacity (veh/h)	789	- 209	- -	- -
HCM Lane V/C Ratio	0.018	-0.096	- -	- -
HCM Control Delay (s)	9.6	- 24	- -	- -
HCM Lane LOS	A	- C	- -	- -
HCM 95th %tile Q(veh)	0.1	- 0.3	- -	- -

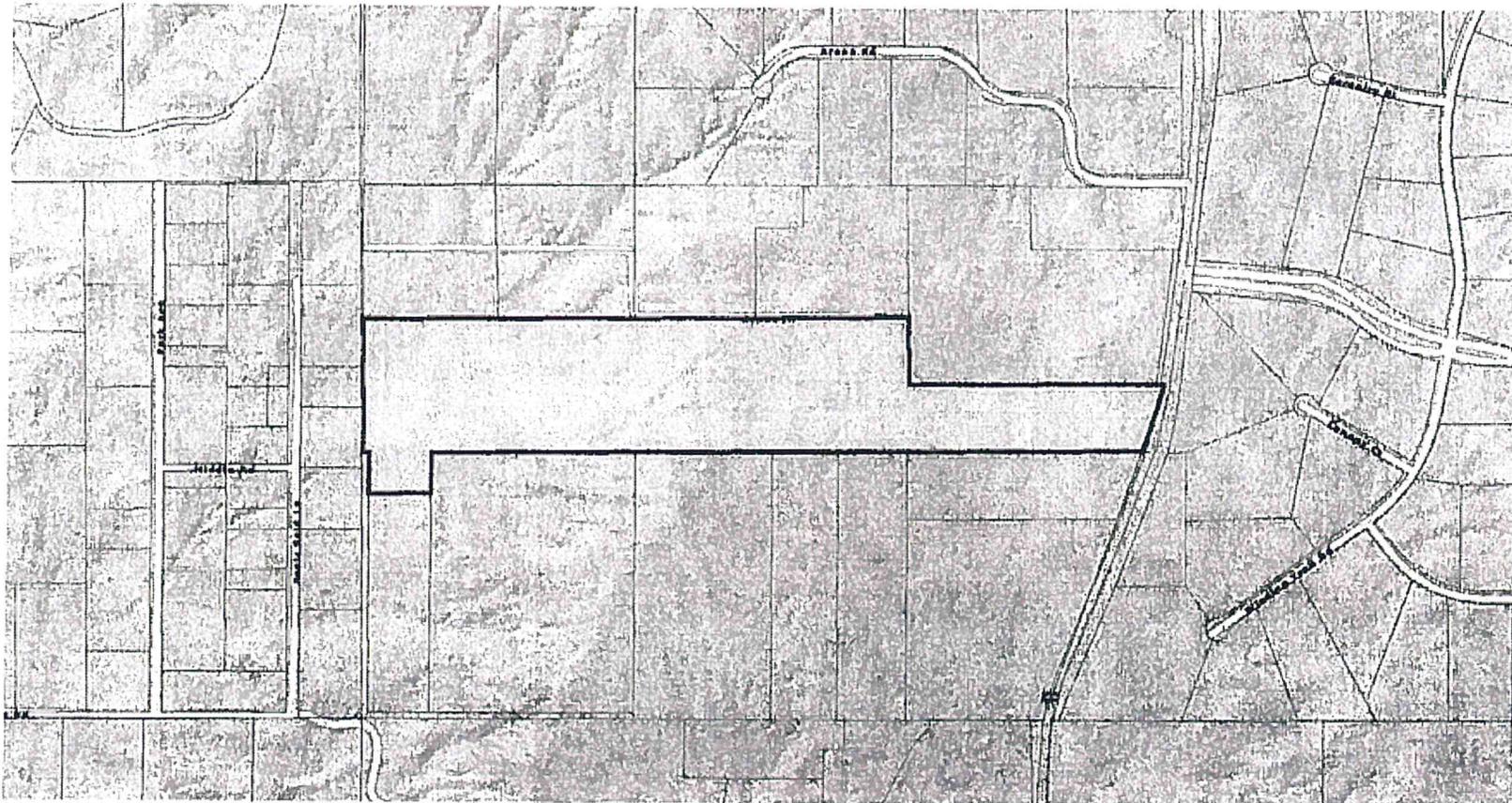
El Paso County Assessor's Office

15760 HIGHWAY 83

SCHEDULE: 6127000063

OWNER: BENET HILL MONASTERY
OF COLORADO SPRINGS INC

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50.36 AC



1 **SITE MAP**
NOT TO SCALE

PROJECT DESCRIPTION -

A PROPOSAL TO REZONE THE 50 ACRE PARCEL, AS SHOWN, TO DEVELOP A COMPACT CO-HOUSING COMMUNITY OF SMALL CLUSTERED DWELLINGS ON APPROXIMATELY 5 ACRES, LEAVING 90% (45 ACRES) AS PRIVATE OPEN SPACE.

DRAWING AND DOCUMENT LIST

- S1 - SITE REFERENCE AND NOTES
 - S2 - BUILDING SITE PLAN
 - LAND SURVEY PLAT
