



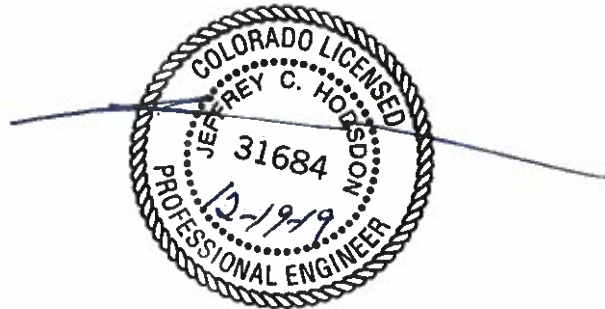
LSC TRANSPORTATION CONSULTANTS, INC.
545 East Pikes Peak Avenue, Suite 210
Colorado Springs, CO 80903
(719) 633-2868
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Benet Hill Monastery
Sanctuary of Peace Community
Transportation Memorandum
PCD File No.: PUD-SP-192
(LSC #184260)

December 19, 2019

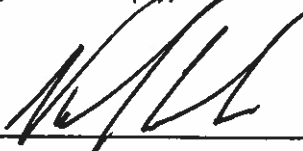
Traffic Engineer's Statement

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.



12-19-2019
Date



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December 19, 2019

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 to the west.

Existing Traffic Volumes

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 is a private roadway and is planned to remain a private roadway. The existing roadway is adequate to accommodate the existing traffic volumes plus the additional traffic volumes to be generated by the proposed residential development. The roadway ADT is projected to be below 400 vehicles per day. It is our understanding that the fire district finds Benet Lane adequate to serve the proposed development.

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.
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 | | |
| 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

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

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

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 | NBT | 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 | ↔ | | ↔ | ↑ | ↑ | ↔ |
| 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 |
| 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 | NBTLn1 | 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 | ↑ | ↑ | ↑ |
| 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 | 15.2 | 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 |
| 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 | - |

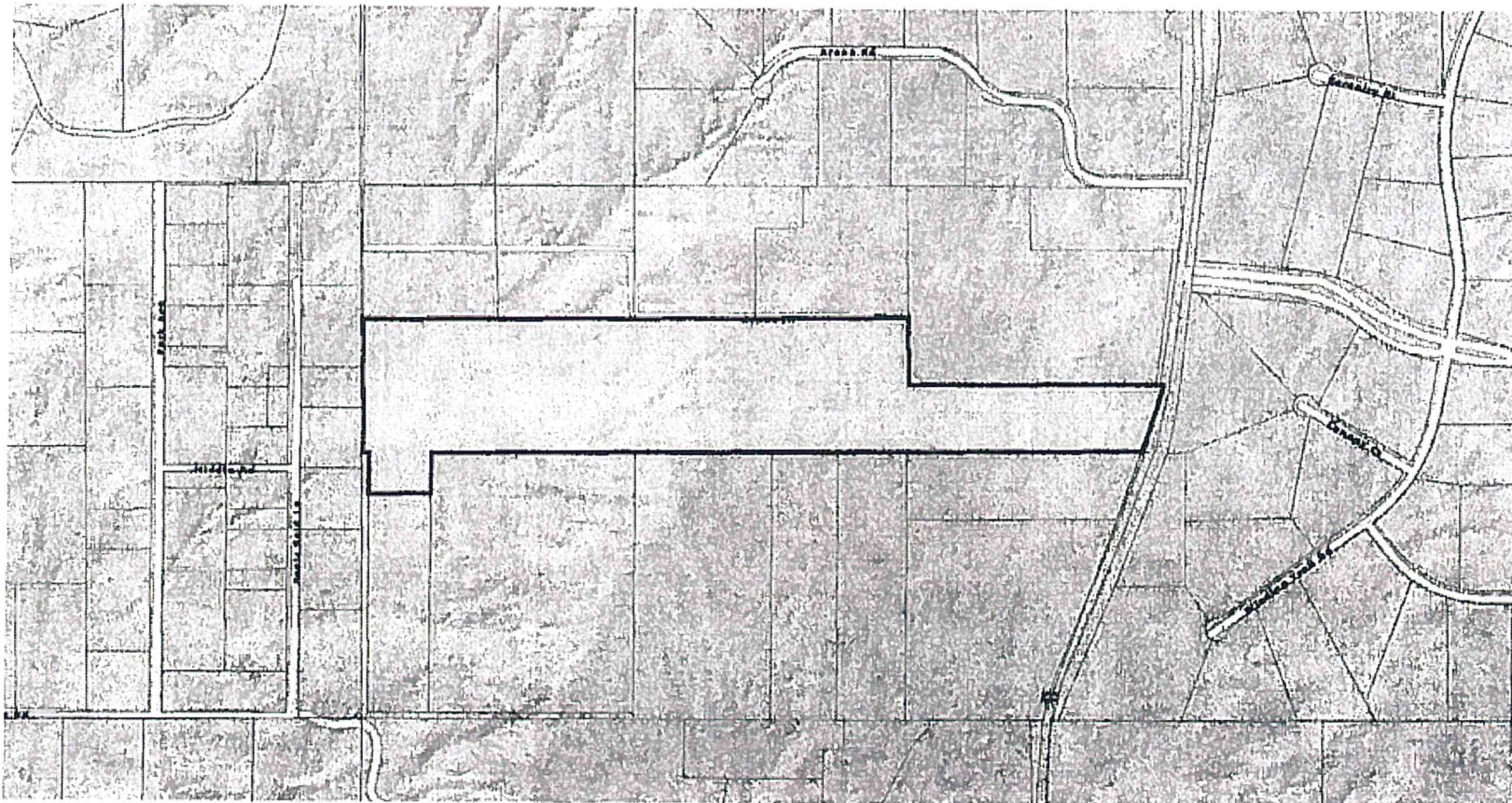
El Paso County Assessor's Office

15760 HIGHWAY 83

SCHEDULE: 6127000063

OWNER: BENET HILL MONASTERY
OF COLORADO SPRINGS INC

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50.36 AC

SANCTUARY OF PEACE RESIDENTIAL COMMUNITY PUD DEVELOPMENT PLAN / PRELIMINARY PLAT

LOCATED IN THE THE SOUTH HALF OF SECTION 27, TOWNSHIP 11 SOUTH, RANGE 66 WEST OF THE 6TH P.M.,
EL PASO COUNTY, COLORADO

DEVELOPMENT STANDARDS AND GUIDELINES

- THE PRINCIPAL (PRIMARY) USE LIMITED TO SINGLE FAMILY ATTACHED DWELLINGS, GARAGES, OPEN SPACE, PARKS, RECREATIONAL AMENITIES SUCH AS TRAILS, BENCHES, GAZEBOS, COMMON COMMUNITY CENTER BUILDINGS AND DISTRICT UTILITIES TO INCLUDE WATER TANKS, DETENTION FACILITIES, WASTEWATER FACILITIES.
- MINIMUM LOT AREA IS AS SHOWN.
- MAXIMUM COVERAGE SHALL BE THE TOTAL DEVELOPMENT AREA AS BOUND AND/OR OTHERWISE DEFINED BY THE LIMITS OF THE REQUIRED SETBACKS.
- MAXIMUM STRUCTURAL HEIGHT: FORTY FIVE FEET (45).
- BUILDABLE AREAS OF EACH LOT ARE AS SHOWN.
- SETBACK REQUIREMENTS:
 - FRONT YARD: FIFTEEN FEET (15) TO FACE OF HOUSE
20 FEET MIN. DRIVEWAY LENGTH
 - SIDE YARD: FIVE FEET (5) / ZERO FEET (0) WHERE ATTACHED
 - REAR YARD: FIVE FEET (5)
- ACCESSORY STRUCTURE USES: SHALL BE LIMITED TO TYPICAL RESIDENTIAL STRUCTURES SUCH AS SHEDS, DECKS, DETACHED DECKS, GAZEBOS, PATIOS, HOT TUBS, AND POOLS. THERE SHALL BE NO GUEST HOUSES ALLOWED. USES NOT IDENTIFIED ON THIS PUD DEVELOPMENT PLAN BUT THAT WHICH REFLECT CHANGING TRENDS IN RESIDENTIAL LAND USES OR THAT FUNCTION SIMILARLY TO CURRENTLY RECOGNIZED SINGLE FAMILY RESIDENTIAL LAND USES, ARE CONSISTENT WITH THE INTENT AND PURPOSE OF THIS PUD, AND ARE NOT DETRIMENTAL TO THE HEALTH, SAFETY, AND/OR GENERAL WELFARE OF THE PUBLIC, SHALL BE AUTHORIZED BY MUTUAL AGREEMENT BY AFFECTED PARTIES OF THE PUD AND THE PCO DIRECTOR.
ACCESSORY STRUCTURES SHALL ONLY BE LOCATED WITHIN THE BACK YARD AND MUST BE LOCATED BEHIND THE MAIN STRUCTURE. NO ACCESSORY USES WILL BE PERMITTED IN THE FRONT YARD OR IN FRONT OF THE PRIMARY RESIDENCE.
 - MAXIMUM ACCESSORY STRUCTURE HEIGHT: FIFTEEN FEET (15)
 - SETBACK REQUIREMENTS:
 - SIDE YARD: FIVE FEET (5)
 - REAR YARD: FIVE FEET (5)
- FENCING:
ALL PROPOSED FENCING IS SUBJECT TO DESIGN REVIEW COMMITTEE APPROVAL AS SET FORTH IN THE COVENANTS AND DESIGN GUIDELINES FOR THE SANCTUARY OF PEACE AND THE HOME OWNERS ASSOCIATION. INTERNAL FENCING: INTERNAL FENCING IS ALLOWED WITHIN INDIVIDUAL REAR YARDS. FENCING DESIGN, MATERIALS, AND LAYOUT SHALL BE APPROVED BY THE DESIGN REVIEW COMMITTEE. FENCING SHALL BE LIMITED TO 6 FEET IN HEIGHT, AS ALSO DESCRIBED IN PRIVATE COVENANTS, CONDITIONS & RESTRICTIONS NO FENCES SHALL IMPEDE DRAINAGE IN ANY WAY.

