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Special Standard PUD Zoning District

Project Name: Mayberry Phase 2 **PCD File No.: PUDSP251**

APPLICANT INFORMATION

Company:	Name:
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PROFESSIONAL ENGINEER INFORMATION

Company:	Name:	P.E. Number (CO):
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DESIGN ENGINEER STATEMENT

The attached special standards were prepared under my direction and supervision and are correct to the best of my knowledge and belief. The special standards can accomplish design objectives equivalent to or exceeding the County Engineering Criteria Manual, meet the professional standard of care and do not compromise public safety or accessibility. I accept responsibility for any liability caused by any negligent acts, errors, or omissions in preparing these special standards.

Engineer's Seal, Signature
And Date of Signature



DEVIATION REQUEST (Attach diagrams, figures, and other documentation to clarify request)

Per ECM section 5.8.7, the deviation must not be detrimental to public safety or injurious to surrounding property. The applicant must include supporting information demonstrating compliance with **all of the following criteria**:

- The request for a deviation is not based exclusively on financial considerations;
- The deviation will achieve the intended result with a comparable or superior design and quality of improvement;
- The deviation will not adversely affect safety or operations;
- The deviation will not adversely affect maintenance and its associated cost; and
- The deviation will not adversely affect aesthetic appearance.

Deviation from the standards in Section 2.3.2 of the Engineering Criteria Manual (ECM) is requested. Describe the specific ECM standard for which a deviation is requested and state the reason for the deviation:

This deviation request is submitted to identify and justify specific modifications to the El Paso County Engineering Criteria Manual (ECM), Section 2.3.2 – Design Standards by Functional Class (including Tables 2-6 and 2-7 for Urban Expressways, Arterials, Collectors, and Local Roadways). The proposed deviations support the Mayberry Phase 2 PUD Development Plan by enhancing pedestrian safety, improving multimodal accessibility, and creating a cohesive, walkable neighborhood environment consistent with the project's planning objectives.

Summary of Requested Deviations

The development proposes the following deviations from ECM standards:

1. Reduction of Mayberry Phase 1 PUD Section D - Modified Urban Residential Collector ROW Width (Positive Place)
   - The standard urban residential collector is 60 feet wide. This section within Mayberry Phase 2 PUD will be 90-ft, which is larger than EPC standards and 10-ft narrower than the Mayberry Phase 1 PUD Section D with a 100-ft ROW width (Previously labeled as Mayberry Drive).
   - To accommodate a regional trail system, provide on-street parking, and reduce pedestrian crossing distances from the Mayberry Phase 1 PUD Section D.

2. Modified Urban Minor Arterial Cross Section (Mayberry Drive)
   - Inclusion of a 10-foot attached sidewalk, and limited parallel and diagonal parking
   - Use of a 5-ft detached sidewalk on a limited section of the northern roadway
   - To support pedestrian activity and adjacent community-oriented land uses.

3. Intersection Bump-Outs on either side of the Mayberry Drive Couplet
   - To shorten pedestrian crossing distances and improve visibility and safety at intersections.

4. Private Roads within Tract K – that do not match ECM standards for Urban Local pavement width
   - To allow design flexibility and support internal circulation consistent with the planned development layout.

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1. Detailed Deviation – Urban Residential Collector (Positive Place)

Applicable ECM Standard: ECM Section 2.3.2, Table 2-7 – Urban Residential Collector

Previously Approved Section (Phase 1 PUD):

- 100-ft ROW width, Positive Place
- 15-ft landscaped median
- 5-ft detached sidewalks on both sides
- Standard 6-ft bike lanes

Proposed Modified Section:

1. The proposed 90-foot right-of-way exceeds the ECM standard 60-foot Urban Residential Collector section, but is reduced from the 100-foot section previously approved within the Mayberry Phase 1 PUD.
   The ROW allows for:
   - Elimination of bike lanes in favor of alternative off-street multimodal facilities
   - Reallocation of space for on-street parallel parking and enhanced streetscape elements

   The Phase 2 PUD updated section includes:

- 14-ft travel lanes
- 8-ft parking lanes

2. Attached 10-ft Sidewalk with Tree Wells
   - Replaces detached sidewalks to:
     - Enhance pedestrian connectivity and support walkable development patterns
     - Support adjacent community gathering areas and higher pedestrian activity
     - Enhance streetscape continuity and accessibility
     - Support on-street parking access to community features

3. Detached 8-ft Regional Trail
   - Integrated into the corridor to:
     - Accommodate a relocated County regional trail connection (in coordination with the County Park Board)
     - Provide an east-west multimodal corridor through the development
     - Maintain regional connectivity to Highway 94 and future trail extensions

Overall Justification
The requested deviations are consistent with the intent of the ECM to allow flexibility where design modifications result in equal or improved functionality and safety. Specifically, these changes:

- Enhance pedestrian safety through reduced crossing distances and intersection improvements
- Promote a walkable, urban neighborhood character
- Improve multimodal connectivity with integrated trail systems
- Support context-sensitive design aligned with the approved PUD vision

Planned PUD Amendment Coordination

Mayberry intends to request an amendment to the Phase 1 PUD to extend the reduced 90-foot ROW section along the full length of Positive Place. This anticipated amendment is in direct response to the Parks Board and Board of County Commissioners (BOCC) acceptance of the regional trail alignment within this corridor as part of the approved Sketch Plan.

The incorporation of the regional trail within Positive Place necessitates a more efficient and context-sensitive allocation of right-of-way to balance multimodal needs, including pedestrian circulation, on-street parking, and trail accommodations. The proposed reduced ROW and revised cross-section establish a cohesive design framework that aligns with this accepted trail configuration and ensures consistency throughout the corridor.

Advancing this amendment will formalize the corridor-wide application of the modified section and reinforce the integration of transportation and recreational infrastructure envisioned in the Mayberry Sketch Plan.

The approved Mayberry Sketch Plan encourages a mix of higher density residential design and integrated multimodal infrastructure. These modifications, along with the anticipated PUD amendment to extend the reduced ROW along Positive Place, maintain the operational integrity of the roadway network while better serving the needs of residents, pedestrians, and regional trail users in a manner consistent with the accepted regional trail alignment.

Supporting Exhibits
Refer to attached exhibits for:

- Previously approved roadway section (Positive Place / Mayberry Drive)
- Proposed modified roadway section
- Plan sheets illustrating on-street parking counts and trail integration

2. Detailed Deviation – Urban Minor Arterial (Mayberry Drive)
Applicable ECM Standard: ECM Section 2.3.2, Table 2-6 – Urban Minor Arterial, ECM Detail SD_2-5 Minor Collector

Previously Approved Section – New Log Road (Phase 1 PUD):

- Two 14-ft lanes with a 33-ft pavement section from face of curb to face of curb

Proposed Modified Section:

1. Provision for Two 12-ft lanes

- The proposed section maintains two 12-foot travel lanes, consistent with typical arterial design expectations for:
    - Safe and efficient vehicular throughput
    - Accommodation of larger vehicles (e.g., emergency response, delivery, and service vehicles)

- While other elements of the cross section are modified, the retention of standard-width travel lanes ensures that:
    - Operational capacity, maintenance, and safety are not compromised
    - The roadway continues to function effectively within the overall network

- The standard lane widths are complemented by adjacent design features (on-street parking and wider sidewalks), which together help to:
    - Provide visual narrowing of the corridor, encouraging lower operating speeds
    - Support a safer, more context-sensitive urban arterial environment

2. Addition of 10-ft Attached Sidewalk along the western road of the couplet

- The proposed attached sidewalk replaces the standard detached sidewalk to:
    - Create a more urban, pedestrian-oriented streetscape along key segments of Mayberry Drive
    - Support increased pedestrian activity adjacent to community-focused land uses
    - Improve accessibility and continuity between buildings, parking areas, and public spaces

- The widened 10-ft section provides space for:
    - Pedestrian circulation
    - Street furniture, landscaping, and tree wells
    - Enhanced sidewalk-level activity consistent with a mixed-use or community-oriented corridor

3. Detached 5-ft Sidewalk on the northern side of the couplet
    a. Reduced from 6-ft section as shown on ECM Detail SD_2-5 for a Minor Arterial
        - The section of 5-ft walk is between SH 94 and the beginning of the attached 10-ft walk section.
        - Allows for a pleasing uniform scoring pattern between the 10-ft and 5-ft walk sections.
        - Expected to have limited pedestrian traffic between Mayberry community places and the state highway to the north that doesn't have a connection with east-west sidewalks.
        - The projected traffic volume of approximately 1,950 ADT remains well below the thresholds that would necessitate full arterial buildout and supports the proposed context-sensitive cross section.

4. Inclusion of Limited Parallel Parking
    - Parallel parking is introduced in select segments to:
        - Provide convenient, short-term parking for adjacent uses
        - Act as a buffer between vehicular traffic and pedestrians, improving perceived and actual safety
        - Support traffic calming by narrowing the apparent travel way
        - Enhance streetscape continuity and accessibility

5. Inclusion of Limited Diagonal Parking
    - Diagonal parking is incorporated in constrained, strategic areas to:
        - Increase parking efficiency where land uses generate higher demand
        - Activate the community park area and encourage pedestrian interaction with surrounding development

Overall Justification

The modified section transforms Mayberry Drive from a standard arterial into a complete, community-centric street that better serves pedestrians, residents, and visitors while still accommodating vehicular mobility. The proposed design supports a higher-density residential environment by creating a more compact and pedestrian-oriented development pattern. Higher density residential is served well by pulling things closer to the street and allowing for design that slows traffic and integrates the previously mentioned multimodal approach.

Supporting Exhibits

Refer to attached exhibits for:

- Previously approved roadway section (Mayberry Drive/ New Log Road)
- Proposed modified roadway section
- Plan sheets illustrating parking bump-outs for parallel parking, diagonal parking, and on-street parking counts

3. **Detailed Deviation – Intersection Bump-Outs (Mayberry Drive Couplet)**
   Applicable ECM Standard: ECM Section 2.3.2, Table 2-6 & 7 – Urban Residential Collector and Urban Minor Arterial, Table 2-31 Minimum Curb Return Radius at Intersection (Urban Roads)
   (Typical intersection geometry does not include curb extensions/bump-outs within arterial or collector sections)

Proposed Modified Design:

1. Inclusion of Intersection Bump-Outs (Curb Extensions)
   - A 35-ft radius is proposed at the bump-out locations
     - The proposed radius exceeds the 30-foot minimum curb return radius identified for Collector/Arterial intersections.
     - The 35-foot radius accommodates required WB-67 design vehicle turning movements, as demonstrated in the attached AutoTURN exhibits.
   - Curb extensions are proposed at intersections along the Mayberry Drive couplet with Village Main Street & Positive Place, along with the intersection at Marketplace Drive to:
     - Reduce pedestrian crossing distances from 40 feet to approximately 36 feet
     - Reduce pedestrian exposure time within the traveled way
   - Based on standard pedestrian walking speeds per MUTCD (3.0–3.5 ft/sec), the 6-foot reduction in crossing distance results in a reduction in pedestrian exposure time of approximately 1.1 to 1.3 seconds per crossing.
     - This represents an approximate 17% reduction in crossing distance and exposure time
     - Even incremental reductions in exposure time are recognized by FHWA as improving pedestrian safety, particularly in areas with frequent crossings and multimodal activity
   - These improvements are consistent with FHWA guidance, which identifies curb extensions as an effective measure to:
     - Shorten crossing distances
     - Improve pedestrian visibility
     - Support traffic calming at intersections
2. Traffic Calming and Context-Sensitive Design Benefits
   - The combination of bump-outs and raised crossings contributes to:
     - Reduced turning speeds at intersections
     - Improved driver yielding behavior
     - A more walkable, pedestrian-scaled environment appropriate for the planned development
3. Maintenance Considerations
   - The proposed curb line improvements will be maintained by Mayberry Metro District No. 1 and will not be maintained by El Paso County.
     - This agreement will be finalized with the Final Plat.
   - Mayberry Metro District No. 1 will be responsible for maintenance of:
     - The curb extensions (bump-outs) and associated parking areas.
     - Landscaping within the bump-outs, including tree wells and related irrigation improvements.
     - Snow removal and general upkeep of the bump-out and parking areas.
   - El Paso County will provide snowplowing operations on the travel lanes.
   - Design measures to address maintenance concerns include:
     - Clearly defined and visible curb lines to minimize risk of snowplow contact

- Advance signage and pavement markings to alert drivers and maintenance operators to curb line elements

Overall Justification
The proposed intersection bump-outs and raised sidewalk crossings represent a community-sensitive design enhancement that improves pedestrian safety while maintaining roadway function.