 - PROJECT NARRATIVE
- CONTACT**
VINCENT CROWDER, PROJECT MANAGER
D - (719) 355-1639
C - (720) 839-0752

DRAWING NOTES -

SITE ENCOMPASSES 50.38 ACRES
SEE LAND SURVEY PLAT FOR DETAILS REGARDING BOUNDARIES, LEGAL DESCRIPTION, ETC.

EXISTING ZONING - A5 / RR5
1 DWELLING PER 2.5 ACRES
+ 2.5 OPEN SPACE = 10 DWELLINGS

PROPOSED ZONING - P U D
SMALL CLUSTERED DWELLINGS (25 +/-)
ON APPROX. 5 ACRES / 45 ACRES OPEN SPACE

TRACTS & USES -
TRACT 'A' FOR RESIDENTIAL STRUCTURES
FIRELANE / WALKWAYS, ETC.

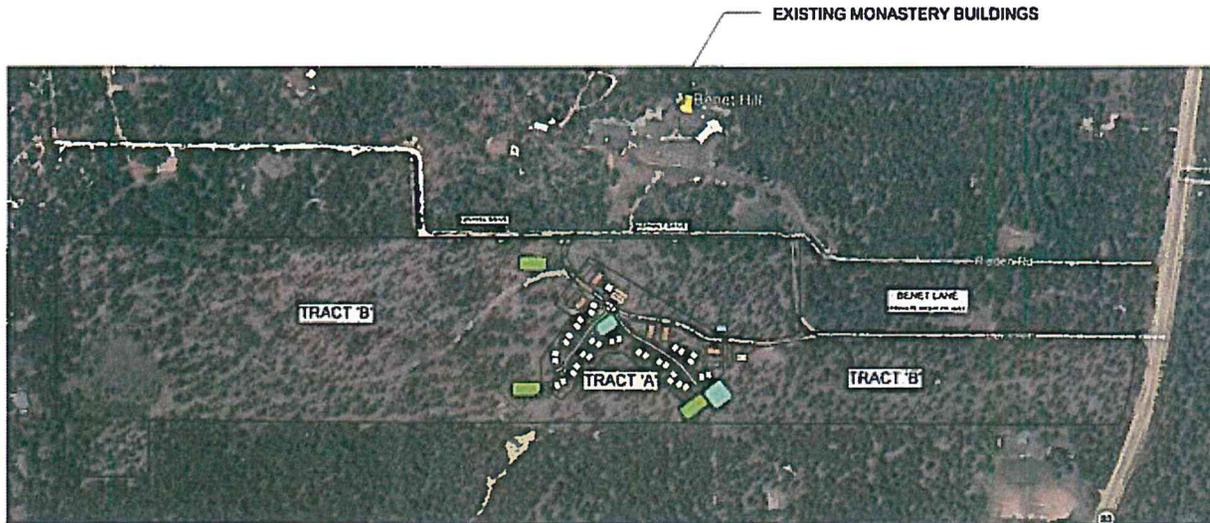
TRACT 'B' FOR OPEN SPACE
UNDEVELOPED WOODLAND, WALKING TRAILS,
OUT-BUILDINGS FOR AGRICULTURAL USE
SUCH AS A BARN AND GREENHOUSE,
GARDENS AND GROWING AREAS,
AND UTILITY INFRASTRUCTURE SUCH AS
WELL PUMPHOUSE, WATER AND WASTEWATER
FACILITIES