LANDSCAPE

- AREAS OF REQUIRED ROADWAY LANDSCAPING ADJACENT TO STATE HIGHWAY 83 AND THE PRIVATE BENET LANE HAVE BEEN SATISFIED BY THE EXISTING TREE COVER LOCATED IN THESE LANDSCAPE BUFFER AREAS AS DEPICTED ON THIS PLAN.

ARCHITECTURAL CONTROL COMMITTEE

- INDIVIDUAL UNIT BUILD OUT, DESIGN, AND ARCHITECTURAL STYLE SHALL BE IN ACCORDANCE TO ARCHITECTURAL CONTROL COMMITTEE RULES AND REGULATIONS OF THE DECLARATION OF COVENANTS, CONDITIONS AND RESTRICTIONS FOR, AND THE DESIGN GUIDELINES.

GENERAL NOTES

- ROADWAY CLASSIFICATIONS. ALL RESIDENTIAL LOTS WILL HAVE DIRECT ACCESS TO A PRIVATE ROAD, THE PRIVATE ROAD AS SHOWN ON THIS PUD PRELIMINARY PLAN WILL NOT BE MAINTAINED BY EL PASO COUNTY UNTIL AND UNLESS THE STREETS ARE CONSTRUCTED IN CONFORMANCE WITH EL PASO COUNTY STANDARDS IN EFFECT AT THE DATE OF THE REQUEST FOR DEDICATION AND MAINTENANCE.
- ALL WATER SYSTEM ELEMENTS AND SANITARY SEWERAGE CONVEYANCE CONDUITS AND THEIR ASSOCIATED APPURTENANCES SHALL BE DEDICATED TO THE SANCTUARY OF PEACE AND THE HOME OWNERS ASSOCIATION. ALL OTHER UTILITIES SHALL BE OWNED AS APPROPRIATED.
- ALL ELECTRIC SERVICE SHALL BE PROVIDED BY MOUNTAIN VIEW ELECTRIC ASSOCIATION. ALL TRACTS THROUGH WHICH MVEA UTILITIES WILL BE LOCATED WILL BE GIVEN UTILITY EASEMENTS AS REQUIRED MVEA. STREET LIGHTS WILL BE RESTRICTED TO MOUNTAIN VIEW ELECTRIC ASSOCIATIONS DETAILS AND SPECIFICATIONS.
- PUBLIC UTILITY/ DRAINAGE EASEMENTS SHALL BE PROVIDED ON ALL LOTS AND TRACTS AS FOLLOWS:
 - FRONT: TEN FEET (10)
 - SIDE: FIVE FEET (5) - RETAINING WALLS FROM 0'-6" IN HEIGHT ALLOWED IN EASEMENT
 - REAR: TEN FEET (5) - RETAINING WALLS FROM 0'-6" IN HEIGHT ALLOWED IN EASEMENT
- THE DEVELOPMENT HAS BEEN DESIGNED TO LIMIT THE NUMBER OF BEDROOMS THAT COULD BE SERVED ON FOUR SEPARATE ONSITE WATER TREATMENT SYSTEM (OWTS) ON 59.58 ACRES. THE SYSTEMS WERE DESIGNED FOR THIS PURPOSE IN COORDINATION WITH STATE AND COUNTY HEALTH DEPARTMENT STAFF AND UNDER THE GUIDANCE OF THE STATE WATER QUALITY SITE APPLICATION POLICY 6. THE SYSTEMS CAN SERVE UP TO 40 BEDROOMS. THE PLAN PROPOSES FOURTEEN (14) ONE BEDROOM, TWELVE (12) TWO BEDROOM SINGLE STORY RESIDENCES, AND ONE (1) PRIVATE SANCTUARY CLUB HOUSE HAVING FOUR (4) GUEST BEDROOMS TAKEN AT THE HOTEL/MOTEL OCCUPANCY RATE OF ONE HALF BEDROOM PER ROOM. THE DEVELOPMENT AREA HAS BEEN CLUSTERED WITH CONSIDERATION GIVEN TO WHAT THE SITING THE SYSTEMS WHERE TO AVOID IMPACTS TO ADJACENT PROPERTIES.
- ALL PROPERTY OWNERS ARE RESPONSIBLE FOR MAINTAINING PROPER STORM WATER DRAINAGE IN AND THROUGHOUT THEIR PROPERTY. PUBLIC DRAINAGE EASEMENTS AS SPECIFICALLY NOTED ON THE PLAT SHALL BE MAINTAINED BY THE INDIVIDUAL LOT OWNERS UNLESS OTHERWISE INDICATED. STRUCTURES, FENCES, MATERIALS OR LANDSCAPING THAT COULD IMPEDE THE FLOW OF RUNOFF SHALL NOT BE PLACED IN DRAINAGE EASEMENTS.
- DEVELOPER SHALL COMPLY WITH FEDERAL AND STATE LAWS, REGULATIONS, ORDINANCES, REVIEW AND PERMIT REQUIREMENTS, AND OTHER AGENCY REQUIREMENTS, IF ANY, OF APPLICABLE AGENCIES INCLUDING, BUT NOT LIMITED TO, THE COLORADO DIVISION OF WILDLIFE, COLORADO DEPARTMENT OF TRANSPORTATION, U.S. ARMY CORPS OF ENGINEERS AND THE U.S. FISH AND WILDLIFE SERVICE REGARDING THE ENDANGERED SPECIES ACT, PARTICULARLY AS IT RELATES TO THE LISTED SPECIES (E.G., PREBLE'S MEADOW JUMPING MOUSE).
- THE FOLLOWING REPORTS HAVE BEEN SUBMITTED IN ASSOCIATION WITH THE FINAL PLAT FOR THIS SUBDIVISION AND ARE ON FILE AT THE COUNTY DEVELOPMENT SERVICES DEPARTMENT: DRAINAGE LETTER REPORT; WASTE-WATER DISPOSAL REPORT MEMO; GEOLOGIC & SOILS MEMO; FIRE PROTECTION REPORT; WILDFIRE AND HAZARD REPORT.
- A DRIVEWAY PERMIT SHALL BE ISSUED BY EL PASO COUNTY DEVELOPMENT SERVICES PRIOR TO THE ESTABLISHMENT OF ANY DRIVEWAY.
- MAILBOXES SHALL BE INSTALLED IN ACCORDANCE WITH ALL EL PASO COUNTY AND UNITED STATES POSTAL SERVICE REGULATIONS.

FLOODPLAIN STATEMENT

NO PORTION OF THE SUBJECT PROPERTY IS LOCATED WITHIN FEMA DESIGNATED SPECIAL FLOOD HAZARD AREA (SFHA'S) AS INDICATED ON THE FLOOD INSURANCE RATE MAP (FIRM) FOR EL PASO COUNTY, COLORADO AND INCORPORATED AREAS - MAP NUMBER 08041C0295G, EFFECTIVE DECEMBER 7, 2018.

GEOLOGIC CONDITIONS

GEOLOGIC HAZARD DISCLOSURE STATEMENT:

AREAS OF THE PROPOSED SUBDIVISION HAVE BEEN FOUND TO BE IMPACTED BY GEOLOGIC CONDITIONS INCLUDING EXPANSIVE SOILS, POTENTIALLY UNSTABLE SLOPES, AND SHALLOW GROUNDWATER. THESE CONDITIONS CAN BE MITIGATED BY AVOIDANCE, REGRAVING, PROPER ENGINEERING DESIGN, AND CONSTRUCTION TECHNIQUES. A MAP OF THE HAZARD AREAS AND PROPOSED MITIGATION MEASURES CAN BE FOUND IN THE SOIL, GEOLOGY AND GEOLOGIC HAZARD STUDY FOR SANCTUARY OF PEACE FILING NO. 1 PREPARED BY ENTECH ENGINEERING, FEBRUARY 11, 2019, JOB NO. 190118, AND IS HELD IN THE SANCTUARY OF PEACE RESIDENTIAL COMMUNITY FILE (PUDSP-19-002) AT THE EL PASO COUNTY PLANNING AND COMMUNITY DEVELOPMENT DEPARTMENT.

GENERAL PROVISIONS

STATEMENT OF PURPOSE: SANCTUARY OF PEACE RESIDENTIAL COMMUNITY PUD IS INTENDED TO ACCOMMODATE CLUSTER DEVELOPMENT THAT PROMOTES OPEN SPACE PRESERVATION, REDUCED AUTOMOBILE DEPENDENCE WITH 1-2 BEDROOM SINGLE STORY ATTACHED UNITS. THE OWNER'S EXPRESSED INTENT IS TO MAINTAIN THE NATURAL AND NATIVE BEAUTY AND CHARACTERISTICS OF THE OPEN SPACE TRACTS, PROHIBITING THE CONSTRUCTION OF PERMANENT STRUCTURES THEREON, AND UTILIZING SUSTAINABLE AND FIRE WISE LAND MANAGEMENT ON THE LOTS AND OPEN SPACE TRACTS. HOWEVER, NOTWITHSTANDING THE FOREGOING, CERTAIN PORTIONS OF THE OPEN SPACE TRACTS SHALL BE AND ARE INTENDED TO BE UTILIZED FOR CONSTRUCTION OF A CENTRAL WATER SYSTEMS/WELLS/WELL FIELDS AND WASTEWATER TREATMENT SYSTEMS. NO FURTHER SUBDIVISION OR DEVELOPMENT OF THE OPEN SPACE TRACTS MAY OCCUR ABSENT EXPRESSED AMENDMENT OF PRIVATE RESTRICTIONS AS DEFINED BY THE PRIVATE CC&RS AND THE REQUIRED LAND USE APPLICATIONS AND APPROVALS IN ACCORDANCE WITH THE PROVISIONS OF THE OF EL PASO COUNTY LAND DEVELOPMENT CODE.

AUTHORITY: THIS PUD IS AUTHORIZED BY CHAPTER 4 OF THE EL PASO COUNTY LAND DEVELOPMENT CODE, AS AMENDED, ADOPTED PURSUANT TO THE COLORADO PLANNED UNIT DEVELOPMENT ACT OF 1972, AS AMENDED.

APPLICABILITY: THE PROVISIONS OF THIS PUD SHALL RUN WITH THE LAND, THE LANDOWNER, THEIR SUCCESSORS, HEIRS, OR ASSIGNS SHALL BE BOUND BY THIS DEVELOPMENT PLAN, OR AS OTHERWISE AMENDED BY AND APPROVED BY THE PLANNING AND COMMUNITY DEVELOPMENT DEPARTMENT DIRECTOR OR BOARD OF COUNTY COMMISSIONERS.