Specifically, these modifications:

- Reduce crossing distance and exposure time (by approximately 1.1–1.3 seconds per crossing)
- Improve pedestrian visibility and driver awareness
- Align with FHWA-recommended safety practices
- Support a walkable, urban neighborhood character as consistent with the intent of the higher density established in the sketch plan.
- Maintain acceptable vehicular operations for a WB-67 vehicle through the intersections and provide emergency access

These deviations provide an equal or improved level of safety and functionality compared to standard ECM intersection configurations, particularly within a pedestrian-oriented development context.

The proposed design maintains full vehicular functionality while measurably improving pedestrian safety through reduced crossing distance, reduced exposure time, and enhanced visibility, resulting in an equal or better overall design compared to the standard ECM configuration for urban areas.

4. **Detailed Deviation – Private Roads within Tract K (Cattlemen View, Crossroads Point, Shade Tree Grove, Pasture View, Front Porch View, Town Green Point, and Gathering Point)**
   Applicable ECM Standard: ECM 2.3.2,Table 2-7 Roadway Design Standards for Urban Collectors and Locals, ECM 2.4.1.B Access Spacing and Table 2-33 Entering Sight Distance – Minimum Sight Distance Along Roadway

Existing ECM:
1. *From Table 2-7, the required paved width for a local road is 24-ft.*
2. *2.4.1.B – Access Spacing - Accesses shall be separated by a distance equal to the entering sight distance values in Table 2-35. – local roads – 150 feet*

Proposed Modified Design:
1. Reduced and Variable Roadway Widths Consistent with Low-Speed Private Street Design
   - The proposed private roadway network within Tract K includes
     - Variable-width roadway sections ranging from approximately 21 feet to 25 feet (asphalt with mountable curb).
     - Concrete sections 20 feet in width with inverted crowns.
     - Crowned concrete section at Front Porch View, with mountable curbs to facilitate driveway access
   - In areas where head-in (90°) parking is provided, Town Green Point and Cattlemen View, roadway widths approach the standard:
     - A minimum width of approximately 23.2 feet is provided in these locations, which functions similarly to the required 24-foot aisle width for urban low volume.
   - The slight reduction from 24 feet is appropriate because:
     - The roadway operates in a very low-speed environment, reducing maneuvering demands
     - Parking volumes are limited and distributed
     - The shared-street configuration increases driver awareness and reduces conflict speeds
   - Fire Department Coordination:
     - The Fire Department has reviewed the proposed roadway configuration and has confirmed that a 20-foot-wide travel way is acceptable for emergency access, provided that the

roadway is designated as a fire lane. This 20-ft width adheres to IFC Table D103.4 for the minimum width. A letter of support from the EFPD will be provided separately from the agency to EPC planning in advance of the BoCC meeting on November 12, 2026.
    - "NO PARKING – FIRE LANE" signage will be installed and maintained along these segments to show that the required clear width is preserved at all times for emergency vehicle access, per IFC D103.6.1.

- Along the north side of Cattlemen View, back-up diagonal parking spaces are provided, which:
    - Require less maneuvering aisle width than traditional 90° parking
    - Further support the functionality of reduced-width travel ways

- Outside of parking areas, reduced widths are intentionally designed to:
    - Promote very low vehicle speeds
    - Create a shared, pedestrian-priority environment

2. Driveway Access to Concrete Sections with Inverted Crowns
    - Select segments include 20-foot-wide concrete pavement sections with inverted crown profiles, allowing:
        - Direct and flexible driveway access throughout Tract K
            - These Private roads are identified as: Shade Tree Grove, Crossroads Point, Town Green Point, and Gathering Point
        - Improved drainage control within a compact cross section
        - A seamless transition between travel way and adjacent uses, reinforcing the shared-space concept

    - Private Drive Access Spacing
        - Due to the multimodal and pedestrian-oriented design of Tract K, the private roadway network is intended to operate at very low speeds.
        - The proposed private streets will be posted at 5 mph and are designed for a 10 mph design speed.
        - Based on the low-speed operating environment, the required intersection sight distance was evaluated using the AASHTO Intersection Sight Distance (ISD) methodology for passenger vehicles:
            - ISD = 1.47 × Design Speed × Gap Time
            - Using a design speed of 10 mph and a passenger vehicle gap acceptance time of 7.5 seconds, the resulting intersection sight distance is approximately 115 feet, rounded up from 110.25.
        - The proposed roadway configuration provides available sight distances ranging from approximately 136 feet to 145 feet, which exceeds the minimum required intersection sight distance.
        - Because the roadways operate at very low speeds and are designed as shared multimodal facilities, a reduced intersection spacing of less than 150 feet is adequate and provides sufficient separation between decision points while maintaining safe vehicle, bicycle, and pedestrian operations.

    - Comparable Municipal Standards
        - Similar reduced spacing standards are permitted by other Colorado municipalities for low-speed residential and private street environments.
        - The City of Thornton Development code allows:
            - 18.635.b.6.c – Alleys may be permitted ingress or egress on collector streets except within 200 feet of an intersection with an arterial street or within 100 feet of an intersection with a collector street.
            - 18.636.b.3.c.4- The centerlines of "T" intersections in in areas with attached and detached residential uses should be offset a minimum of 100 feet apart or from the centerline of the nearest four-legged intersection
        - The proposed intersection spacing of less than 150 feet exceeds these comparable low-speed residential spacing standards while providing adequate sight distance and supporting the compact, walkable development pattern envisioned in the approved Mayberry Sketch Plan.

3. Multimodal Shared Street Design
    - These private roads are designed to function as shared spaces accommodating pedestrians, bicycles, and vehicles within a common travel way that supports the higher density residential design.
    - The reduced widths and absence of lane striping promote:
        - Traffic calming through design, rather than signage alone
        - Increased driver awareness and yielding behavior
        - A pedestrian-oriented environment appropriate for the intended character of the Mayberry community.

4. Parking Strategy
    - Parking within Tract K includes a mix of:
        - Limited head-in (90°) parking
        - Select back-up diagonal parking spaces

    - No on-street parallel parking is provided within the private roadway sections, promoting:
        - Unobstructed multimodal circulation
        - No Parking Signage will be depicted on the construction plans for clear delineation of the no parking areas

    - Parking demand is addressed through:
        - Dedicated parking spaces located within Tract K, separate from the shared roadway environment

5. Maintenance and Snow Removal Responsibility
    - All maintenance activities, including snow removal, will be the responsibility of the Mayberry Metro District No. 1, not the County.

    - Snow management strategies include:
        - Snow storage areas located at the terminus of dead-end roadways; Front Porch View, Pasture View, Shade Tree Grove, Crossroads Point, and Gathering Point

    - Because these are private facilities, the design provides flexibility in operations that are tailored to the specific layout and intended use of Tract K circulation

6. Community Design Intent and Character
    - The narrower roadway sections are intentionally designed to:
        - Promote neighborhood interaction and community engagement
        - Create a distinct sense of place within the development.

    - The overall design draws from European-style shared streets, which emphasize:
        - Low speeds
        - Pedestrian priority
        - Integrated use of public space by all modes

    - This approach supports the broader PUD vision of a walkable, human-scaled environment while maintaining necessary access and functionality, reflecting a woonerf-inspired shared street design that promotes low-speed operation, pedestrian priority, and active community interaction within a unified streetscape

Overall Justification
The proposed private roadway sections within Tract K represent a context-sensitive, multimodal design approach that modifies the standard roadway cross sections identified in ECM Section 2.3.2, Table 2-7, to better reflect the operational characteristics of a low-speed, privately maintained shared-street environment.

Specifically, these modifications:
- Provide near-equivalent aisle width (approximately 22.3 ft) in areas with head-in parking, maintaining functional maneuverability relative to the 24-ft standard
- Incorporate back-up diagonal parking, which reduces aisle width demand compared to traditional 90° configurations

- Promote very low-speed vehicular environments, reducing turning radii and maneuvering needs
- Enhance pedestrian and bicycle integration within the roadway
- Provide flexible access and circulation while minimizing pavement impacts
- Avoid on-street parking conflicts through intentional parking layout design
- Avoid impacts to County maintenance responsibilities, as all operations will be handled by the Metro District
- Support a high-quality community character aligned with the development vision
- Coordination with the Fire Department, which has reviewed and preliminarily accepted the proposed reduced-width roadway sections, confirming that 20-foot-wide travel ways are adequate for emergency access when designated as fire lanes with “NO PARKING – FIRE LANE” signage to maintain unobstructed access at all times

These deviations provide an equal or improved level of functionality and safety by matching aisle width design to actual operating conditions rather than applying a uniform standard intended for conventional parking lots.

The proposed private roadway design maintains safe and functional access while enhancing multimodal use, reducing vehicle speeds, and shifting maintenance responsibility off the County, resulting in an equal or better design tailored to the intended residential environment.

Describe in detail the proposed special standards to apply within the proposed PUD zone:

The Mayberry Phase 2 PUD incorporates a series of context-sensitive roadway and streetscape standards that deviate from the El Paso County Engineering Criteria Manual (ECM), Section 2.3.2, in order to better support a walkable, multimodal, and community-oriented development pattern. These modifications reflect the overall planning approach for this area of Mayberry, which is intended to accommodate higher density residential development in a more compact, efficient layout, consistent with the previously approved Sketch Plan. This compact development pattern supports enhanced pedestrian activity, reduced reliance on vehicle travel, and a more connected community form. Accordingly, the proposed design modifications are intended to maintain or enhance overall safety and functionality while aligning roadway design with the specific land use and character objectives of the PUD. Along Positive Place, the Urban Residential Collector section is modified by reducing the right-of-way width from 100 feet to 90 feet, allowing for the inclusion of on-street parallel parking, a 10-foot attached sidewalk with streetscape elements, and an 8-foot detached regional trail corridor. This configuration reduces pedestrian crossing distances, improves connectivity, and enhances the pedestrian experience while maintaining necessary vehicular operations.

Mayberry Drive, classified as an Urban Minor Arterial, is designed to function as a complete street by maintaining two 12-foot travel lanes to preserve capacity and emergency access, while introducing a 10-foot attached sidewalk and limited areas of parallel and diagonal parking. These additions provide a buffer between pedestrians and traffic, encourage lower operating speeds through visual narrowing, and support adjacent community-oriented land uses. At key intersections along the Mayberry Drive couplet, curb extensions (bump-outs) are incorporated to improve pedestrian safety. The bump-outs reduce crossing distances while enhancing pedestrian visibility. These intersection features are consistent with FHWA-recommended safety practices and are not anticipated to increase County maintenance costs. Mayberry Metro District No. 1 will be responsible for maintenance and snow removal within the parking areas and associated bump-out improvements.

Within Tract K, a network of private roadways is proposed utilizing reduced-width, shared-street design principles. These roadways range from asphalt sections and mountable curbs, as well as concrete sections with inverted crowns. The narrower cross sections are intentionally designed to promote very low vehicle speeds and support shared use by pedestrians, bicycles, and vehicles, without the need for traditional lane delineation. No on-street parking is provided within these roadways, as parking demand is accommodated in designated areas within Tract K. All maintenance responsibilities, including snow removal, will be assumed by the Metro District, with snow storage provided at the termini

of dead-end roadways. This private roadway network is intended to foster community interaction and create a distinct, pedestrian-oriented environment, drawing from shared street or woonerf concepts commonly used in European contexts.

Collectively, these special standards establish a cohesive transportation network that prioritizes pedestrian safety through reduced crossing distances and exposure times, integrates multimodal facilities including regional trail connectivity, and incorporates traffic calming by design. At the same time, the proposed modifications maintain acceptable vehicular operations and shift maintenance responsibilities where appropriate, resulting in an overall design that meets or exceeds the intent of the ECM while supporting the vision of a walkable, human-scaled community.

FOR OFFICIAL USE ONLY

CRITERIA FOR APPROVAL

Per ECM section 5.8.7, the deviation must not be detrimental to public safety or injurious to surrounding property. The applicant has demonstrated that:

Yes	No	N/A	
☐	☐	☐	The request for a deviation is not based exclusively on financial considerations.
☐	☐	☐	The deviation will achieve the intended result with a comparable or superior design and quality of improvement.
☐	☐	☐	The deviation will not adversely affect safety or operations.
☐	☐	☐	The deviation will not adversely affect maintenance and its associated cost.
☐	☐	☐	The deviation will not adversely affect aesthetic appearance.