UTILITIES -
- EXISTING ELECTRICAL TO SITE
- EXISTING NATURAL GAS TO SITE
- PROPOSED WATER WELL(S) FOR DOMESTIC
AND IRRIGATION USE
- PROPOSED SEPTIC AND LEACH FIELDS
FOR WASTEWATER (OR OTHER APPROVED
SYSTEMS)

ROADS -
- SITE ACCESS C/O EXISTING BENET LANE
EXTENDED W/ 20' PAVED ROAD TO BUILDINGS,
- SECONDARY ACCESS FROM 16' PAVED ROAD
ALONG NORTH BOUNDARY

NOTE - SITE WAS LOGGED AROUND 2014
WITH TREES THINNED FOR FIRE MITIGATION

NOTE - THIS IS A CONCEPTUAL DESIGN FOR
EARLY ASSISTANCE SUBMITTAL TO EL PASO
COUNTY REGARDING PROJECT FEASIBILITY



PROPOSED BUILDING SITE.
APPROX 5 ACRES, (4.2 shown)
SEE DETAILED DRAWING
AND TRACT 'A' DESCRIPTION

PROPOSED TRACT 'B' - APPROX. 45 ACRES
OF DEDICATED OPEN SPACE
SEE DESCRIPTION OF USES

2 **PROPERTY REFERENCE DRAWING**
SCALE 1" = 200'



DATE: 10-24-2017
DRAWN BY:
M. WOODRUFF
PROJECT:
CONCEPT DRAWING FOR
PROPOSED SITE

ENGINEER

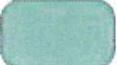
TO BE FILED BY

PRELIMINARY SITE PLAN
SANCTUARY OF PLACE,
CO-HOUSING COMMUNITY
EL PASO COUNTY, COLORADO

DEVELOPED BY
SYNERGY DESIGN
117 COTTONWOOD CIRCL.
GOLDEN, CO. 80401
(303) 274-1177





-  PEDESTRIAN PATH / FIRELANE
-  PAVED ROAD - EXTENSION OF EXISTING 20' WIDTH
-  RESIDENTIAL DWELLINGS SINGLE FAMILY AND DUPLEX 25 UNITS +/- 1 AND 2 STORY LESS THAN 30,000 SQ. FT. TOTAL
-  COMMON HOUSE COMMUNITY BUILDING INCL. GATHERING AREAS, DINING & KITCHEN FACILITIES, ETC. DETAILS T.B.D.
-  10 SPACES SURFACE PARKING AREA GUESTS / ACCESSIBLE
-  GARAGE STRUCTURE WITH STORAGE SPACE AND OPTION FOR ADDITIONAL PARKING OR STRUCTURE ADJOINING. 25 MIN. ADDITIONAL T.B.D. PER UNITS / REQUIREMENTS
-  COMMUNITY GREEN SPACE - COMMON GREEN - GARDEN AREA
-  HARDSCAPE / PLAZA
-  WASTE TREATMENT - 50' X 100'+/- LEACH FIELD LESS THAN 2000 GAL./DAY 400' APART. 200' FROM WELLS
-  PROPOSED WATER WELL 600' FROM NEAREST WELL EXACT LOCATION T.B.D.
-  WATER TANK / STORAGE DETAILS T.B.D.

1 BUILDING SITE PLAN
 Scale: 1" = 40 ft




DATE: 10-24-2017
 DRAWN BY: [Name]
 CHECKED BY: [Name]
 PROJECT: [Name]
 SHEET: [Number]
 TOTAL SHEETS: [Number]