ADOPTION: THE ADOPTION OF THIS DEVELOPMENT PLAN SHALL EVIDENCE THE FINDINGS AND DECISIONS OF THE EL PASO COUNTY BOARD OF COUNTY COMMISSIONERS THAT THIS DEVELOPMENT FOR SANCTUARY OF PEACE RESIDENTIAL COMMUNITY IS IN GENERAL CONFORMITY WITH THE EL PASO COUNTY MASTER PLAN, EL PASO COUNTY POLICY PLAN AND APPLICABLE SMALL AREA PLAN(S) IS AUTHORIZED UNDER THE PROVISION OF THE EL PASO COUNTY LAND DEVELOPMENT CODE, AS AMENDED; AND THIS DEVELOPMENT PLAN COMPLIES WITH THE COLORADO WITH THE COLORADO PLANNED UNIT DEVELOPMENT ACT OF 1972, AS AMENDED.

RELATIONSHIP TO THE COUNTY REGULATIONS: THE PROVISIONS OF THIS DEVELOPMENT PLAN SHALL PREVAIL AND GOVERN THE DEVELOPMENT PLAN OF SANCTUARY OF PEACE RESIDENTIAL COMMUNITY PROVIDED, HOWEVER, THAT WERE THE PROVISIONS OF THIS DEVELOPMENT PLAN DO NOT ADDRESS A PARTICULAR SUBJECT, THE RELEVANT PROVISIONS OF THE EL PASO COUNTY LAND DEVELOPMENT CODE, AS AMENDED AND IN EFFECT AT THE TIME OF THE PUD PLAN APPROVAL, (OR OWNER ACKNOWLEDGE THE PUD CHANGES WITH THE CODE), OR ANY OTHER APPLICABLE RESOLUTIONS OR REGULATIONS OF EL PASO COUNTY, SHALL BE APPLICABLE.

ENFORCEMENT: TO FURTHER THE MUTUAL INTEREST OF THE RESIDENTS, OCCUPANTS, AND OWNERS OF THE PUD AND OF THE PUBLIC IN THE PRESERVATIONS OF THE INTEGRITY OF THIS DEVELOPMENT PLAN, THE PROVISIONS OF THIS PLAN RELATING TO THE USE LAND AND THE LOCATION OF COMMON OPEN SPACE SHALL RUN IN FAVOR OF EL PASO COUNTY AND SHALL BE ENFORCEABLE AT LAW OR IN EQUITY BY THE COUNTY WITHOUT LIMITATIONS ON ANY POWER OR REGULATION OTHERWISE GRANTED BY LAW.

CONFLICT: WHERE THERE IS MORE THAN ONE PROVISION WITHIN THE DEVELOPMENT PLAN WHICH GOVERNS THE SAME SUBJECT MATTER, THE PROVISION WHICH IS MOST RESTRICTIVE OR IMPOSES HIGHER STANDARDS OR REQUIREMENTS SHALL GOVERN.

STREETS

- THE EL PASO COUNTY STREET STANDARDS, ARE EXEMPT AS MODIFIED BY THIS PUD DEVELOPMENT PLAN AND SHALL BE OWNED AND MAINTAINED BY SANCTUARY OF PEACE HOME OWNERS ASSOCIATION.
- STREETS WITHIN THIS DEVELOPMENT PROVIDE FOR LEVELS OF VEHICULAR CIRCULATION REQUIRED BY THE TRAFFIC STUDY.
- THERE ARE NO NOISE WALLS REQUIRED ALONG STATE HIGHWAY 83.

TRACT NOTES

TRACT A SHALL BE FOR PRIVATE ROADWAY, DRAINAGE AND PRIVATE UTILITIES, AND SHALL BE OWNED AND MAINTAINED BY THE SANCTUARY OF PEACE HOME OWNERS ASSOCIATION.

TRACTS B THRU D SHALL BE FOR OPEN SPACE, LANDSCAPE, TRAILS, SIGNAGE, PARKING IN DESIGNATED AREAS, DRIVEWAYS, PRIVATE UTILITIES AND DRAINAGE AND SHALL BE OWNED AND MAINTAINED BY THE SANCTUARY OF PEACE HOME OWNERS ASSOCIATION.

PUD MODIFICATIONS

- A PUD MODIFICATION FOR SECTION 8.4.3.C.2.F LOTS USING OWTS REQUIRES THE FOLLOWING:
 - LOTS DESIGNED TO USE AN OWTS. LOTS WHICH WILL UTILIZE AN OWTS SHALL HAVE A MINIMUM AREA OF 2.5 ACRES.
 - MINIMUM BUILDABLE AREA FOR LOTS USING AN OWTS. A MINIMUM OF 1 ACRE OF BUILDABLE AREA IS REQUIRED FOR LOTS PROPOSED TO UTILIZE AN OWTS.
- A PUD MODIFICATION FOR SECTION 8.4.4. TRANSPORTATION SYSTEM CONSIDERATIONS AND STANDARDS
 - 8.4.4.C PUBLIC ROADS REQUIRED (DIVISIONS OF LAND SERVED BY PUBLIC ROADS)
 - 8.4.4.D DEAD END STANDARDS (CONTINUATION OF FACILITIES, NO MORE THAN 25 LOTS ON NON THROUGH STREET)
 - 8.4.4.E PRIVATE ROAD ALLOWANCES (USE LIMITED, REQUIRES WAIVER, DESIGNED TO MEET COUNTY STANDARDS)THE PROPERTY HAS FRONTAGE ON STATE HIGHWAY 83; HOWEVER, STATE ACCESS RESTRICTIONS LIMIT REQUIRE ACCESS TO THE HIGHWAY BE TAKEN FROM THE EXISTING PRIVATE BENET LANE. BENET LANE CURRENTLY PROVIDES ACCESS TO THE SUBJECT

SITE DATA

OWNER
BENET HILL MONASTERY OF COLORADO SPRINGS
3190 BENET LANE
COLORADO SPRINGS CO 80921-1509

CONSULTANT/ENGINEER
M.V.E., INC.
1903 LELARAY STREET, SUITE 200
COLORADO SPRINGS, CO 80909
(719) 635-5736

SURVEYOR
POLARIS SURVEYING, INC.
1903 LELARAY STREET, SUITE 102
COLORADO SPRINGS, CO 80909
(719) 448-0844

BUILDING USE
SINGLE FAMILY ATTACHED
PRIVATE SANCTUARY CLUB HOUSE
DETACHED GARAGE BUILDING

CONSTRUCTION SCHEDULE
START: FALL 2019
FINISH: SPRING 2020

TAX SCHEDULE NO.
612700063

PROPERTY ADDRESS
15760 COLORADO HIGHWAY 83

LAND USE TABLE

| | | | |
|---|--------------|----------|---------|
| RESIDENTIAL LOTS | 119,505 SF | 2.74 AC | 5.53% |
| PRIVATE SANCTUARY CLUB HOUSE (LOT 1) | 14,072 SF | 0.32 AC | 0.65% |
| PRIVATE ROADWAY (TRACT A) | 23,613 SF | 0.59 AC | 1.19% |
| OPEN SPACE/LANDSCAPE/UTILITIES/DRAINAGE (TRACTS B, C & D) | 2,000,370 SF | 45.93 AC | 92.63% |
| TOTAL AREA | 2,159,560 SF | 49.58 AC | 100.00% |

LAND USE

CURRENT ZONING:
RESIDENTIAL RURAL (RR-5)
AGRICULTURAL (A-5)

TOTAL SITE ACREAGE 49.58 AC
PROPOSED SINGLE-FAMILY DWELLING UNITS ATTACHED 26 D.U.
PROPOSED GROSS DENSITY 0.52 D.U./AC

PROPOSED ZONING:
PLANNED UNIT DEVELOPMENT (PUD)

SITE DATA TABLE

SHEET INDEX:

| | |
|------|-------------------------------------|
| DP-1 | COVER SHEET |
| DP-2 | PUD DEVELOPMENT SITE PLAN (OVERALL) |
| DP-3 | PUD DEVELOPMENT SITE PLAN (DETAIL) |
| DP-4 | PRELIMINARY GRADING PLAN |
| DP-5 | PRELIMINARY UTILITIES PLAN |
| DP-6 | LANDSCAPE PLAN |

LEGAL DESCRIPTION

A TRACT OF LAND LOCATED IN THE THE SOUTH HALF OF SECTION 27, TOWNSHIP 11 SOUTH, RANGE 66 WEST OF THE 6TH PRINCIPAL MERIDIAN, EL PASO COUNTY, COLORADO

MORE PARTICULARLY DESCRIBED AS FOLLOWS:

BEGINNING AT A POINT ON THE WEST LINE OF COLORADO HIGHWAY 83:
THENCE N 89°50'41" W, 1128.12 FEET;
THENCE N 89°30'57" W, 322.69 FEET;
THENCE N 89°33'46" W, 329.97 FEET;
THENCE S 89°47'37" W, 671.98 FEET;
THENCE N 89°36'01" W, 988.45 FEET;
THENCE S 00°02'48" E, 200.41 FEET;
THENCE S 89°59'47" W, 300.12 FEET;
THENCE N 00°06'48" W, 201.90 FEET;
THENCE N 89°42'15" W, 30.00 FEET;
THENCE N 00°06'25" E, 208.79 FEET;
THENCE N 00°06'28" E, 199.97 FEET;
THENCE N 89°29'25" W, 251.26 FEET;
THENCE S 88°29'37" E, 573.94 FEET;
THENCE N 89°04'04" E, 84.80 FEET;
THENCE S 89°55'38" E, 630.57 FEET;
THENCE S 89°55'15" E, 605.10 FEET;
THENCE S 89°54'25" E, 742.84 FEET;
THENCE S 00°10'16" E, 331.15 FEET;
THENCE S 89°04'49" E, 1197.11 FEET;
THENCE S 07°22'10" W, 171.45 FEET TO A NON-TANGENT CURVE TO THE RIGHT;
THENCE 134.02 FEET ALONG SAID CURVE CONVEX TO THE WEST, HAVING A RADIUS OF 1382.50 FEET, A CENTRAL ANGLE OF 5°33'15", AND WHOSE LONG CHORD BEARS S13°41'34" W, 133.96 FEET TO A POINT NON-TANGENT;
THENCE S 19°38'03" W, 25.12 FEET TO THE **POINT OF BEGINNING**

CONTAINING A CALCULATED AREA OF 49.58± ACRES (2,159,785± SF) MORE OR LESS.