RECOMMENDATION:

The ECM Administrator recommends [Approval / Denial] of the special standard(s) proposed for this PUD Zoning District.

_____ _____

Joshua Palmer, P.E. Date
County Engineer / ECM Administrator

ECM ADMINISTRATOR COMMENTS:

MAYBERRY PHASE 2

PUD DEVELOPMENT PLAN AND PRELIMINARY PLAN
LOCATED IN THE NW 1/4 OF SECTION 14 & THE NE 1/4 OF SECTION 15, TOWNSHIP 14 SOUTH, RANGE
EL PASO COUNTY, STATE OF COLORADO.

Mayberry Phase 2 PUD Exhibit for Special Standard PUD Zoning District

LEGEND

- Detailed Deviation 1
- Detailed Deviation 2
- Detailed Deviation 3
- Detailed Deviation 4

20 ft travel way

Intersection spacing less than 150 feet

5' detached walk

10' attached walk

10 parallel parking spaces, maintained by Metro District

2

13 parallel parking spaces,maintained by Metro District

bump-out

8 parking spaces, maintained by Metro District

bump-out

15 diagonal parking spaces, maintained by Metro District

Head-in parking

Back-up diagonal parking

20 ft travel way

3

Curb Extensions

1

Curb Extensions

Trail integration

18 parking spaces each side

4

VC VERTICAL CURB & GUTTER
MC MOUNTABLE CURB & GUTTER
DC MEDIAN CURB & GUTTER
CT CURB TRANSITION

MAYBERRY COMMUNITIES, LLC
3400000456

TRACT K LOT COUNT	
	TOTAL
PAIRED HOMES	92
SINGLE FAMILY DETACHED	6
TOTAL LOTS	98

FRONT LOADED UNITS

MAYBERRY COMMUNITIES, LLC
3400000456

TRACT A
TRACT B
TRACT C
TRACT D
TRACT E
TRACT F
TRACT G
TRACT H
TRACT K

CATTLEMEN VIEW
CATTLEMEN RUN
FRONT PORCH VIEW
PASTURE VIEW
SHADE TREE GROVE
NEIGHBORLY POINT
TOWN GREEN POINT
CROSSROADS POINT
GATHERING POINT
MARKETPLACE DR.
MAYBERRY DR.
VILLAGE MAIN ST.
POSITIVE PL.

MAYBERRY PUD PHASE 2, TRACT G
MAYBERRY PUD PHASE 2, TRACT H
MAYBERRY PUD PHASE 2, TRACT F
MAYBERRY COURTS
ENTRY PARK
99 POOL & CLUB HOUSE (DBO)
GRIFFITH SQUARE
SOCCER FIELD

MAYBERRY, COLORADO SPRINGS FILING NO. 1 REC. NO: 220714655
MAYBERRY, COLORADO SPRINGS FILING NO. 1B REC. NO: 223715231

EX. MONUMENT SIGN
EX. MONUMENT SIGN MOUND
8' CRUSHER FINES TRAIL
25' EX. TRAIL ESMT. TO BE VACATED WITH THIS PLAT REC. NO. 220714655
PROP. SOUND WALL
EX. 8' CRUSHER FINES TRAIL
8' EPC REGIONAL TRAIL
PICKLE BALL COURT, TYP.
RETAINING WALL
CONCESSION BUILDING
ADA RAMP
BACK OF CURB
BOLLARDS
24' BUFFER ZONE
PROPOSED STAGE LIMITS
TRENCH DRAIN
LIGHT POLE (TYP.)
TREE WELL (TYP.)
PATTERNED/STAMPED CONCRETE/PAVERS
STOP SIGN
SIGHT DISTANCE LINE (TYP.)

CURVE TABLE					
NO.	DELTA	LENGTH	RADIUS	CHORD	CH. LENGTH
C1	063°58'24"	42.71'	38.25'	S53°35'00"E	40.52'
C3	018°52'26"	93.88'	285.00'	S12°03'07"E	93.46'
C4	036°02'03"	62.89'	100.00'	N71°27'58"W	61.86'
C5	036°02'03"	62.89'	100.00'	S71°27'58"E	61.86'
C6	034°05'10"	5.95'	10.00'	N17°33'36"E	5.86'

L4	172.81'	S00°31'01"W	
L5	172.81'	S00°31'01"W	
L6	200.00'	S00°31'01"W	
L7	271.72'	S89°28'59"E	
L8	134.80'	S00°31'01"W	
L9	367.19'	N89°28'59"W	
L10	174.00'	S00°31'01"W	
L11	174.00'	S00°31'01"W	
L13	13.64'	N89°29'00"W	
L14	28.94'	S34°36'11"W	
L15	160.13'	S00°31'01"W	
L16	57.00'	N89°28'55"W	
L17	392.01'	N00°00'00"E	
L18	297.01'	S89°28'59"E	
L19	392.01'	S00°00'00"E	
L20	505.04'	S89°28'59"E	

Retaining Wall
Swale Line
Sight Triangle Line
Storm Manhole
Type 'R' Inlet
Sanitary Sewer Manhole
Fire Hydrant
Water Valve
Thrust Block
Reducer
Plug & Blow-off
Street Light
Bollard Light
Sign
Mail Kiosk
Storm Sewer Line
Water Line
Sanitary Sewer Line
Water Service Line & Meter
Sanitary Sewer Service Line
Ex. Sanitary Sewer Line
Ex. Water Line
Ex. Storm Sewer Line
Ex. Gas
Ex. Underground Electric
Ex. Overhead Electric
Proposed Major Contour
Proposed Minor Contour
Existing Major Contour
Existing Minor Contour
Ex. Asphalt Pavement
Ex. Concrete Pavement
Ex. Gravel
Prop. Asphalt Pavement
Prop. Mill & Overlay
Prop. Concrete Pavement
Prop. Concrete Walk
Prop. Sight Triangle

GENERAL ABBREVIATIONS

A.E.	ACCESS EASEMENT	PGL	PROFILE GRADE LINE
ARV	AIR RELEASE VALVE	PRC	POINT OF REVERSE CURVATURE
BKL	BIKE LANE	PT	POINT OF TANGENCY
BL	BASELINE OF CONSTRUCTION	R.O.W.	RIGHT OF WAY
B.O.	BLOW-OFF	RN	RECORDING NUMBER
BS	BOTTOM ELEVATION OF RISE	(S.)	SUMP INLET
CDS	CUL-DE-SAC	S.E.	SANITARY EASEMENT
CE	CURB EXTENSION	SEC	SECTION LINE
CL	CENTERLINE	SL	SANITARY LINE
CT	CURB TRANSITION	SS	SANITARY SERVICE
CWN	CROWN	STBK	SETBACK
DBO	DESIGN BY OTHERS	SW	SIDEWALK
DC	MEDIAN CURB & GUTTER	S.W.I.E.	SANITARY, WATER, AND IRRIGATION EASEMENT
D.E.	DRAINAGE EASEMENT	TB	THRUST BLOCK
D.U.E.	DRAINAGE & UTILITY EASEMENT	TC	TOP OF CURB
ELEC	ELECTRIC	TELE	TELEPHONE LINE
EOP	EDGE OF PAVEMENT	TR.E	TRANSPORTATION EASEMENT
EX	EXISTING	TR.U.E	TRANSPORTATION & UTILITY EASEMENT
EXCL.	EXCLUSIVE	TS	TOP ELEVATION OF RISER
FES	FLARED END SECTION	TYP.	TYPICAL
FGB	FINISHED GROUND AT BOTTOM WALL ELEVATION	U.D.A.E	UTILITY, DRAINAGE, & ACCESS EASEMENT
FGT	FINISHED GROUND AT TOP WALL ELEVATION	U.E.	UTILITY EASEMENT
FH	FIRE HYDRANT	U.G.E	UTILITY & GAS EASEMENT
FL	FLOWLINE	VC	VERTICAL CURB & GUTTER
FO	FIVER OPTIC LINE	W.E.	WATER EASEMENT
FV	FIELD VERIFY	WL	WATER LINE
G	FINISHED GROUND ELEVATION	WS	WATER SERVICE
GAS	GAS LINE	W.S.D.E.	WATER SANITARY & DRAINAGE EASEMENT
G.E.	GAS EASEMENT	W.S.E.	WATER SURFACE ELEVATION
GV	GATE VALVE	WV	WATER VALVE
HP	HIGH POINT		
I.W.E	IRRIGATION & WATER EASEMENT		
IWL	IRRIGATION WATER LINE		
IWV	IRRIGATION WATER VALVE		
LL	LOT LINE		
LP	LOW POINT		
MAINT.	MAINTENANCE		
MC	MOUNTABLE CURB & GUTTER		
MH	MANHOLE		
(MOD.)	MODIFIED		
MSE	MECHANICALLY STABILIZED EARTH		
M.U.E.	MULTI-USE EASEMENT		
P	PAVEMENT		
PC	POINT OF CURVATURE		
PCC	POINT OF COMPOUND CURVATURE		
PCR	POINT OF CURB RETURN		

SCALE
1 inch = 60 ft.
60 0 30 60

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Revision Type:	No.	Rev. Date:
	1	
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Job No.: 8787-0001
Scale Horiz: 1" = 60'
Scale Vert: N/A
Sheet: 8 of 16
Date: September 18, 2026

Designed: WCK
Prepared: WCK
Approved: AKM

Proj. Name: Mayberry Phase 2
Location: El Paso County
Plan Set: PUD Development Plan & Preliminary Plan
Sheet Name: Overall Site Plan

Client: Mayberry Communities, LLC
Address: 22108 Cattlemen Run Calhan, CO 80808
Contact: Scott Souders

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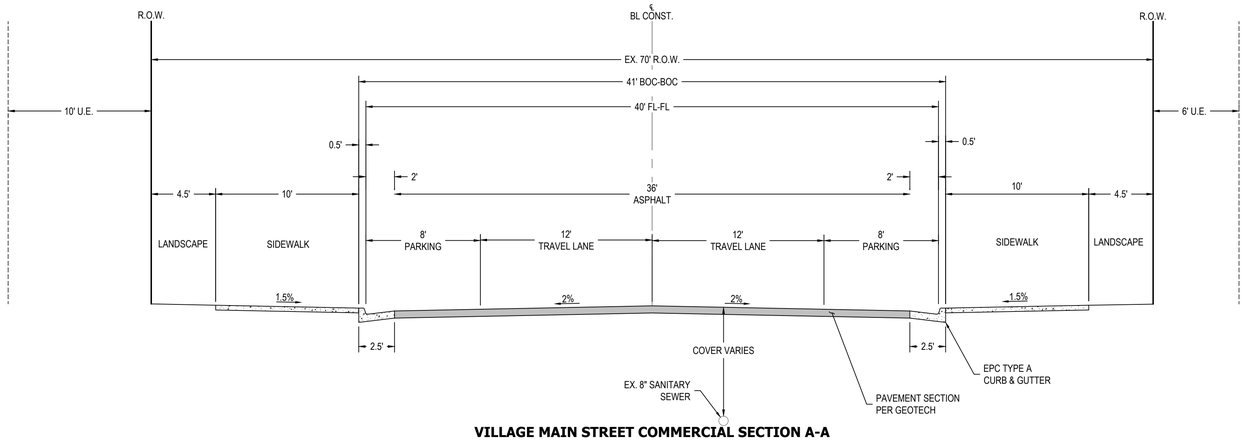
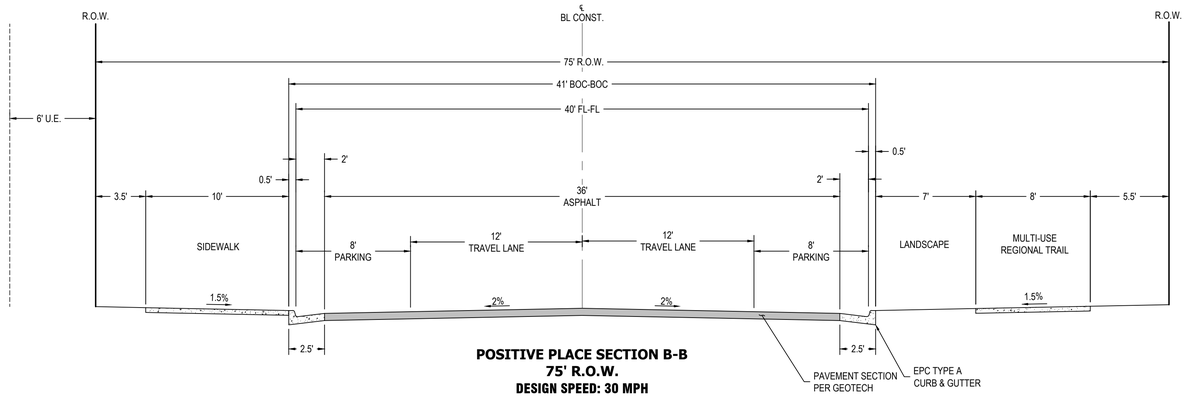
No. 8