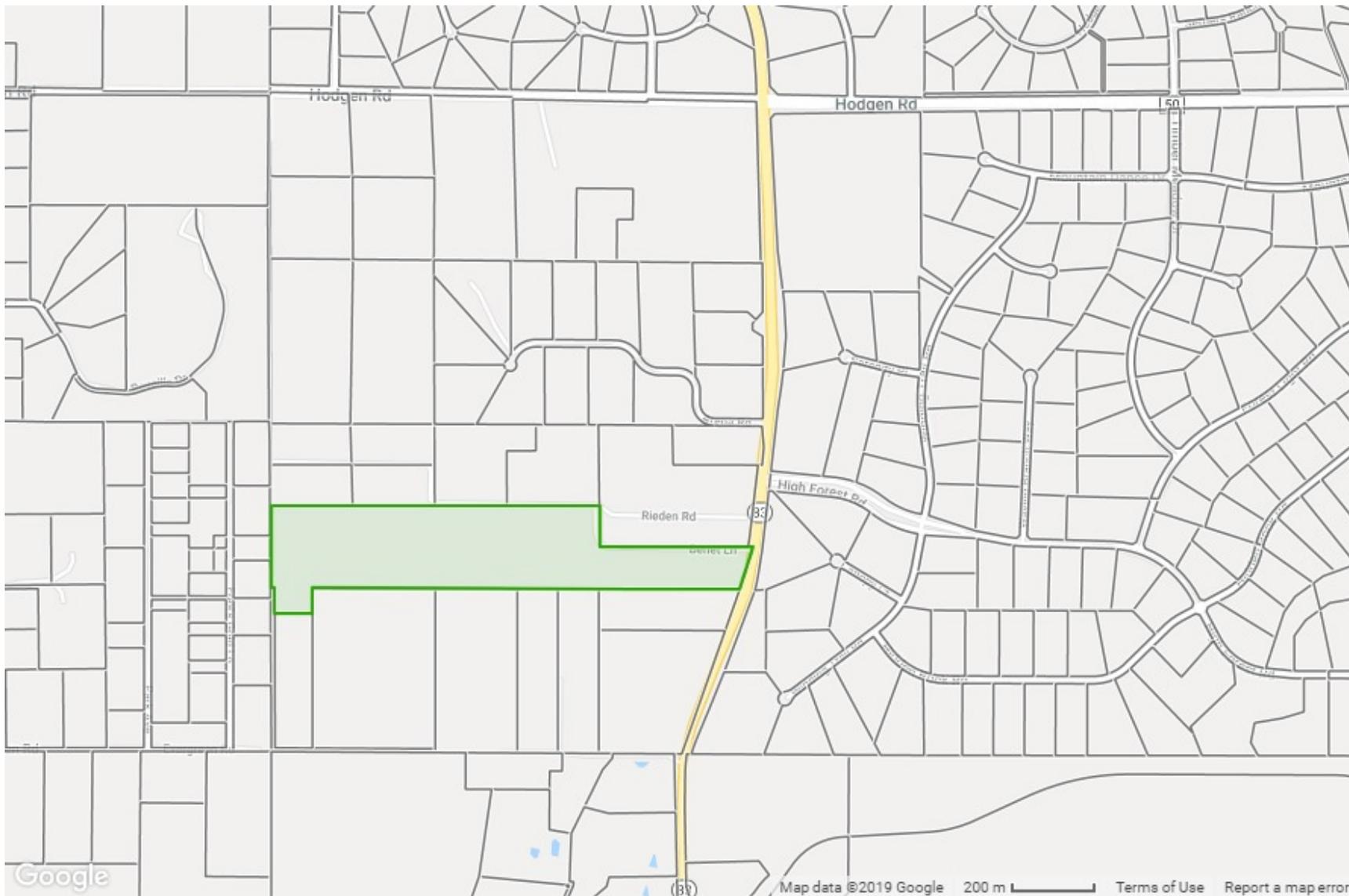
ENGINEER

PRELIMINARY SITE PLAN
 SANCTUARY OF PEACE
 COHESIVE COMMUNITY
 EL PASO COUNTY, COLORADO

DEVELOPED BY
 SYNERGY DESIGN
 877 COTTONWOOD CIRCLE
 GOLDEN, CO. 80401
 (303) 774-1977

El Paso County - Community: Property Search

Schedule Number: 6127000063



Schedule Number: 6127000063

Property Location

Address

15760 HIGHWAY 83 ▼

Lot Size

50.36 acres

Property Description

RELIGIOUS WORSHIP

Sales History

Sale Date	Sale Price	Sale Type
Jun-14-2016	\$752,500	Vacant land, Good sale; verified
Jul-29-1982	\$0	-

Current Property Appraisal

Building Value	\$0
Land Value	\$472,377
Total	\$472,377