LAND OWNERS CERTIFICATION

IN WITNESS WHEREOF: THE AFOREMENTIONED BENET HILL MONASTERY AS NOMINEE HAS EXECUTED THESE PRESENTS THIS _____ DAY OF _____, 2019 A.D.

SANCTUARY OF PEACE
AUTHORIZED AGENT, MANAGER

STATE OF COLORADO)
EL PASO COUNTY)

ISS.

THE ABOVE AND FOREGOING STATEMENT WAS ACKNOWLEDGED BEFORE ME THIS _____ DAY OF _____, 2019 A.D. BY _____ WITNESS MY HAND AND SEAL:

MY COMMISSION EXPIRES: _____

NOTARY PUBLIC

OWNERSHIP CERTIFICATION

I/WE A (ONE OF THE FOLLOWING: QUALIFIED TITLE INSURANCE COMPANY, TITLE COMPANY, TITLE ATTORNEY, OR ATTORNEY AT LAW) FULLY QUALIFIED, INSURED, OR LICENSED BY THE STATE OF COLORADO, DO HEREBY CERTIFY THAT I/WE HAVE EXAMINED THE TITLE OF ALL LANDS DEPICTED AND DESCRIBED HEREON AND THAT TITLE TO SUCH LAND IS OWNER IN FEE SIMPLE BY BENET HILL MONASTERY AT THE SAME TIME OF THIS APPLICATION

STATE OF COLORADO)
EL PASO COUNTY)

ISS.

THE ABOVE AND FOREGOING STATEMENT WAS ACKNOWLEDGED BEFORE ME THIS _____ DAY OF _____, 2019 A.D. BY _____ WITNESS MY HAND AND SEAL:

MY COMMISSION EXPIRES: _____

NOTARY PUBLIC

COUNTY CERTIFICATION

THIS REZONING REQUEST TO PUD HAS BEEN REVIEWED AND FOUND TO BE COMPLETE AND IN ACCORDANCE WITH THE (BOARD RESOLUTION # _____) AND DATE _____ APPROVING THE PUD AND ALL APPLICABLE EL PASO COUNTY REGULATIONS.

CHAIR, BOARD OF COUNTY COMMISSIONERS

DATE

DIRECTOR, PLANNING AND COMMUNITY DEVELOPMENT DEPARTMENT

DATE

CLERK & RECORDER

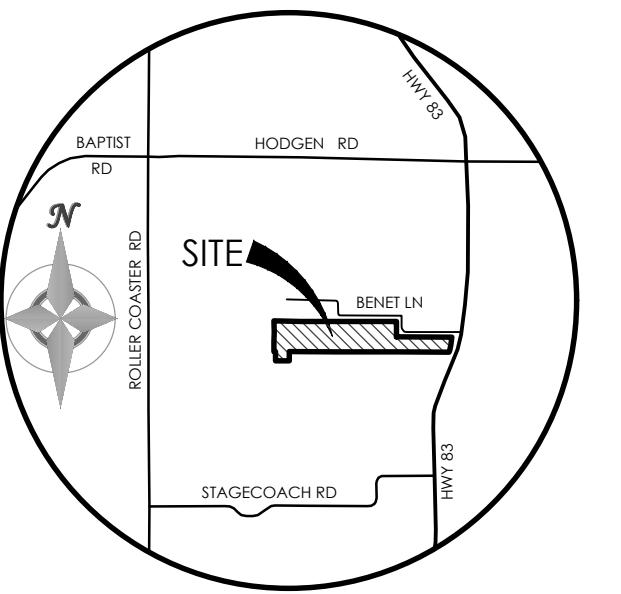
STATE OF COLORADO)
EL PASO COUNTY)

ISS.

I HEREBY CERTIFY THAT THIS PLAN WAS FILED IN MY OFFICE ON THIS _____ OF _____, 2019 AT _____ O'CLOCK A.M./P.M. AND WAS DULY

RECORDED AT RECEPTION NO. _____

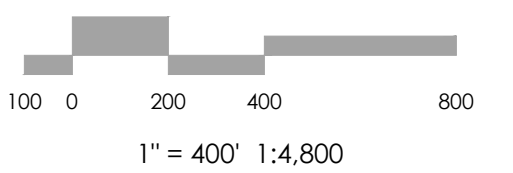
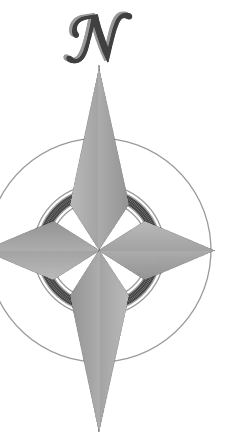
EL PASO COUNTY CLERK AND RECORDER



VICINITY MAP

NOT TO SCALE

BENCHMARK



REVISIONS

DESIGNED BY _____
DRAWN BY _____
CHECKED BY _____
AS-BUILTS BY _____
CHECKED BY _____

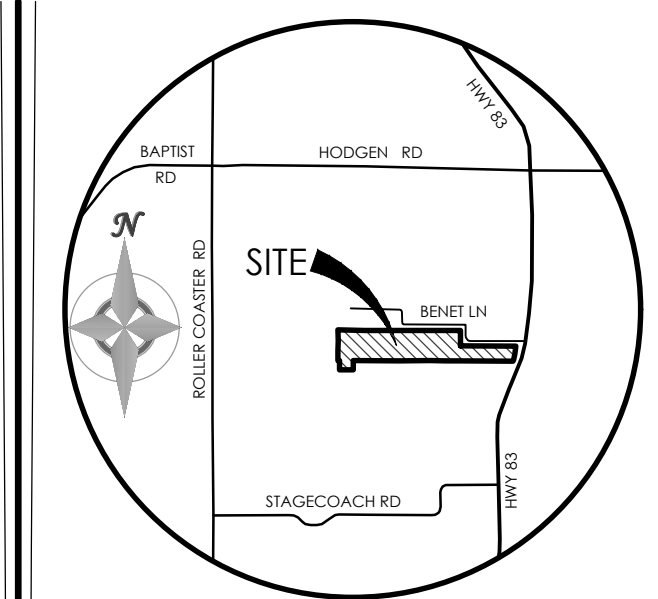
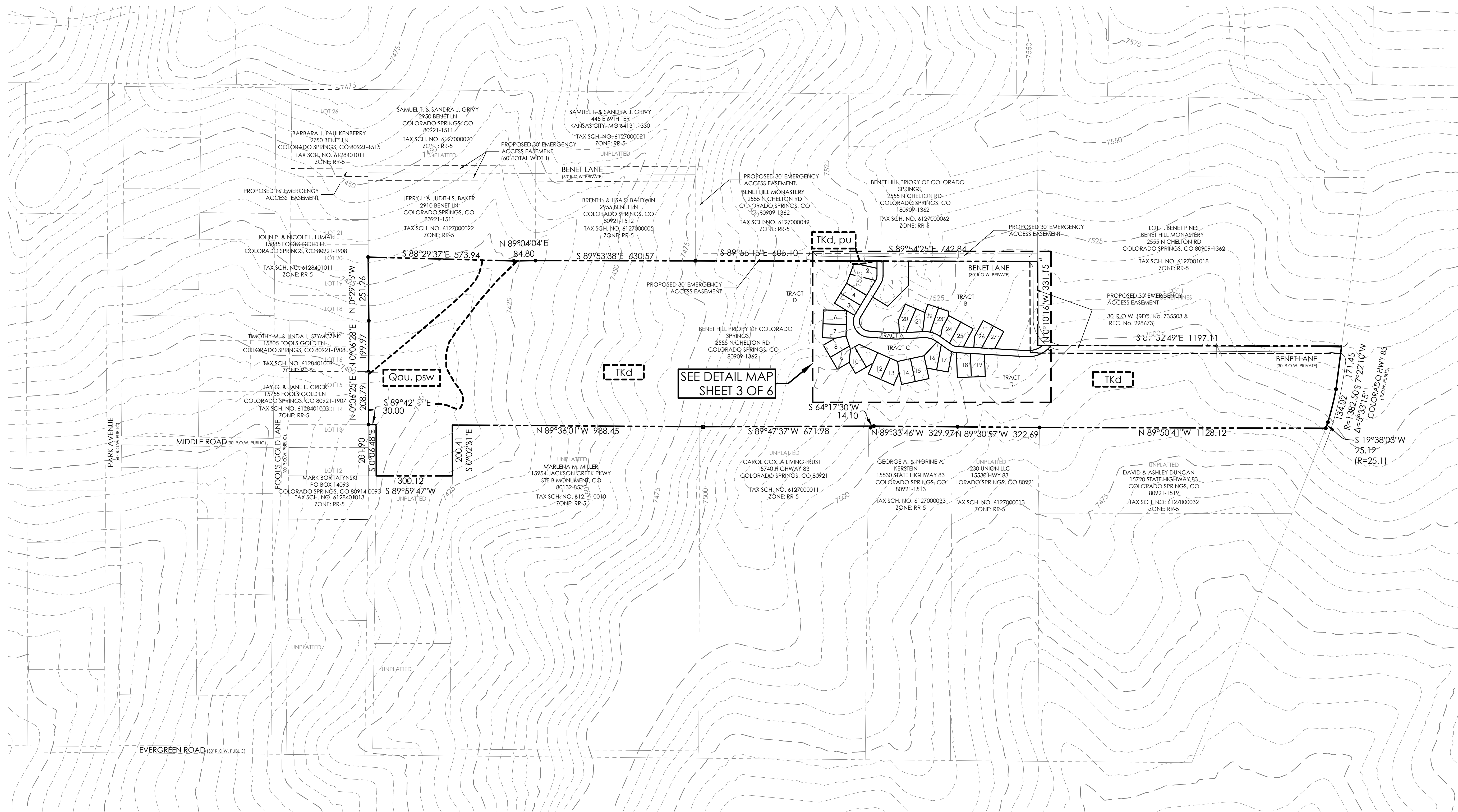
DEVELOPMENT PLAN COVER SHEET