S:\LAND\SW\WEST-CO\8787 - MAYBERRY\8787-0001\ENGINEERING\04 DRAWINGS\PRELIMINARY PLANS\PUD\8787-0001 OVERALL SITE PLAN PRINTED ON: 9/21/2026 3:38 PM

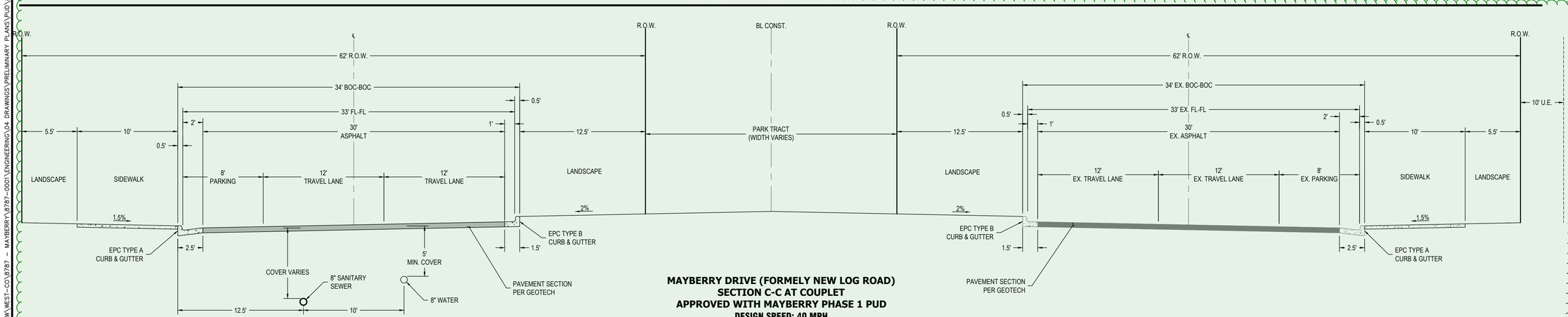


VILLAGE MAIN STREET COMMERCIAL SECTION A-A
APPROVED WITH MAYBERRY PHASE 1 PUD
DESIGN SPEED: 30 MPH
POSTED SPEED: 25 MPH
(URBAN LOCAL ROADWAY)
SCALE: 1" = 5'



POSITIVE PLACE SECTION B-B
75' R.O.W.
DESIGN SPEED: 30 MPH
POSTED SPEED: 25 MPH
(URBAN RESIDENTIAL COLLECTOR)
SCALE: 1" = 5'

2



MAYBERRY DRIVE (FORMELY NEW LOG ROAD)
SECTION C-C AT COUPLET
APPROVED WITH MAYBERRY PHASE 1 PUD
DESIGN SPEED: 40 MPH
POSTED SPEED: 30 MPH
(MINOR ARTERIAL)
SCALE: 1" = 5'

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Revision Type:	No.	Rev. Date:
	1	
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Job No.: 8787-0002 | Sheet: 9 of 16
Scale Horiz: N/A | Date: August 21, 2026
Scale Vert: N/A

Designed: JAV
Prepared: WCK
Approved: AKM

Proj. Name: Mayberry Phase 2 PUD, Filing 1
Location: El Paso County
Plan Set: Construction Documents
Sheet Name: Road Cross Sections

NOT FOR CONSTRUCTION

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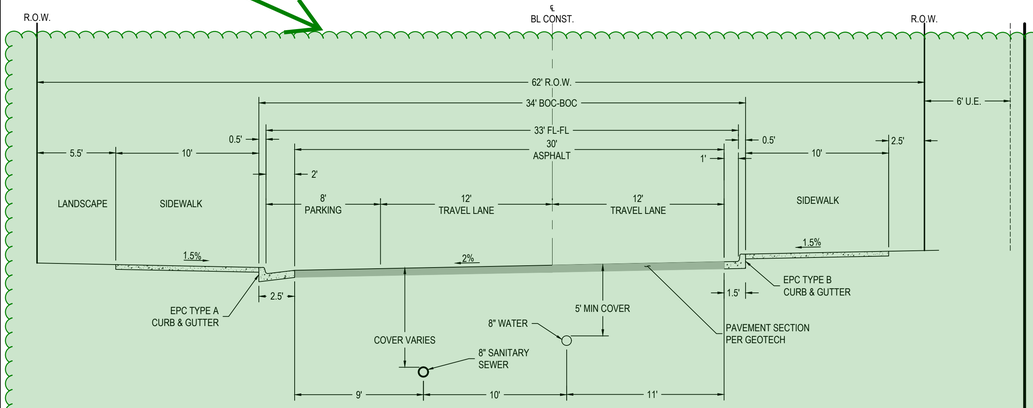
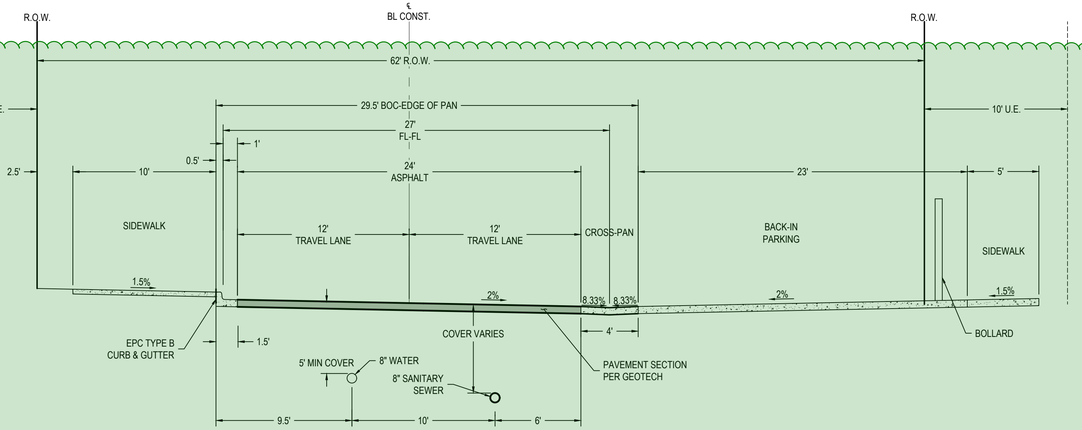
S:\LAND\SW\WEST-CO\8787 - MAYBERRY\8787-0001\ENGINEERING\04 DRAWINGS\PRELIMINARY PLANS\PUD\8787-0001 ROAD SECTIONS PRINTED ON: 8/19/2026 11:00 AM

2

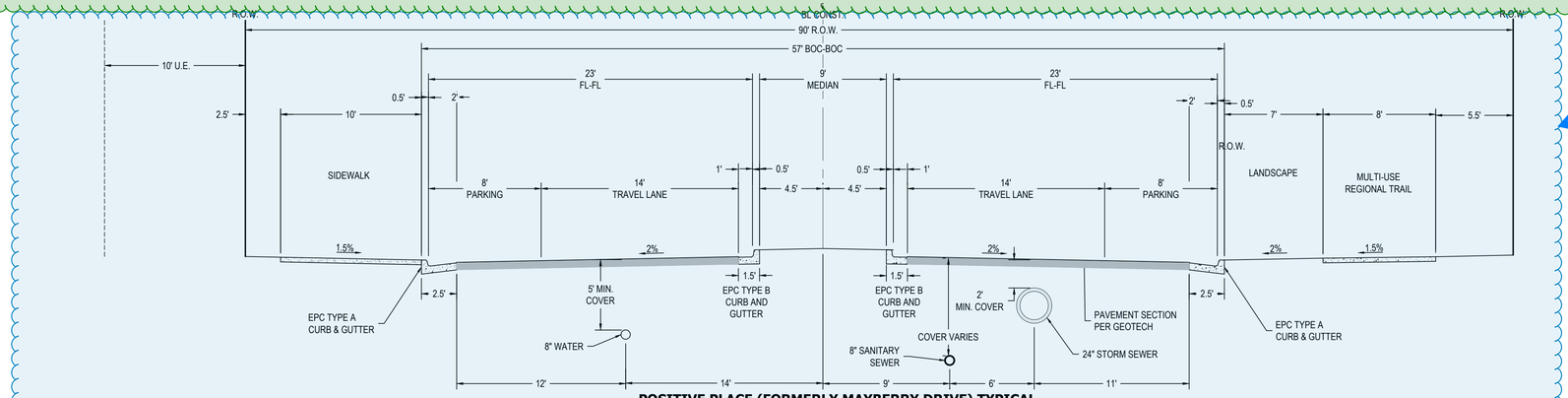


MAYBERRY DRIVE SECTION D-D
62' R.O.W. 6" VERTICAL CURB
DESIGN SPEED: 40 MPH
POSTED SPEED: 30 MPH
(MINOR ARTERIAL; DESIGN ATTRIBUTES TO MEET CURRENT COLLECTOR STANDARDS)
SCALE: 1" = 5'

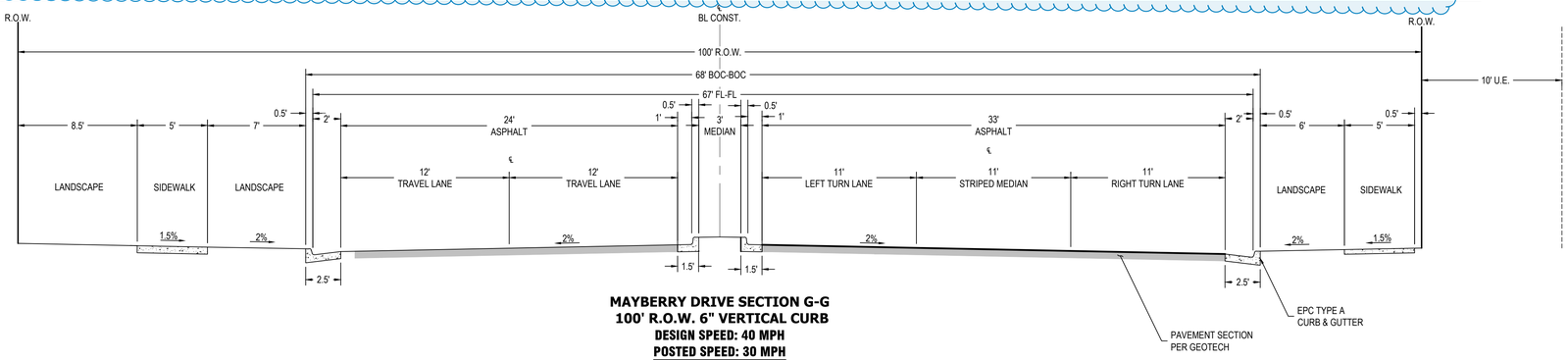


MAYBERRY DRIVE (FORMELY NEW LOG ROAD) SECTION E-E
DESIGN SPEED: 40 MPH
POSTED SPEED: 30 MPH
(MINOR ARTERIAL)
SCALE: 1" = 5'

1



POSITIVE PLACE (FORMERLY MAYBERRY DRIVE) TYPICAL
BOULEVARD SECTION F-F
90' R.O.W. 6" VERTICAL CURB
AMENDED TO MAYBERRY PHASE 1 PUD
DESIGN SPEED: 30 MPH
POSTED SPEED: 25 MPH
(URBAN RESIDENTIAL COLLECTOR)
SCALE: 1" = 5'



MAYBERRY DRIVE SECTION G-G
100' R.O.W. 6" VERTICAL CURB
DESIGN SPEED: 40 MPH
POSTED SPEED: 30 MPH
(MINOR ARTERIAL; DESIGN ATTRIBUTES TO MEET CURRENT COLLECTOR STANDARDS)
SCALE: 1" = 5'