SANCTUARY OF PEACE RESIDENTIAL COMMUNITY

DP-1 MVE PROJECT 61087
MVE DRAWING DEV-CS

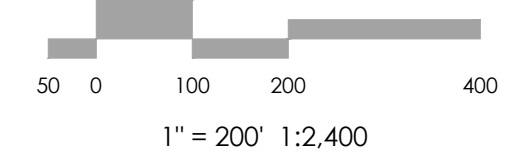
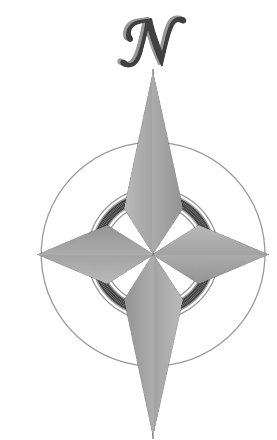
SEPTEMBER 12, 2019
SHEET 1 OF 6

PUDSP-19-002



VICINITY MAP
NOT TO SCALE

BENCHMARK



1" = 200' 1:2400

GEOLOGIC HAZARD LEGEND

| | |
|-----|--|
| Qau | RECENT ALLUVIUM OF QUATERNARY AGE |
| Tkd | DAWSON FORMATION OF TERTIARY TO CRETACEOUS AGE |
| psw | POTENTIALLY SEASONAL SHALLOW GROUNDWATER |
| pu | POTENTIALLY UNSTABLE SLOPE |

SITE MAP
1" = 200'

MAP NOTES

- BOUNDARY BEARINGS AND DISTANCES SHOWN ON THIS MAP ARE RELATIVE TO THE SOUTH LINE OF LOT 1, BENET PINES, ASSUMED TO BEAR S89°52'49"E.
- THE EXISTING TOPOGRAPHY SHOWN ON THIS PLAN WAS PREPARED AND PROVIDED BY POLARIS SURVEYING INC. ELEVATIONS SHOWN ARE RELATIVE TO THE CITY OF COLORADO SPRINGS CONTROL NETWORK. (FIMS DATA)
- ALL EXISTING UNDERGROUND UTILITIES SHOWN ON THIS MAP ARE FROM UTILITY MAIN RECORD MAPS AND UTILITY SERVICE LOCATION MAPS. THE LOCATION OF UTILITIES AS SHOWN ARE APPROXIMATE. ALL UTILITIES MAY NOT BE SHOWN OR MAY NOT HAVE BEEN LOCATED. BELOW GROUND UTILITY LOCATIONS WERE NOT PERFORMED.

REVISIONS

DESIGNED BY _____
 DRAWN BY _____
 CHECKED BY _____
 AS-BUILT BY _____
 CHECKED BY _____

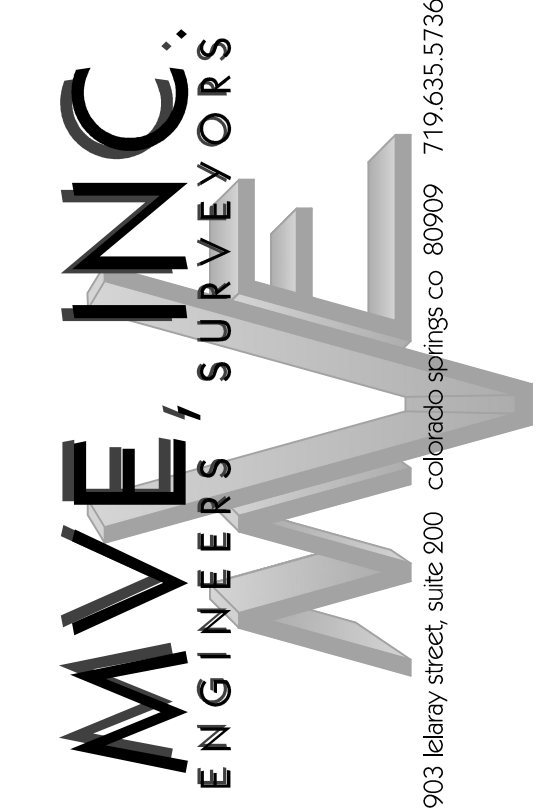
**DEVELOPMENT PLAN
SITE PLAN (OVERALL)**

**SANCTUARY OF
PEACE RESIDENTIAL
COMMUNITY**

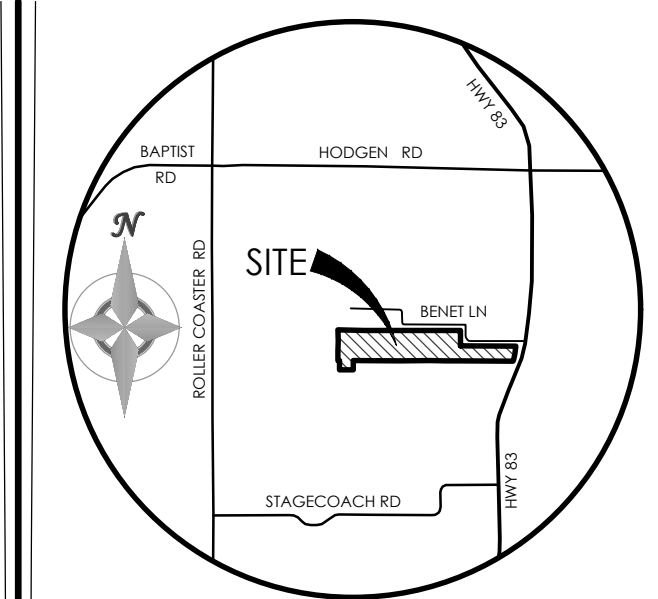
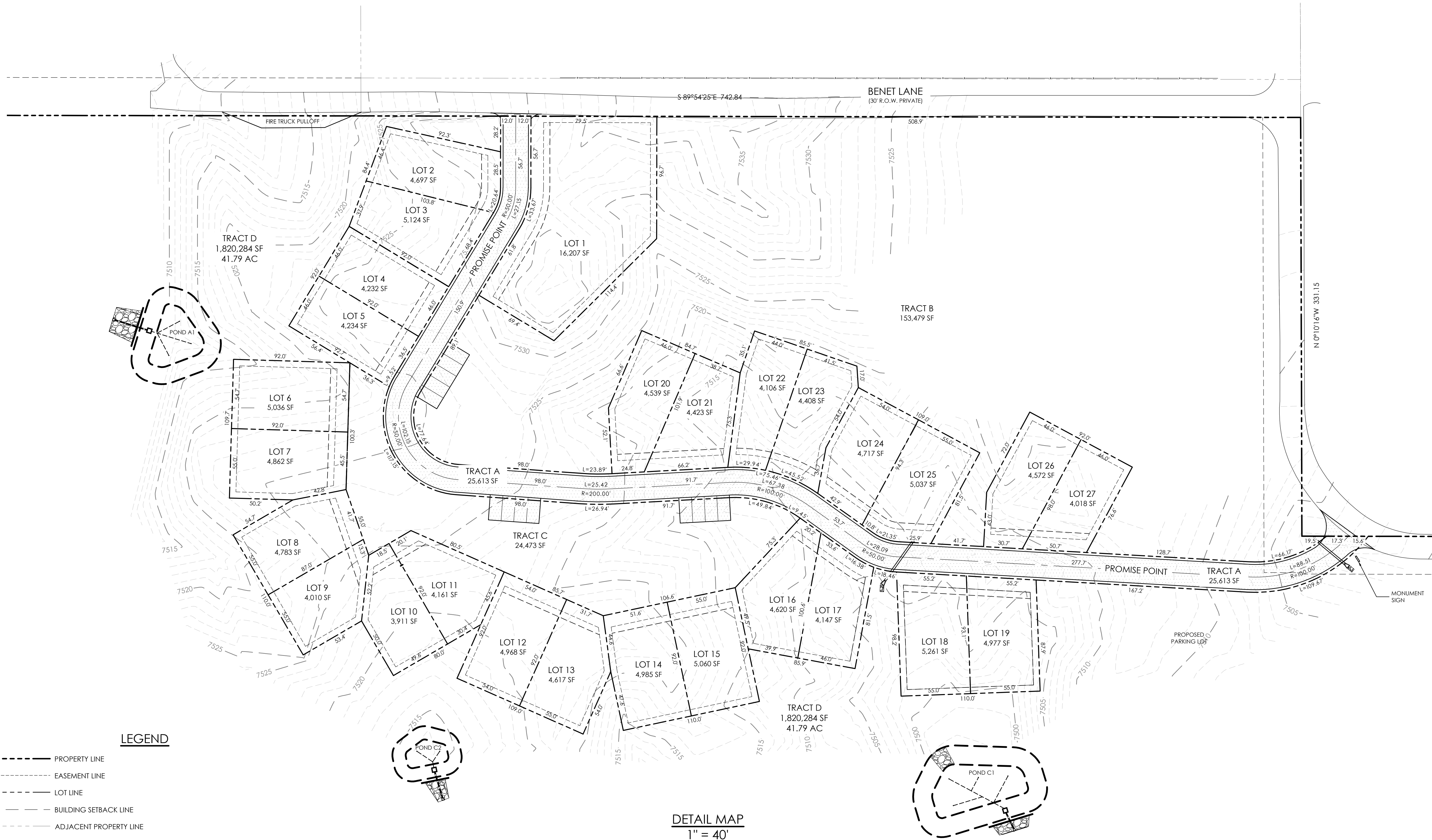
DP-2 MVE PROJECT 61087
 MVE DRAWING DEV-PUD

SEPTEMBER 12, 2019
SHEET 2 OF 6

PUDSP-19-002

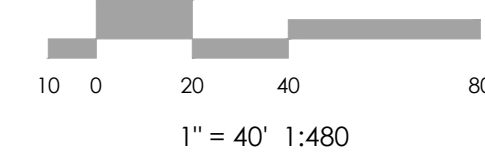
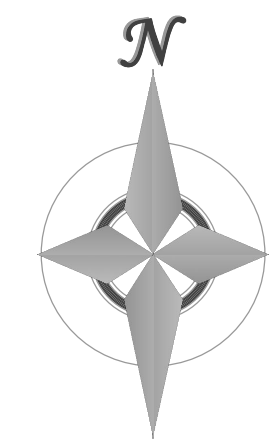


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VICINITY MAP
NOT TO SCALE

BENCHMARK



1" = 40' 1:480



1903 Library Street, Suite 200 Colorado Springs, CO 80909 719.635.5736

REVISIONS

DESIGNED BY _____
 DRAWN BY _____
 CHECKED BY _____
 AS-BUILT BY _____
 CHECKED BY _____

DEVELOPMENT PLAN
SITE PLAN (DETAIL)

SANCTUARY OF
PEACE RESIDENTIAL
COMMUNITY

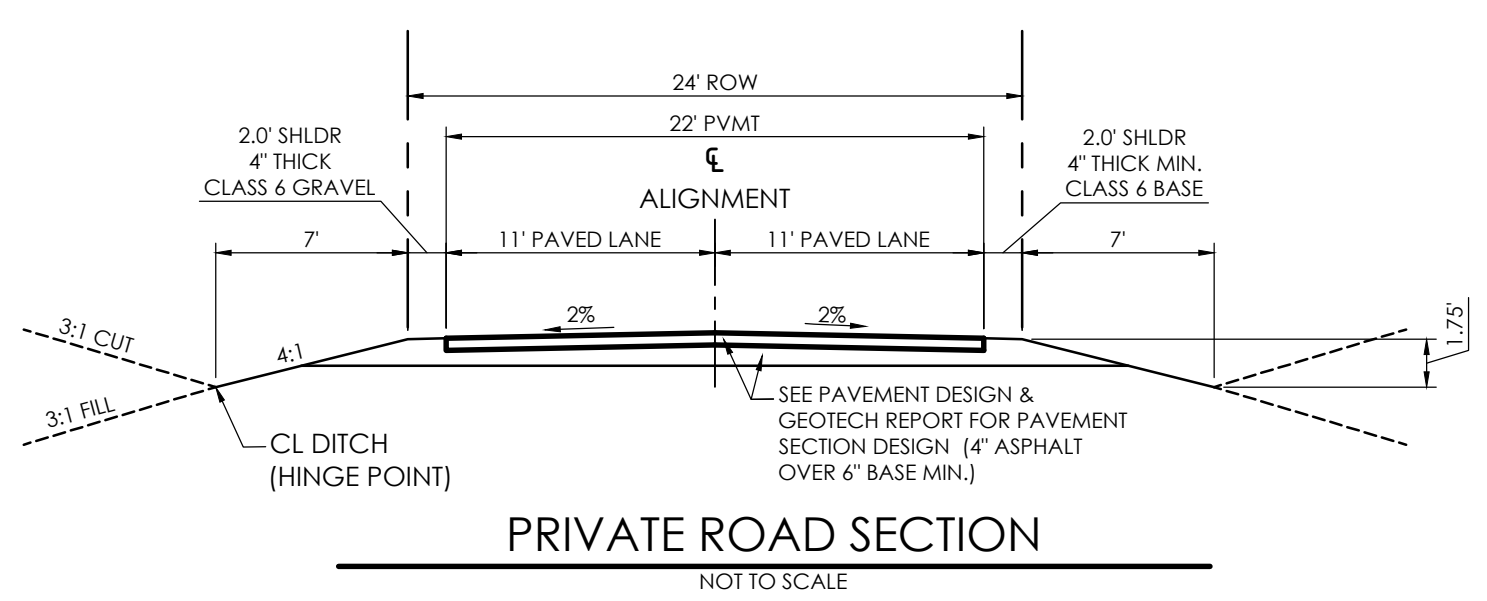
DP-3 MVE PROJECT 61087
MVE DRAWING DEV-PUD2

SEPTEMBER 12, 2019
SHEET 3 OF 6

LEGEND

| | | | |
|-----------|------------------------|-----------|--|
| --- | PROPERTY LINE | --- | INDEX CONTOUR |
| - - - - - | EASEMENT LINE | - - - - - | INTERMEDIATE CONTOUR |
| --- | LOT LINE | --- | CONCRETE AREA |
| - - - - - | BUILDING SETBACK LINE | --- | ASPHALT AREA |
| --- | ADJACENT PROPERTY LINE | --- | CURB AND GUTTER |
| --- | | --- | BUILDING/ BUILDING OVERHANG |
| --- | | --- | DECK |
| --- | | --- | RETAINING WALL - SOLID/ ROCK |
| --- | | --- | SIGN |
| --- | | --- | BOLLARD |
| --- | | --- | WOOD FENCE |
| --- | | --- | CHAIN LINK FENCE |
| --- | | --- | BARBED WIRE FENCE |
| --- | | --- | TREE (EVERGREEN/DECIDUOUS) |
| --- | | --- | SHRUB |
| --- | | --- | ROCK |
| --- | | --- | PROPOSED |
| --- | | --- | INDEX CONTOUR |
| --- | | --- | INTERMEDIATE CONTOUR |
| --- | | --- | CONCRETE AREA |
| --- | | --- | ASPHALT AREA |
| --- | | --- | CURB AND GUTTER |
| --- | | --- | BUILDING/ BUILDING OVERHANG |
| --- | | --- | DECK |
| --- | | --- | RETAINING WALL - SOLID/ ROCK |
| --- | | --- | SIGN |
| --- | | --- | BOLLARD |
| --- | | --- | TOP OF WALL/GRADE AT BOTTOM OF WALL |
| --- | | --- | TOP OF CURB/FLOWLINE |
| --- | | --- | SPOT ELEVATION |
| --- | | --- | FL = FLOWLINE |
| --- | | --- | TSW = TOP OF SIDEWALK |
| --- | | --- | FINISHED FLOOR ELEVATION |

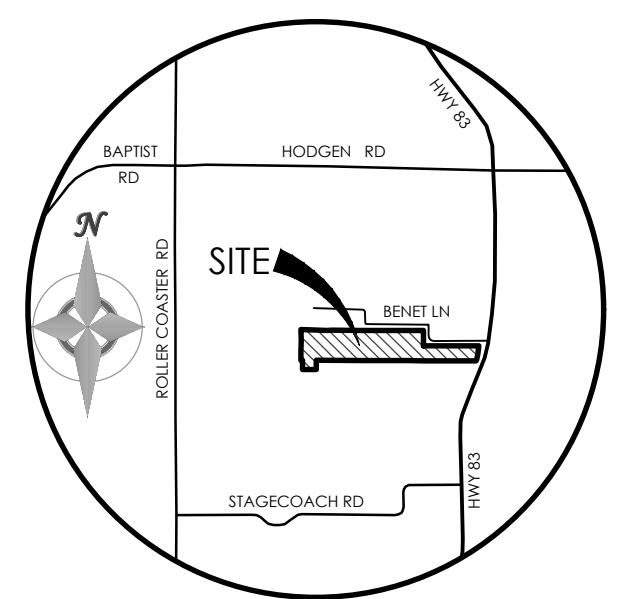
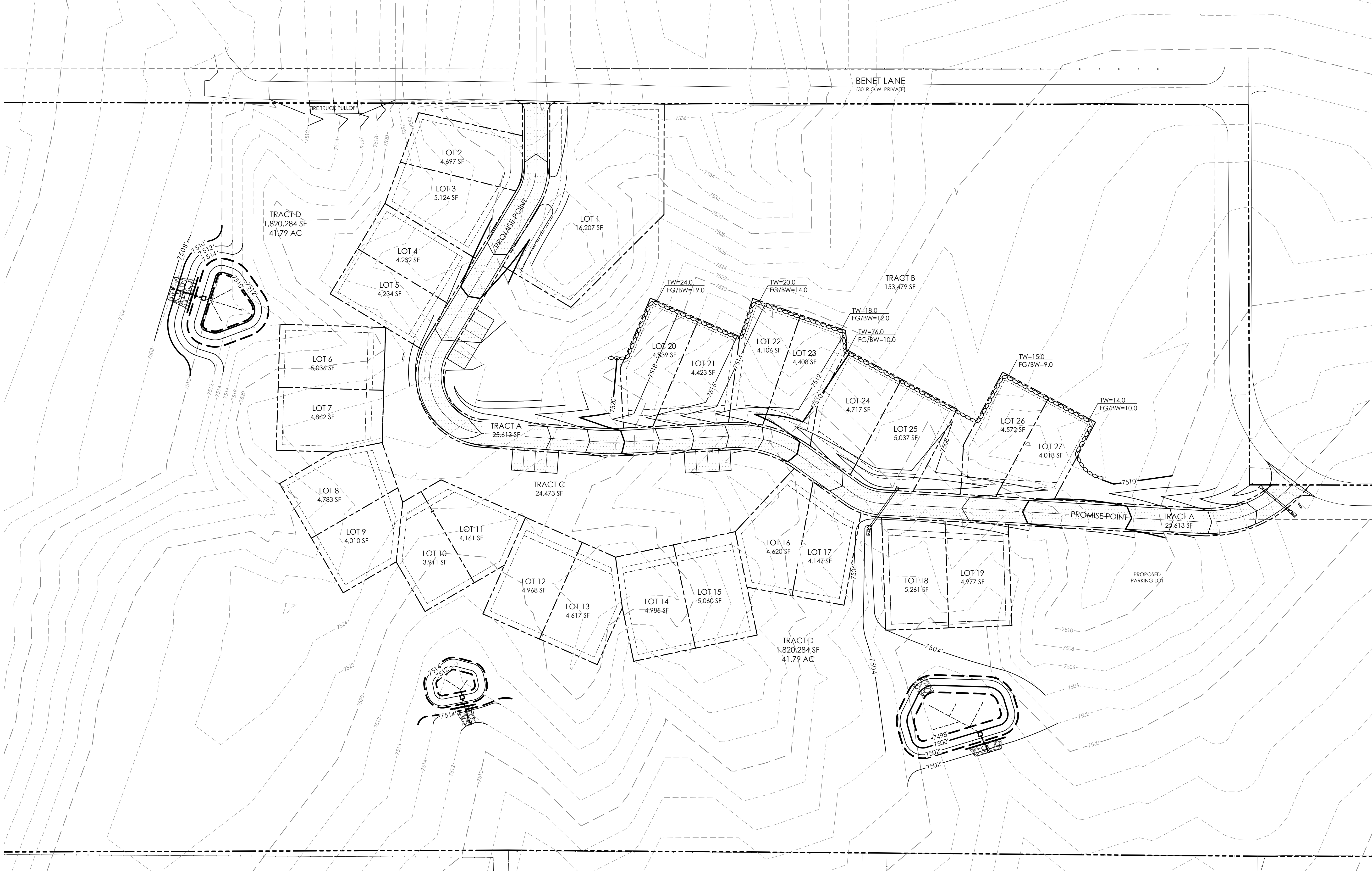
DETAIL MAP
1" = 40'