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No.	Rev. Date:	Revision Type:
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4		
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6		

Designed: JAV
Prepared: WCK
Approved: AKM
Job No.: 8787-0002
Scale Horiz: N/A
Scale Vert: N/A
Sheet: 10 of 16
Date: August 21, 2026

Proj. Name: Mayberry Phase 2 PUD, Filing 1
Location: El Paso County
Plan Set: Construction Documents
Sheet Name: Road Cross Sections

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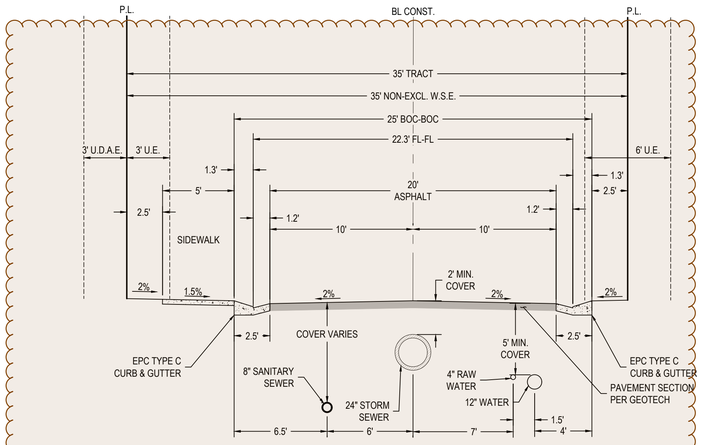
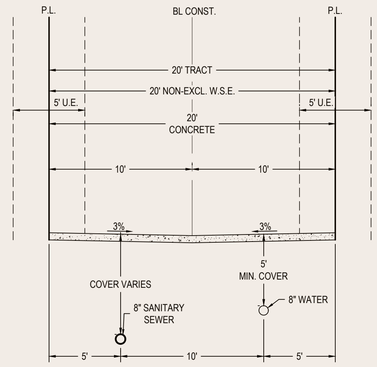
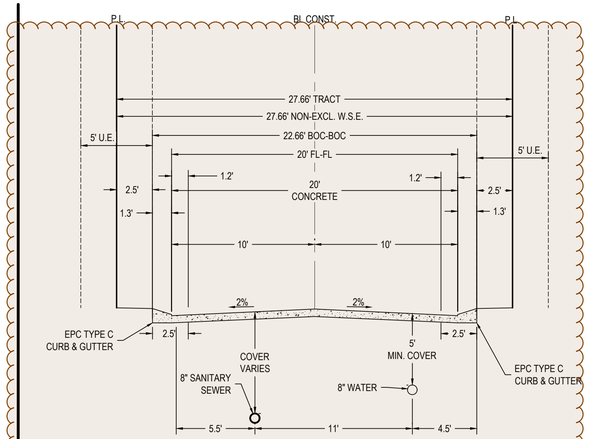


PRIVATE DRIVE B SECTION H-H
35' TRACT 6" VERTICAL CURB AND 6" ROLL OVER CURB
CATTLEMEN VIEW
NO ONSTREET PARKING ALLOWED
DESIGN SPEED: 10 MPH
POSTED SPEED: 5MPH
SCALE: 1" = 5'



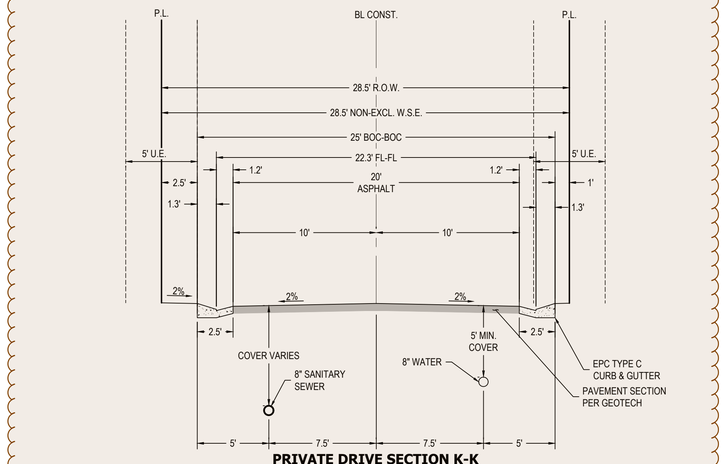
PRIVATE DRIVE SECTION I-I
20' TRACT INVERTED CROWN
PASTURE VIEW, SHADE TREE GROVE, CROSSROADS POINT, GATHERING POINT, TOWN GREEN POINT.
NO ONSTREET PARKING ALLOWED
DESIGN SPEED: 10 MPH
POSTED SPEED: 5 MPH
SCALE: 1" = 5'

***TOWN GREEN POINT MAY HAVE 4' U.E. EITHER SIDE WHERE ALLEY LOADED. PORTION OF CROSSROADS POINT ENCOMPASSED BY CATTLEMEN VIEW MAY HAVE 6' U.E. ON WEST, 4' U.E. ON EAST.**

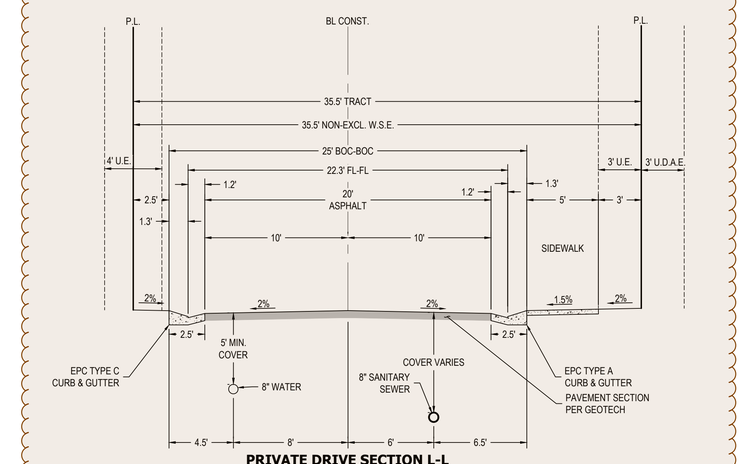


PRIVATE DRIVE SECTION J-J
26' TRACT 6" ROLL OVER CURB
FRONT PORCH VIEW
NO ONSTREET PARKING ALLOWED
DESIGN SPEED: 10 MPH
POSTED SPEED: 5 MPH
SCALE: 1" = 5'

4



PRIVATE DRIVE SECTION K-K
28.5' TRACT 6" ROLL OVER CURB
CATTLEMEN VIEW
NO ONSTREET PARKING ALLOWED
DESIGN SPEED: 10 MPH
POSTED SPEED: 5 MPH
SCALE: 1" = 5'



PRIVATE DRIVE SECTION L-L
35.5' TRACT 6" VERTICAL CURB AND 6" ROLL OVER CURB
CATTLEMEN VIEW
NO ONSTREET PARKING ALLOWED
DESIGN SPEED: 10 MPH
POSTED SPEED: 5 MPH
SCALE: 1" = 5'

***3' U.E. & 3' U.D.A.E. TO APPLY TO THIS SECTION WHERE SIDE OF HOUSE ABUTS STREET.**

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Designed: JAV
Prepared: WCK
Approved: AKM

Job No.: 8787-0002
Scale Horiz: 1" = 40'
Scale Vert: N/A

Sheet: 11 of 16
Date: August 21, 2026

Proj. Name: Mayberry Phase 2 PUD, Filing 1
Location: El Paso County
Plan Set: Construction Documents
Sheet Name: Road Cross Sections

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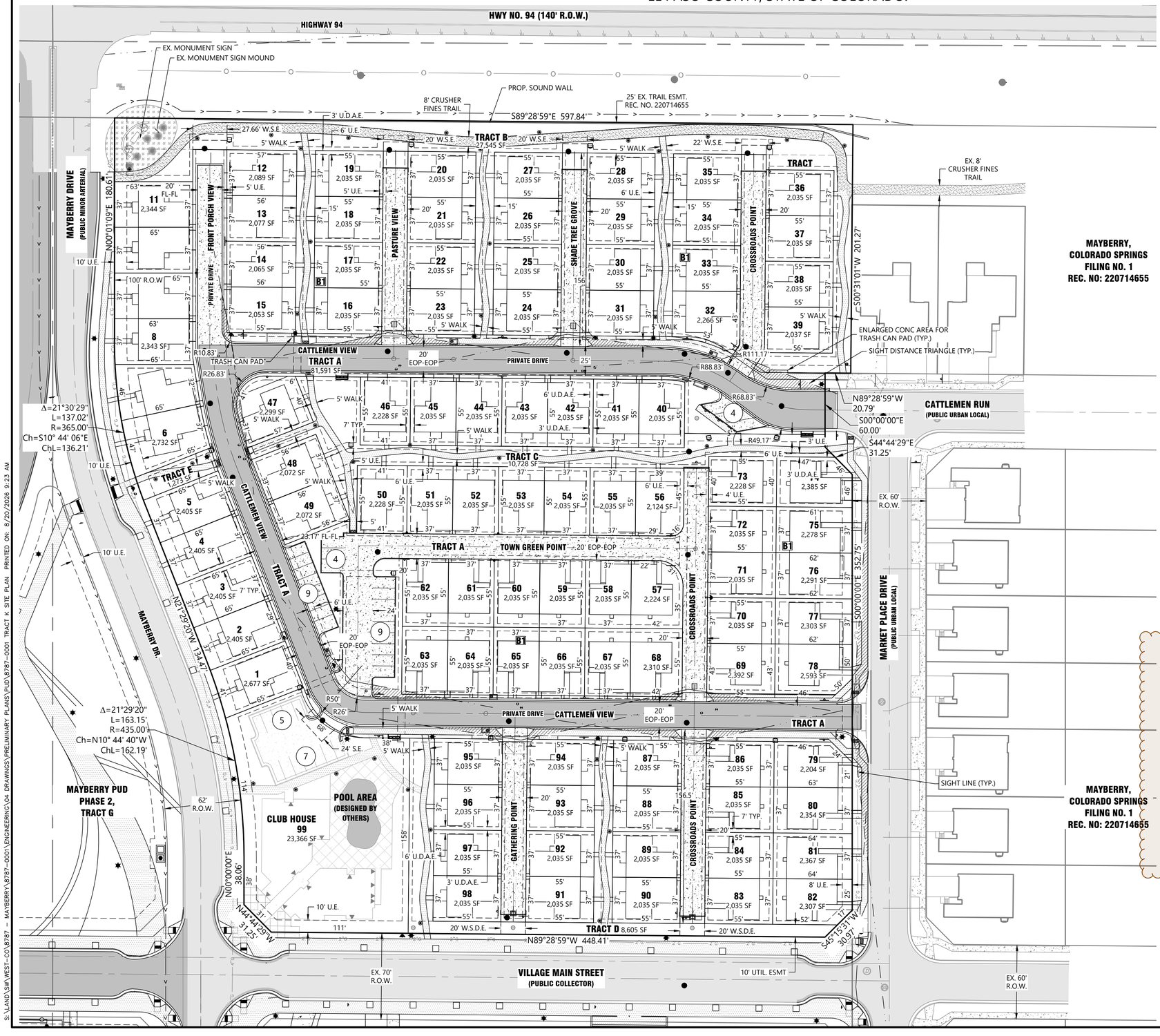
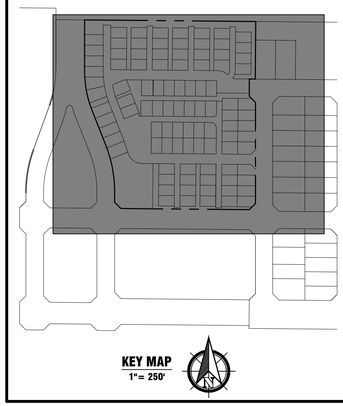
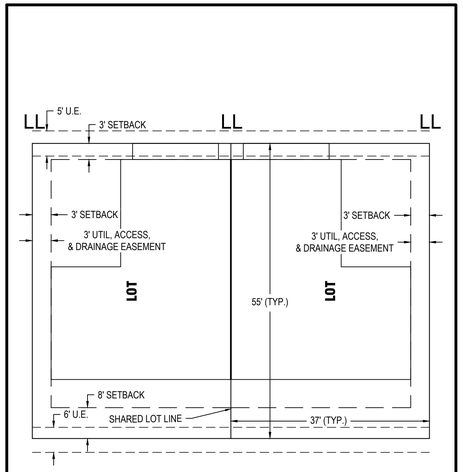
MAYBERRY PHASE 2

PUD DEVELOPMENT PLAN AND PRELIMINARY PLAN
LOCATED IN THE NW 1/4 OF SECTION 14 & THE NE 1/4 OF SECTION 15, TOWNSHIP 14 SOUTH, RANGE 63 WEST OF THE 6TH P.M.,
EL PASO COUNTY, STATE OF COLORADO.