NOTE

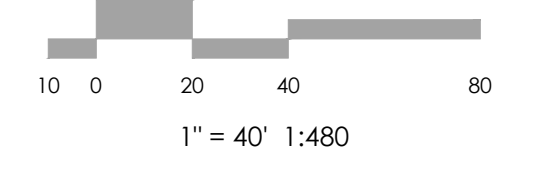
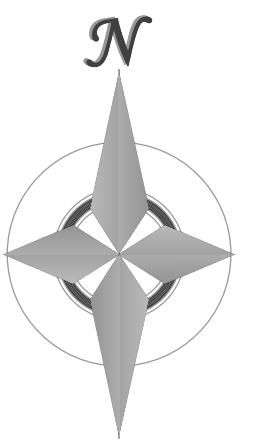
PONDS A1, C1, & C2 ARE PROPOSED FULL SPECTRUM SAND FILTER BASINS FOR THE COLLECTION, PARTIAL TREATMENT & RELEASE OF THE DEVELOPED STORMWATER AT APPROVED RATES LESS THAN HISTORIC AS DEVELOPED FROM THIS PROPOSED PUD. SEE THE PRELIMINARY / FINAL DRAINAGE REPORT FOR THE SANCTUARY OF PEACE RESIDENTIAL COMMUNITY FOR MORE DETAILED INFORMATION.

PUDSP-19-002



VICINITY MAP
NOT TO SCALE

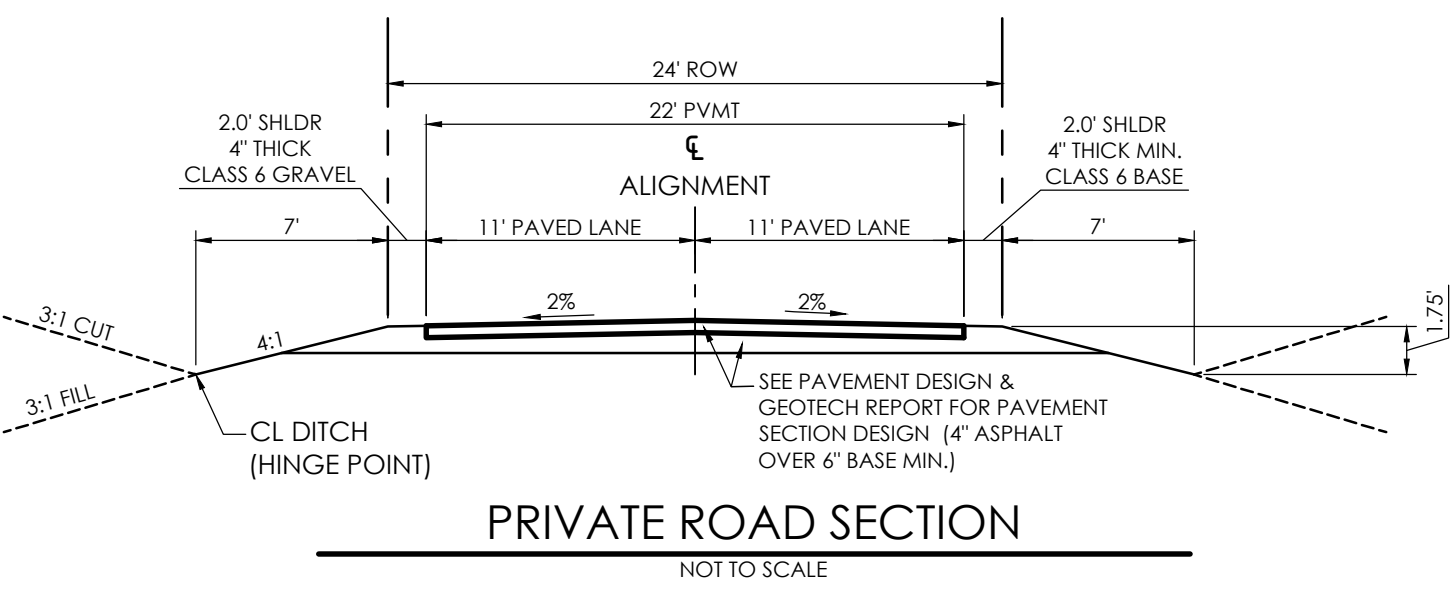
BENCHMARK



REVISIONS

DESIGNED BY _____
 DRAWN BY _____
 CHECKED BY _____
 AS-BUILTS BY _____
 CHECKED BY _____

DETAIL MAP
1" = 40'



DEVELOPMENT PLAN
PRELIMINARY GRADING

SANCTUARY OF
PEACE RESIDENTIAL
COMMUNITY

DP-4 MVE PROJECT 61087
MVE DRAWING DEV-PG

SEPTEMBER 12, 2019
SHEET 4 OF 6

PUDSP-19-002

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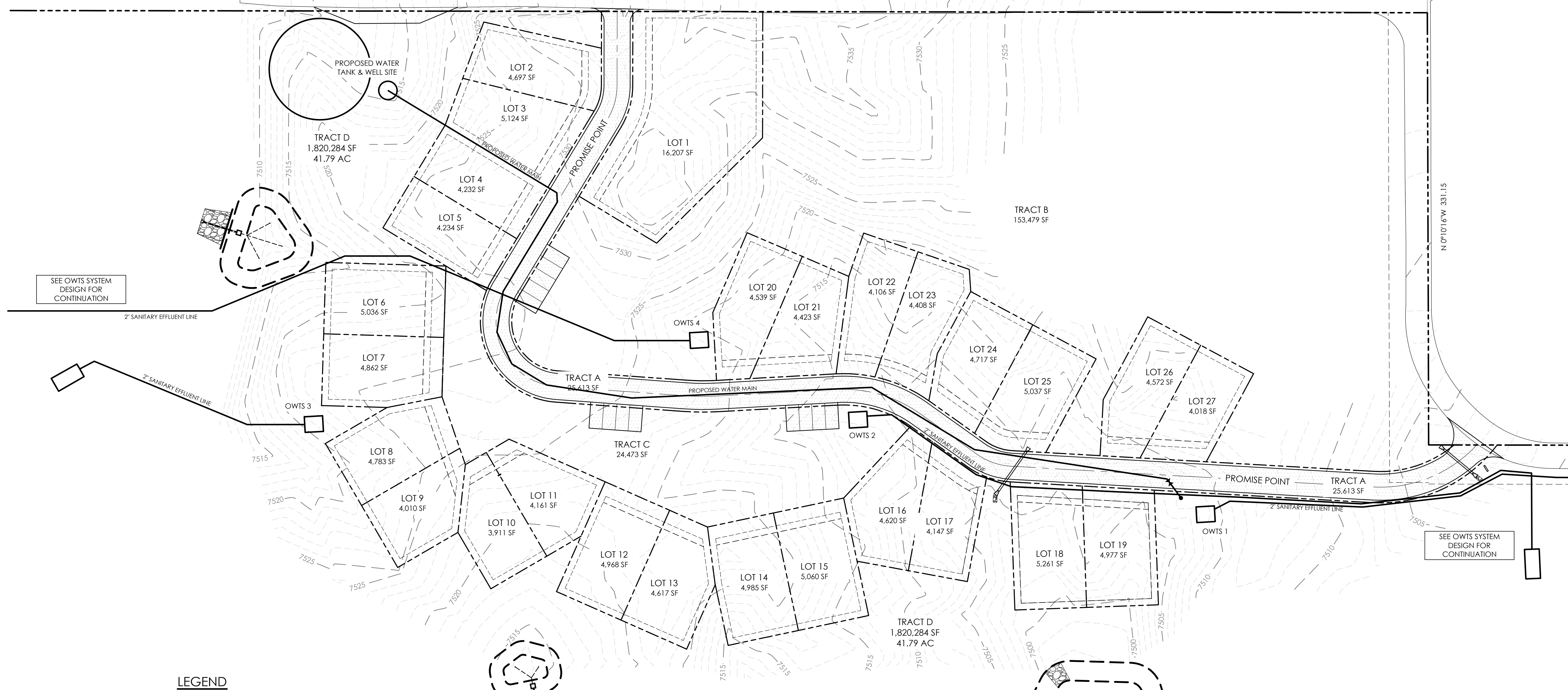
P55'15"E 605.10

S 89°54'25"E 742.84

BENET LANE

(30' R.O.W. PRIVATE)

N 0°10'16"W 331.15



SEE OWTS SYSTEM DESIGN FOR CONTINUATION

SEE OWTS SYSTEM DESIGN FOR CONTINUATION

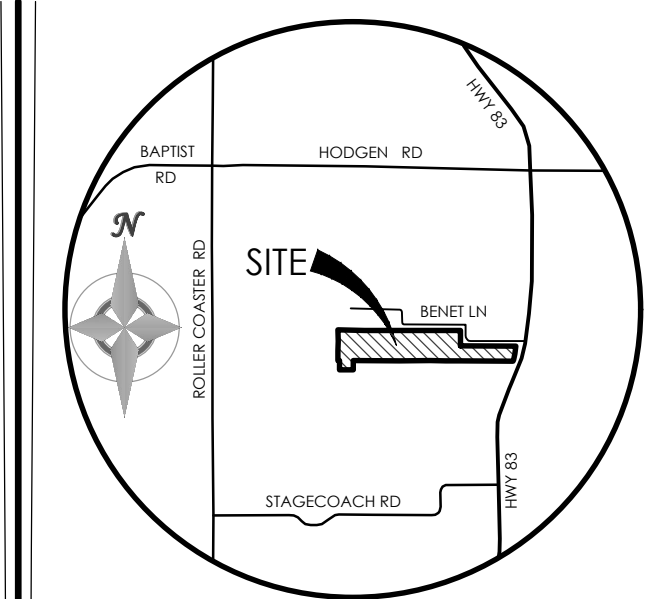
LEGEND

- PROPERTY LINE
 - - - EASEMENT LINE
 - LOT LINE
 - - - BUILDING SETBACK LINE
 - - - ADJACENT PROPERTY LINE
- EXISTING**
- 12" W (PVC) WATER MAIN
 - W WATER SERVICE LINE
 - W WATER VALVE
 - 16544 FIRE HYDRANT
 - 10" SAN (PVC) SANITARY SEWER MAIN
 - SAN SANITARY SEWER SERVICE LINE
 - SAN SANITARY SEWER MANHOLE
 - SAN SANITARY SEWER CLEANOUT
 - 2" GAS (PLASTIC) GAS MAIN
 - OE OVERHEAD ELECTRIC LINE
 - UG UNDERGROUND ELECTRIC LINE/ MANHOLE
 - UTILITY POLE/GUY WIRE
 - WATER SHUTOFF VALVE/ SPRINKLER BOX
 - EL ELECTRIC TRANSFORMER/VAULT
 - TELEPHONE PEDESTAL
 - LIGHT POLE
- NEW**
- 12" PVC WATER MAIN (PUBLIC) WATER MAIN
 - 1" HDPE WATER SERVICE WATER SERVICE LINE
 - WATER VALVE
 - HYD "A" FIRE HYDRANT
 - 10" PVC SANITARY SEWER (PUBLIC) SANITARY SEWER MAIN
 - 4" PVC SAN SEWER SERVICE SANITARY SEWER SERVICE LINE
 - MH-1 SANITARY SEWER MANHOLE