KEY MAP
1"= 250'



TYPICAL LOT LAYOUT
N.T.S.

FIRE LANE LEGEND

FIRE LANE R8-31 12" X 18"	FIRE LANE R8-31L 12" X 18"	FIRE LANE R8-31R 12" X 18"	LIMIT OF FIRE DEPARTMENT ACCESS CUSTOM

1. NO PARKING SIGNS WILL BE PLACED ALONG THE INTERNAL ROADWAYS DURING THE FINAL PLAT PROCESS
2. 'LIMIT OF FIRE DEPARTMENT ACCESS' SIGNAGE WILL BE PLACED WHERE NECESSARY TO RESTRICT FIRE APPARATUS TRAVEL DURING THE FINAL PLAT PROCESS

SPEED LIMIT 5
R2-1
24" X 30"

4

SCALE
1 inch = 40 ft.

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No.	Revision Type:	Rev. Date:
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6		

Designed: WCK
Prepared: WCK
Approved: AKM
Job No.: 8787-0001
Scale Horiz: 1" = 40'
Scale Vert: N/A
Sheet: 12 of 16
Date: August 21, 2026

Proj. Name: Mayberry Phase 2
Location: El Paso County
Plan Set: PUD Development Plan & Preliminary Plan
Sheet Name: Tract K Site Plan

Client: Mayberry Communities, LLC
Address: 22108 Cattlemen Run Calhan, CO 80808
Contact: Scott Souders

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No. 12

S:\LAND\SW\WEST-CO\8787 - MAYBERRY\8787-0001\ENGINEERING\04 DRAWINGS\PRELIMINARY PLANS\PUD\8787-0001 TRACT K SITE PLAN PRINTED ON: 8/20/2026 9:23 AM

MAYBERRY PHASE 1

EL PASO COUNTY, COLORADO

THE NORTHEAST ONE-QUARTER (NE1/4) OF SECTION 15 AND IN THE NORTH ONE-HALF (N1/2) OF SECTION 14, ALL IN TOWNSHIP 14 SOUTH, RANGE 63 WEST OF THE 6th P.M., EL PASO COUNTY, COLORADO

AN AMENDMENT TO ELLICOTT TOWN CENTER PHASE 1 PUD / PRELIMINARY PLAN

DEVELOPMENT GUIDELINES

A1. Applicability

The provisions of this PUD shall run with the land. The landowners, their successors, heirs, or assigns shall be bound by this Development Plan, as amended and approved by the Planning and Community Development Department Director or Board of County Commissioners.

A2. PUD District Purpose & Intent

Mayberry is a new community based upon smart growth principles to create a vibrant and attractive community. The pedestrian friendly focus of the design is intended to allow for residents to live, work, and play within reasonable walking distance. The community will have residential, retail, civic, and park features that will enhance the quality of life for the residents as well as surrounding community.The Mayberry Planned Unit Development (PUD) district zoning provides the versatility to encourage innovative and creative design and to facilitate a mix of uses including residential, business, commercial, and industrial, recreation, open space, and other selected secondary uses. The PUD zoning improves the design, character and quality of the Mayberry development with flexibility by varying lot size, building heights, setback controls and other site development requirements; landscape and signage improvements will enhance and establish a common development aesthetic for streets and common landscape areas for unique development intent. Lot standards, tracts and landscaping provided address opportunities for a wide variety of housing while also ensuring increased opportunities for enhanced streetscapes and open spaces for the Mayberry community.

B1. Principal Permitted Uses: (MDR-12)

1. Residential Child Care Facility
2. Group Home
3. Public Park and Open Space
4. Recreation Facilities
5. Religious Institutions
6. Single-Family Residential
7. Multi-Family Residential (two or more attached units)

B2. Use Subject to Special Review: (MDR-12)

1. Adult Care Facility
2. Educational Facility
3. Emergency Facility
4. Private Tower

1) Accessory Uses and Buildings

1. Detached Private Parking Garage or Carport; Storage Shed; Gazebo; Deck (Attached or Detached, Covered or Uncovered); Swimming Pool, Hot Tub, Tennis Court or Similar Private Recreational Facility; Private Greenhouse; Fence, Wall and Hedge.
2. Home Occupation as defined by the Land Development Code meeting all requirements and conditions contained therein.
3. Development Requirements for accessory buildings shall match development standards for specific lot types.

Projections into Setbacks

1. For property located in residential zone districts containing a minimum required lot size of one half (1/2) acre or less:
   a. A porch, four (4) feet by four (4) feet or less, may project into a required front or rear yard setback.
   b. Open and Unenclosed Patios, Decks, Platforms, Landings or Ramps may extend into required front, side or rear yard setbacks provided such Patio, Deck, Platform, Landing or ramp does not exceed eighteen (18) inches in height measured from the finished floor to any adjacent point of the finished grade.
   c. Awnings, Chimneys and Flues, Sills, Belt Courses, Cornices, Eaves and other similar architectural features may project not more than two (2) feet into required front, side or rear yard setbacks.

C1. Development Requirements for Lot Type A (Lots under 55 FT Width) Lot typical reference sheet 5:

1. Maximum lot coverage: 70 %
2. Maximum building height: 40 feet.
3. Setback minimums:
   a. Front yard: ten (10) feet.
   b. Side yard: four (4) feet.
   c. Rear yard: seven and one half (7.5) feet.
4. Accessory building must comply with the setbacks established above, except that the rear yard setback may be reduced to seven and one half (7.5) feet for any lots that do not abut a public street. Accessory structures shall be governed by architectural covenants regarding building colors and materials to be consistent with the primary structure of the site.

C2. Development Requirements for Lot Type B (Lots over 55 FT Width) Lot typical reference sheet 5:

1. Maximum lot coverage: 70%
2. Maximum building height: 40 feet.
3. Setback minimums:
   a. Front yard: ten (10) feet.
   b. Side yard: five (5) feet.
   c. Corner lot: the side yard setback for the side street side shall be seven and one half (7.5) feet.
   d. Rear yard: seven and one half (7.5) feet.
4. Accessory building must comply with the setbacks established above, except that the rear yard setback may be reduced to seven and one half (7.5) feet for any lots that do not abut a public street. Accessory structures shall be governed by architectural covenants regarding building colors and materials to be consistent with the primary structure of the site.

D. Lot Sizes

The Preliminary Plan | PUD Development Plan and the Final Plat establish the lot sizes for each lot.

E. Streets

Streets within Mayberry Phase 1 PUD provide general vehicular circulation throughout the development. All streets shall be publicly owned and maintained. Construction will be to El Paso County Standards except for deviations approved separately by Planning and Community Development. Sidewalks shall be provided on both sides of all streets illustrated on this plan unless specifically excluded.

F. Architectural Control Committee Review/Covenants

Covenants for Mayberry Phase 1 PUD have been created by separate documents. The Covenants establish rules and regulations for the property within the subdivisions and establish the governance mechanism of the subdivision, including the creation of the Architectural Control Committee.

G. Authority

This PUD is authorized by Chapter 4 of the El Paso County Land Development Code, adopted pursuant to the Colorado Planned Unit Development Act of 1972, as amended.

H. 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 Plan for Mayberry Phase 1 PUD 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; and that the El Paso County Land Development Code and this development plan complies with the Colorado Planned Unit Development Act of 1972, as amended.

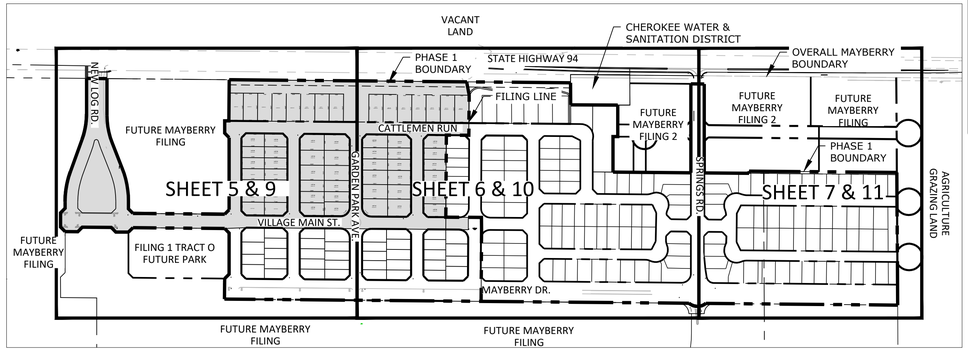
I. Relationship to County Regulations

The provisions of this Development Plan shall prevail and govern the development of Mayberry Phase 1 PUD, provided, however, that where 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.To further the mutual interest of the residents, occupants, and owners of the PUD and of the public in the preservation of the integrity of this development plan, the provisions of this plan relating to the use of 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 limitation on any power or regulation otherwise granted by law. The provisions of this PUD shall run with the land. The landowners, their successors, heirs, or assigns shall be bound by this Development Plan, as amended and approved by the Planning and Community Development Department Director or Board of County Commissioners

Where there is more than one provision within the development plan that covers the same subject matter, the provision which is most restrictive or imposes higher standards or requirements shall govern.

The total number of dwellings or the total commercial, business, or industrial intensity shown on the development plan for development within the specified planning areas is the maximum development requested for platting or construction (plus any approved density transfers). The actual number of dwellings or level of development may be less due to subdivision or Site Development Plan requirements, land carrying capacity, or other requirements of the Board of County Commissioners.

At the time of any final plat application, the applicant shall provide a summary of the development, to date, to Planning and Community Development Department, in order to assure maximum development limits are not exceeded



SHEET INDEX MAP

GENERAL PROVISIONS

1. All streets shall be constructed to El Paso County standards, dedicated to El Paso County for and upon acceptance by El Paso County shall be maintained by El Paso County Department of Transportation except landscaping as indicated in note #2.
2. Landscape entry features, open space tracts, parks and trails shall be owned (when appropriate) and maintained by the Home Owners Association or Metropolitan District. All double frontage lots shall receive a combination of berming, fencing, and landscape between the property line and the curb. All medians shall be landscaped and maintained by the Home Owners Association or Metropolitan District. All double frontage streets shall have a minimum of one tree per 30 feet of frontage. These trees can be clustered along the frontage as determined by the subdivider.
3. Contour interval shown on plan 2'.
4. No residential lots shall have access to State Highway 94.
5. Minimum public utility/drainage easements shall be provided on all lots as follows:
   a. Front: eight (8) feet.
   b. Side: Four (4) feet.
   c. Rear: seven and one-half (7.5) feet
6. All open space/trail/landscape tracts shall be limited to non-motorized use only, except for maintenance and emergency vehicles.
7. This site, State Highway 94 and New Log Road is not within a designated F.E.M.A. Floodplain as determined by the flood insurance rate map, community panel number 08041C0810G, effective 12.07.2018.
8. The parties responsible for this plan have familiarized themselves with all current accessibility criteria and specifications and the proposed plan reflects all site elements required by the applicable ADA design standards and guidelines as published by the United States Department of Justice. Approval of this plan by El Paso County does not assure compliance with the ADA or any regulations or guidelines enacted or promulgated under or with respect to such laws.
9. Geologic Hazard Note:

No geologic hazards were identified that preclude development. Design level investigations are required for building construction and pavement design. Mitigation measures and a map of the hazard area can be found in the report Preliminary Geotechnical Investigation Ellicott Town Center by CTL Thompson on 07.13.2006 in file (PUDSP 21-009) available at the El Paso County Planning and Community Development Department:

- Seismicity: (Throughout the Site)
- Radioactivity:(Throughout the Site)
- Radon:(Throughout the Site)

These can be mitigated by with engineering design and construction methods commonly employed in this area, enclosing structures during construction include installing a blower connected to the foundation drain and sealing the joints and cracks in concrete floors and foundation walls. If the occurrence of radon is a concern, structures may be tested after they are enclosed. Commonly utilized mitigation techniques may minimize risk.

10. Development of the property shall be in accordance with the overall PUD Development Plan Approval. Minor modifications may be subject to the limitations contained in the El Paso County Load Development Code.
11. Development Plan shall adhere to the requirements of the El Paso County Land Development Code and revisions reflected in the Preliminary Plan conditions.
12. Mayberry Phase I shall be limited to a total maximum density as illustrated on the plan.
13. Access to lots adjacent to the traffic circles shall be located as far away from the traffic circles as possible.
14. A temporary access easement for Union Pacific Way will be recorded under Reception No. _____ Dated _____, 2022.
15. A temporary access easement for El Reno Lane will be recorded under Reception No. _____ Dated _____, 2022.

PUD MODIFICATION TABLE
(AS ALLOWED BY LDC SECTION 4.2.6.(F)(2)(g))

LDC/ECM Section	Category	Standard	Modification	Justification
LDC Chapter 8.4.5(G)(4b) and 8.4.6.(C)(2d)	**Drainage/Utility Easement**	The standard drainage easement and utility width for urban side lot lines (5 feet)	4' Drainage easement and utility width for urban side lot line.	Small lot product requests smaller setback for increased flexibility in product types associated with urban PUD. MVEA has accepted reduced dimension.
ECM Standard Drawing SD 2_77	**Urban Knuckle SDT Length**	40' SDT	Reduce driveway side SDT to 20'	To provide greater flexibility on driveway placement, particularly to increase distance between intersections and driveways while maintaining the overall knuckle design criteria.
ECM Section 2.5.2.C.4	**Mid-block crossings**	Access ramps on local roadways shall be spaced no greater than 600 feet apart.	Union Pacific Way and El Reno Lane exceed 600 feet without a mid-block crossing.	Adequate pedestrian accessibility is provided on both sides of the ROW with proper access ramps at the majority of the intersections.

Ownership Certification

Colorado Springs Mayberry LLC
Name of Landowner

Landowner's Signature, notarized

I/we _____ a (*one of the following: qualified title insurance company, title company, title attorney, or attorney at law*) duly 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 _____
_____ at the time of this application.

Notarized signature

OR Name of Attorney and registration number

Board of County Commissioners Certification

This PUD/preliminary plan for Mayberry Phase 1 was approved for filing by the El Paso County, Colorado Board of County Commissioners on the _____ day of _____, 20__, subject to any notes specified hereon and any conditions included in the resolution of approval. The dedications of land to the public (streets, tracts, easements) are accepted, but public improvements thereon will not become the maintenance responsibility of El Paso County until preliminary acceptance of the public improvements in accordance with the requirements of the Land Development Code and Engineering Criteria Manual, and the Subdivision Improvements Agreement.

President, Board of County Commissioners date

Director, Planning & Community Development Department date

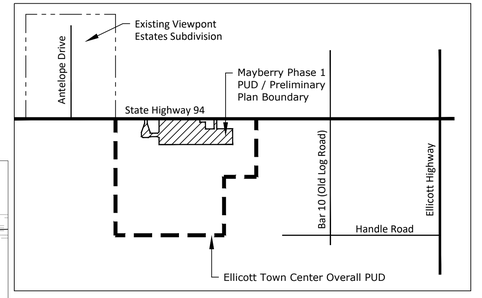
Clerk and Recorder Certification

State of Colorado)
)ss.
El Paso County)

I hereby certify that this Plan was filed in my office on this _____*(day)* of _____*(month)*, 20___ at _____ o'clock a.m./p.m. and was recorded per Reception No. _____.

El Paso County Clerk and Recorder

VICINITY MAP



SITE DATA

NORTH N.T.S.

Tax ID Number:	3400000362, 3400000437, 3400000438, 3400000441,3400000440, 3400000442 & 3400000444
Total Area:	71.39 AC
Development Schedule:	2021
Small Area Plan:	The Ellicott Valley Comprehensive Plan
Sketch Plan:	Ellicott Town Center Overall PUD Plan (SKP 05-005)
Current Zoning:	PUD
Current Use:	Vacant
Proposed Use:	Single Family Residential *
Average Lot Size:	6,936 SF
Minimum Lot Size:	4,900 SF
Minimum Lot Width:	40 FT
Maximum Lot Coverage:	70%
Gross Density:	3.3 DU/AC
R.O.W.:	26.699 AC
Total Tract Area:	5.8 AC
Maximum Building Height:	40 FT

* Reference Development Guidelines Section C for Lot types & information. Reference sheet 5 for Lot typicals

Landscape Setbacks:
State Highway 94 (State Highway): 25 FT

Open Space:

Required:	7.1 AC (10%)
Usable:	1.7 AC (25% of 7.1 AC Required)
Provided:	8.6 AC (Tracts A,B,C,D,E & O)
Usable:	8.6 AC (Tracts A,B,C,D,E & O)

*Tract O is part of the Filing 1 area and open space. This will be developed in the future with the Phase 1 Area as part of the Open Space dedications.

PHASE 1 LAND USE DATA TABLE

LAND USE	NET DENSITY	UNITS	ACRES	% OF LAND
SINGLE FAMILY	6.28 DU/AC	240 Lots	38.891	55%
ROAD R.O.W	N/A	N/A	26.699	37%
OPEN SPACE TRACTS	N/A	N/A	5.8	8%

AMENDMENT HISTORY

County File Number	Date	Amendment Description
PUDSP-21-009	02-16-2022	Revise Lots, Tracts & Streets

PROJECT HISTORY

Date	Approved
12-Jan-06	Ellicott Town Center Overall PUD Plan PUD05021 (Res No. 06-161)
11-May-06	Phase 1 PUD/Preliminary Plan PUD05022 (Res No. 06-162)
12-Apr-07	Ellicott Town Center Filing No. 1 Final Plat SF06012 (Res No. 07-132)
22-Dec-20	Mayberry Filing No. 2 Final Plat SF1910 (Res No. 20-475)
23-Dec-20	Mayberry Filing No. 1 Final Plat Recorded SF1920 (Res No. 19-415)

PROJECT TEAM

OWNER / DEVELOPER: Colorado Springs Mayberry LLC
32823 Temecula Pkwy
Temecula, CA 92592
719.426.7810

APPLICANT: N.E.S. Inc.
619 N. Cascade Ave., Suite 200
Colorado Springs, CO 80903
719.471.0073

ENGINEER: JPS Engineering Inc.
19 E. Willamette Ave.,
Colorado Springs, CO 80903
719.477.9429

SURVEYOR: JPS Engineering Inc.
19 E. Willamette Ave.,
Colorado Springs, CO 80903
719.477.9429

SHEET INDEX

Sheet 1 of 13: Cover Sheet
Sheet 2 of 13: Legal Boundary/Tract Exhibit & Adjacent Owners
Sheet 3 of 13: Street Sections
Sheet 4 of 13: Street Sections
Sheet 5 of 13: Site Plan & Lot Typicals
Sheet 6 of 13: Site Plan
Sheet 7 of 13: Site Plan
Sheet 8 of 13: Landscape Notes & Details
Sheet 9 of 13: Landscape Plan
Sheet 10 of 13: Landscape Plan
Sheet 11 of 13: Landscape Plan
Sheet 12 of 13: Preliminary Grading & Erosion Control Plan
Sheet 13 of 13: Preliminary Grading & Erosion Control Plan

N.E.S. Inc.
619 N. Cascade Avenue, Suite 200
Colorado Springs, CO 80903

Tel. 719.471.0073
Fax 719.471.0267

www.nescolorado.com

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PLANNER / LANDSCAPE ARCHITECT

IN ASSOCIATION WITH

MAYBERRY PHASE 1

AN AMENDMENT TO ELLICOTT TOWN CENTER PHASE 1 PUD DEVELOPMENT / PRELIMINARY PLAN

EL PASO COUNTY, CO

PROJECT INFO

DATE: 05.26.2021
PROJECT MGR: J. ROMERO
PREPARED BY: B. ITTEN

STAMP

ISSUE INFO

ENTITLEMENT

DATE:	BY:	DESCRIPTION:
10.20.2021	B.I.	Per County Comments
01.11.2022	B.I.	Per County Comments
02.16.2022	B.I.	Per County Comments

ISSUE / REVISION

SHEET TITLE

COVER

SHEET NUMBER

1 OF 13

PLAN FILE #

PUDSP-21-009

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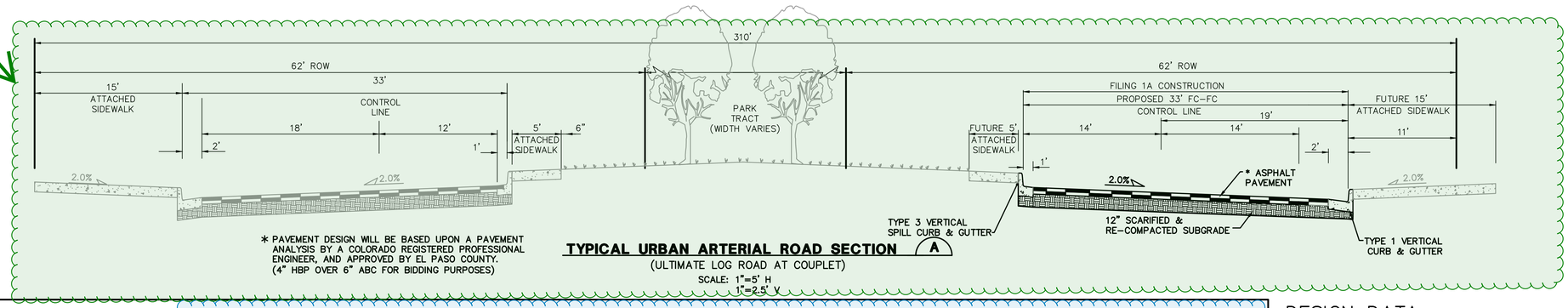


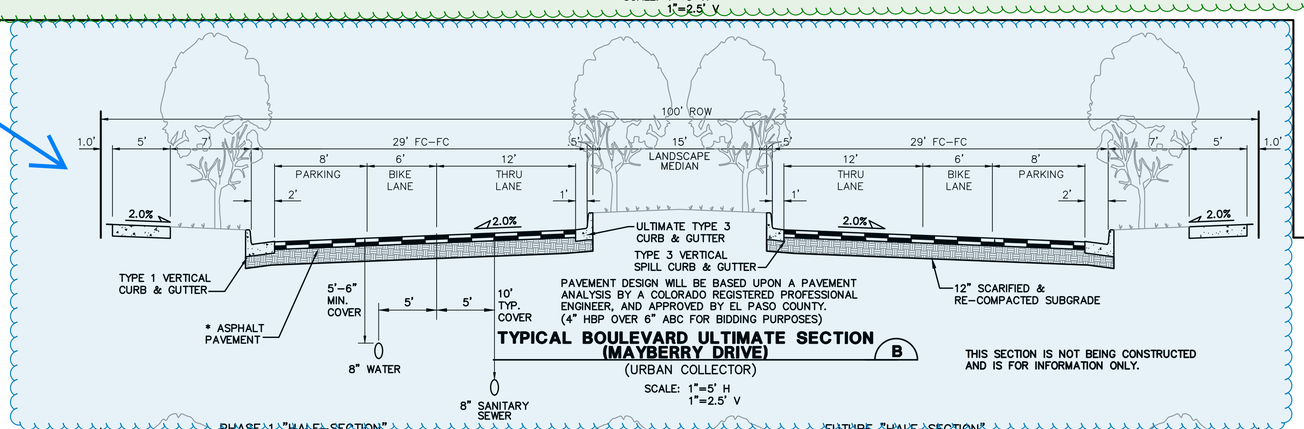
* PAVEMENT DESIGN WILL BE BASED UPON A PAVEMENT ANALYSIS BY A COLORADO REGISTERED PROFESSIONAL ENGINEER, AND APPROVED BY EL PASO COUNTY. (4" HBP OVER 6" ABC FOR BIDDING PURPOSES)

TYPICAL URBAN ARTERIAL ROAD SECTION (A)

(ULTIMATE LOG ROAD AT COUPLET)

SCALE: 1"=5' H
1"=2.5' V

1



TYPICAL BOULEVARD ULTIMATE SECTION (MAYBERRY DRIVE) (B)

(URBAN COLLECTOR)

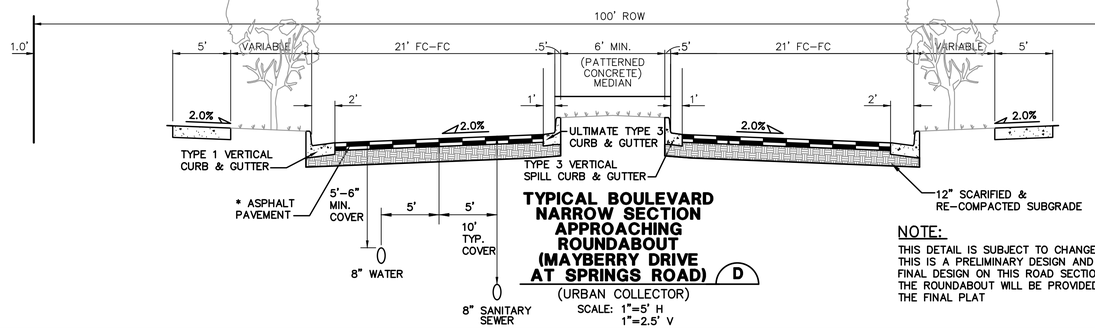
SCALE: 1"=5' H
1"=2.5' V

THIS SECTION IS NOT BEING CONSTRUCTED AND IS FOR INFORMATION ONLY.