DETAIL MAP
1" = 40'

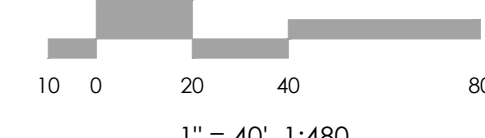
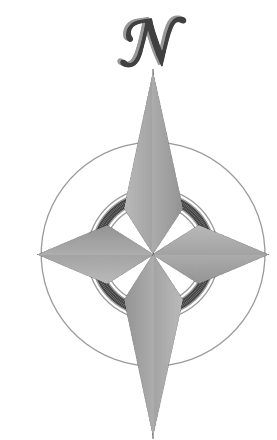
ONSITE WASTEWATER TREATMENT SYSTEMS

| SYSTEM | SERVES: |
|--------|-------------------|
| OWTS 1 | LOTS 18-19, 24-27 |
| OWTS 2 | LOTS 12-17 |
| OWTS 3 | LOTS 6-11 |
| OWTS 4 | LOTS 1-5, 20-23 |



VICINITY MAP
NOT TO SCALE

BENCHMARK



1" = 40' 1:480

MVE, INC.
ENGINEERS / SURVEYORS

1903 Library Street, Suite 200 Colorado Springs, CO 80909 719.635.5736

REVISIONS

DESIGNED BY _____
 DRAWN BY _____
 CHECKED BY _____
 AS-BUILT BY _____
 CHECKED BY _____

DEVELOPMENT PLAN
PRELIMINARY UTILITIES

SANCTUARY OF PEACE RESIDENTIAL COMMUNITY

DP-5 MVE PROJECT 61087
MVE DRAWING DEV-PU

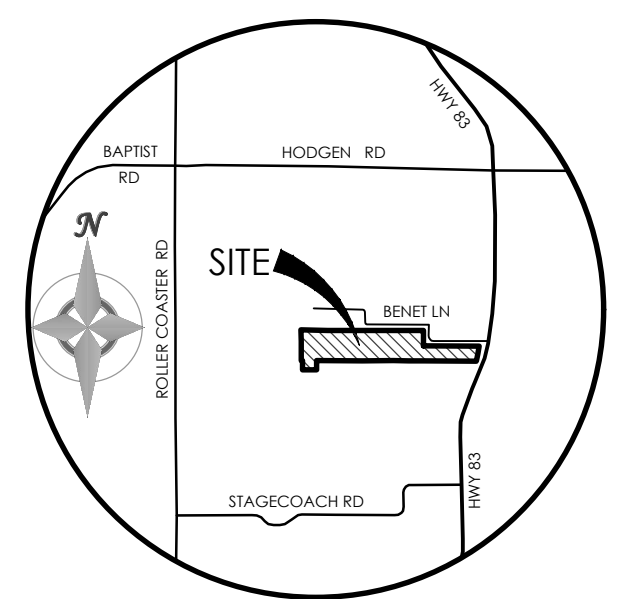
SEPTEMBER 12, 2019
SHEET 5 OF 6

PUDSP-19-002

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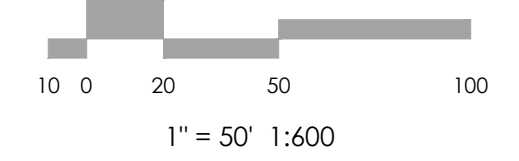
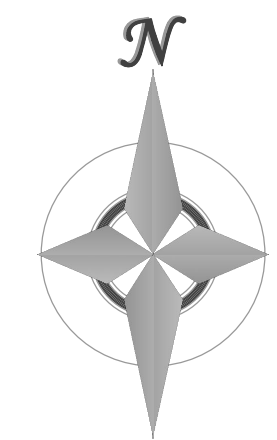


LANDSCAPE PLAN
1" = 50'



VICINITY MAP
NOT TO SCALE

BENCHMARK



MVE, INC.
ENGINEERS / SURVEYORS

1903 Leary Street, Suite 200 Colorado Springs, CO 80909 719.635.5736

REVISIONS

DESIGNED BY _____
DRAWN BY _____
CHECKED BY _____
AS-BUILTS BY _____
CHECKED BY _____

DEVELOPMENT PLAN
LANDSCAPE PLAN

SANCTUARY OF
PEACE RESIDENTIAL
COMMUNITY

DP-6 MVE PROJECT 61087
MVE DRAWING DEV-LS



SEPTEMBER 12, 2019
SHEET 6 OF 6

PUDSP-19-002

LANDSCAPE

1. AREAS OF REQUIRED ROADWAY LANDSCAPING ADJACENT TO STATE HIGHWAY 83 AND THE PRIVATE BENET LANE HAVE BEEN SATISFIED BY THE EXISTING TREE COVER LOCATED IN THESE LANDSCAPE BUFFER AREAS AS DEPICTED ON THIS PLAN.

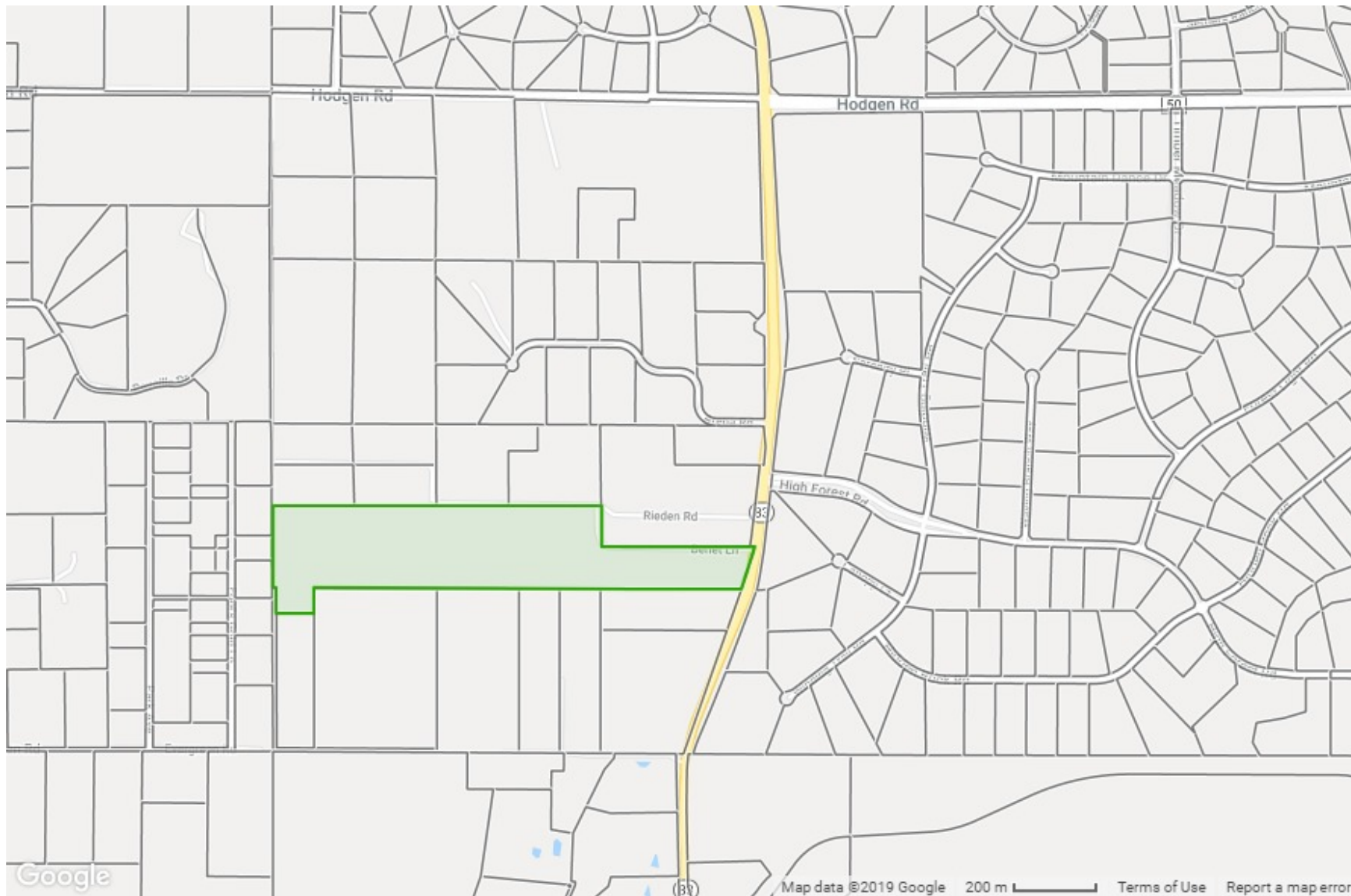
LEGEND

-  EXISTING PINE TREE TO REMAIN
-  EXISTING TREE TO BE REMOVED

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El Paso County - Community: Property Search

Schedule Number: 6127000063



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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 |