TYPICAL BOULEVARD PHASE 1 INTERIM SECTION (MAYBERRY DRIVE) (C)

(URBAN COLLECTOR)

SCALE: 1"=5' H
1"=2.5' V



TYPICAL BOULEVARD NARROW SECTION APPROACHING ROUNDABOUT (MAYBERRY DRIVE AT SPRINGS ROAD) (D)

(URBAN COLLECTOR)

SCALE: 1"=5' H
1"=2.5' V

PAVEMENT DESIGN WILL BE BASED UPON A PAVEMENT ANALYSIS BY A COLORADO REGISTERED PROFESSIONAL ENGINEER, AND APPROVED BY EL PASO COUNTY. (4" HBP OVER 6" ABC FOR BIDDING PURPOSES)

DESIGN DATA

ROAD CLASSIFICATION:	URBAN MINOR ARTERIAL
DESIGN SPEED:	40 MPH
POSTED SPEED:	35 MPH
MIN. HORIZONTAL RADIUS: (STANDARD)	565'
MIN. HORIZONTAL RADIUS: (PER APPROVED DEVIATION)	400'
MIN. GRADE:	0.5%
MAX. GRADE:	6.0%
MIN. K-VALUE (CREST):	44
MIN. K-VALUE (SAG):	64

DESIGN DATA

ROAD CLASSIFICATION:	URBAN COLLECTOR
DESIGN SPEED:	40 MPH
POSTED SPEED:	35 MPH
MIN. HORIZONTAL RADIUS:	565'
MIN. GRADE:	1.0%
MAX. GRADE:	8.0%
MIN. K-VALUE (CREST):	44
MIN. K-VALUE (SAG):	64

* PAVEMENT DESIGN WILL BE BASED UPON A PAVEMENT ANALYSIS BY A COLORADO REGISTERED PROFESSIONAL ENGINEER, AND APPROVED BY EL PASO COUNTY. (4" HBP OVER 6" ABC FOR BIDDING PURPOSES)

NOTE:

THIS DETAIL IS SUBJECT TO CHANGE AS THIS IS A PRELIMINARY DESIGN AND THAT FINAL DESIGN ON THIS ROAD SECTION AND THE ROUNDABOUT WILL BE PROVIDED WITH THE FINAL PLAT

NOTE: LANE WIDTHS ARE IN ACCORDANCE WITH DEVIATIONS APPROVED AS PART OF PUD

MAYBERRY, COLORADO SPRINGS - PHASE 1

TYPICAL ROAD SECTIONS

JPS ENGINEERING
19 E. Willamette Ave.
Colorado Springs, CO 80903
PH: 719-477-9429
FAX: 719-471-0766
www.jpsengr.com

CALL UTILITY NOTIFICATION CENTER OF COLORADO
1-800-922-1987
CALL 2-BUSINESS DAYS IN ADVANCE BEFORE YOU DIG, GRADE, OR EXCAVATE FOR THE MARKING OF UNDERGROUND MEMBER UTILITIES.

No.	REVISION	BY	DATE

HORZ. SCALE:	1"=5'	DRAWN:	BJJ
VERT. SCALE:	AS SHOWN	DESIGNED:	JPS
SURVEYED:	R&R	CHECKED:	JPS
CREATED:	10/30/20	LAST MODIFIED:	12/08/21
PROJECT NO:	090001	MODIFIED BY:	BJJ

SHEET: TY2

4 OF 13

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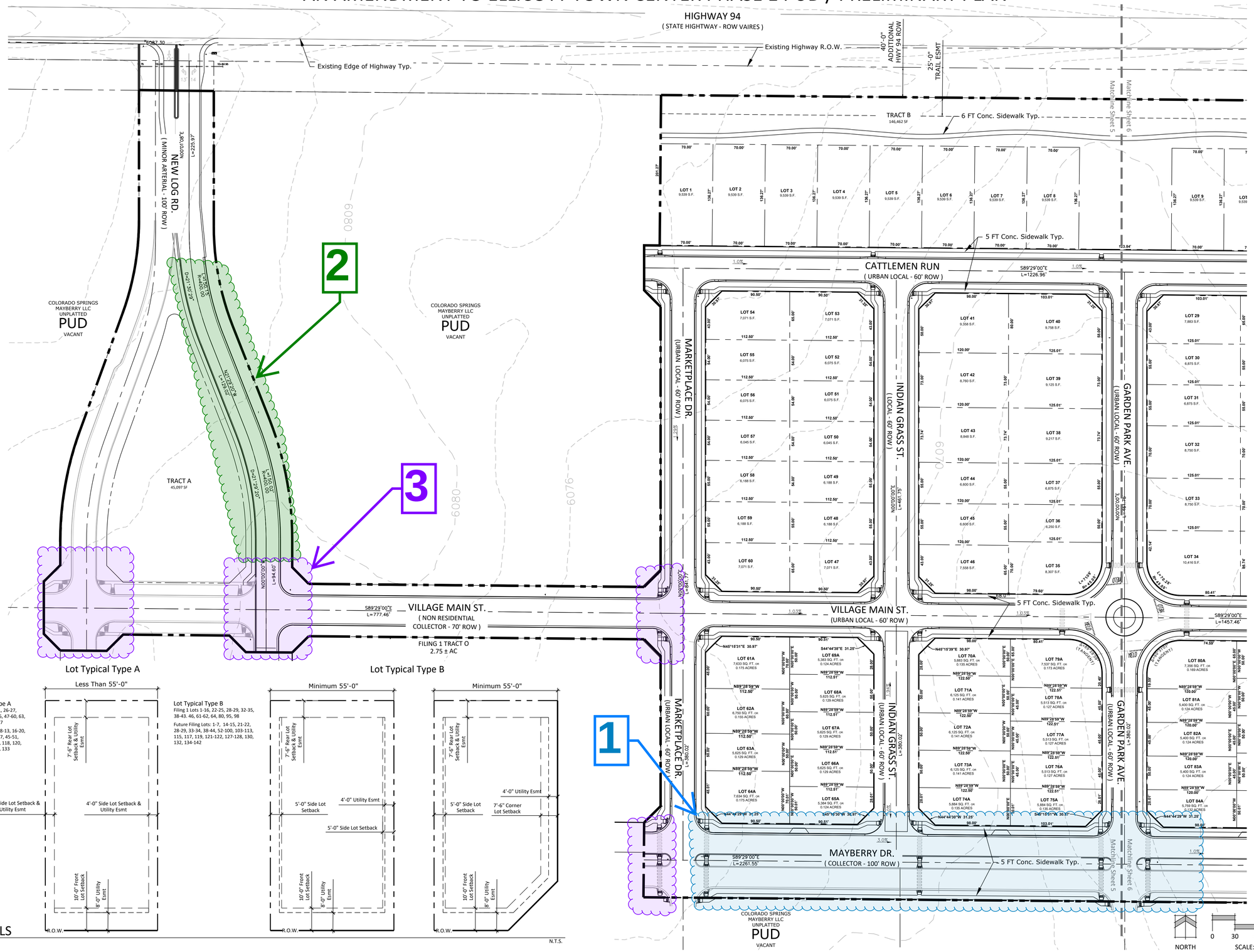
MAYBERRY PHASE 1

EL PASO COUNTY, COLORADO

AN AMENDMENT TO ELLICOTT TOWN CENTER PHASE 1 PUD / PRELIMINARY PLAN



LOT TYPICALS

Lot Typical Type A
Filing 1 Lots: 17-21, 26-27, 30-31,36-37, 44-45, 47-60, 63, 65-78, 81-94, 96-97

Future Filing Lots: 8-13, 16-20, 23-27, 30-32, 35-37, 45-51, 101-102, 114, 116, 118, 120, 123-126, 129, 131, 133

Lot Typical Type B
Filing 1 Lots 1-16, 22-25, 28-29, 32-35, 38-43. 46, 61-62, 64, 80, 95, 98

Future Filing Lots: 1-7, 14-15, 21-22, 28-29, 33-34, 38-44, 52-100, 103-113, 115, 117, 119, 121-122, 127-128, 130, 132, 134-142

N.T.S.

NORTH

0 30 60 120

SCALE: 1" = 60'

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NES

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PLANNER / LANDSCAPE ARCHITECT

IN ASSOCIATION WITH

MAYBERRY PHASE 1

AN AMENDMENT TO ELLICOTT TOWN CENTER PHASE 1 PUD DEVELOPMENT / PRELIMINARY PLAN

EL PASO COUNTY, CO

PROJECT INFO

DATE: 05.26.2021
PROJECT MGR: J. ROMERO
PREPARED BY: B. ITTEN

STAMP

ENTITLEMENT

ISSUE INFO

DATE:	BY:	DESCRIPTION:
10.20.2021	B.I.	Per County Comments
01.11.2022	B.I.	Per County Comments
02.16.2022	B.I.	Per County Comments

ISSUE / REVISION

SHEET TITLE

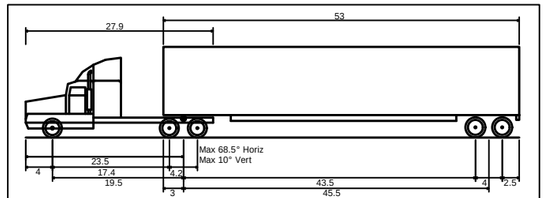
PUD PRELIMINARY SITE PLAN

SHEET NUMBER

5 OF 13

PLAN FILE #

PUDSP-21-009



WB-67 - Interstate Semi-Trailer

Overall Length	73.501ft
Overall Width	8.500ft
Overall Body Height	13.500ft
Min Body Ground Clearance	1.334ft
Max Track Width	8.500ft
Lock-to-lock time	6.00s
Max Steering Angle (Virtual)	28.40°

LEGEND

- WHEEL TURN PATH
- OVERHANG PATH
- PARALLEL PARKING

HIGHWAY 94
HOMESTEAD PL.
CATTLEMEN LOOP
CATTLEMEN WALK
TRACT A
B1
POOL & CLUB HOUSE
8' PARKING
R40'
POSITIVE PL.
MAYBERRY DR.
FUTURE FILING (TRACT G, MAYBERRY, COLORADO SPRINGS, FILING NO. 1)
VILLAGE MAIN ST.
FUTURE FILING TRACT H
R35'
OHE
UGE



100 0 50 100

SCALE
1 inch = 100 ft.

1765 W. 121st Avenue
Suite 300
Westminster, CO 80234
303-421-4224 • www.lja.com

Proj. Name: Mayberry
Location: El Paso County, Colorado
Plan Set:
Sheet Name: WB-67 TRUCK TURN EXHIBIT

Date: July 28, 2026
Job No.: 8787-0000

Scale H: 1" = 100'
Scale V: N/A

Prepared: SCA
Approved: AKM

Know what's below.
Call before you dig.

No. 1

S:\LAND\SW\WEST-CO\8787 - MAYBERRY\8787-0001\ENGINEERING\01 EXHIBITS\WB-67 TRUCK TURN EXHIBIT\WB-67 TRUCK TURN EXHIBIT PRINTED ON: 11/5/2026 5:03 PM