



Planning and Community
Development Department
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Special Standard PUD Zoning District

Project Name: Mayberry Phase 2

PCD File No.: PUDSP251

APPLICANT INFORMATION

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PROFESSIONAL ENGINEER INFORMATION

Company: LJA	Name: Alaina Kneebone Marler	P.E. Number (CO): 35781
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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), ~~Section 2.3.7 (Table 2-31 Minimum Curb Return Radius at Intersection (Urban Roads)), as well as a deviation from the El Paso County Land Development Code (LDC), Section 6.2.5, Table 6-4 (Aisle Width Requirements).~~ The proposed deviations support the Mayberry Phase 2 PUD Development Plan by enhancing pedestrian safety, improving multimodal accessibility, and creating a cohesive 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 Urban Residential Collector ROW Width (Positive Place)
 - ~~From 100 feet (Mayberry Phase 1 standard) to 90 feet (proposed)~~
 - To accommodate a regional trail system, provide on-street parking, and reduce pedestrian crossing distances.
2. Modified Urban Minor Arterial Cross Section (Mayberry Drive)
 - Inclusion of a 10-foot attached sidewalk, and limited parallel and diagonal parking
 - To support pedestrian activity and adjacent community-oriented land uses.
3. Intersection Bump-Outs and ~~raised sidewalk crossing~~ on either side of the Mayberry I
 - To shorten pedestrian crossing distances and improve visibility and safety at intersections.
4. Private Roads within Tract K
 - To allow design flexibility and support internal circulation consistent with the planned development layout.

add: that do not match the ECM standards

Revise this to state modified urban residential collector (Positive Place).

the standard cross section for an urban residential collector is 60 ROW and therefore you are providing more. It is good to highlight that it will be 90 ft instead of the 100 ft shown on the previous PUD but a deviation is not required.

remove the raised sidewalk per previous meeting with staff. Please update this on all sheets.

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. ~~ROW Width Reduction (100 ft → 90 ft)~~

~~The reduced ROW allows for:~~

- Shorter pedestrian crossing distances, improving safety and walkability
- Elimination of bike lanes in favor of alternative multimodal facilities
- Reallocation of space for on-street parallel parking and enhanced streetscape elements

The updated section includes:

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

see comment above

2. Attached 10-ft Sidewalk with Tree Wells

- Replaces detached sidewalks to:
 - Create a more urban, pedestrian-oriented streetscape
 - 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

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. 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
4. 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. 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 and Raised Crosswalks (Mayberry Drive Couplet)

Applicable ECM Standard: ECM Section 2.3.2, Table 2-6 & 7 – Urban Residential Collector and Urban Minor Arterial

(Typical intersection geometry does not include curb extensions/bump-outs or ~~raised pedestrian crossings~~ within arterial or collector sections)

Proposed Modified Design:

1. Inclusion of Intersection Bump-Outs (Curb Extensions)

- Curb extensions are proposed at intersections along the Mayberry Drive couplet with Village Main Street & Positive Place along with intersection at Market Place Drive to:
 - Reduce pedestrian crossing distances from 36 feet to approximately 30 feet
 - ~~Improve pedestrian visibility by positioning pedestrians higher into the driver's line of sight~~
 - 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 1.7 to 2.0 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. Raised Sidewalk Crossings Across Parking Lanes~~

- Raised crossings are proposed on either side of the Mayberry Drive couplet to:
 - Maintain continuous sidewalk grade across parking lanes, reinforcing pedestrian priority
 - Increase driver awareness of pedestrian crossing zones to
 - Enhance accessibility and pedestrian comfort
- These crossings will be:
 - Clearly signed and marked to provide advance vehicle aw
 - Designed with appropriate transitions to maintain safe vel

3. 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 district

4. Maintenance Considerations

- The proposed design is compatible with County maintenance operations, including snow removal:
 - Primary snowplowing efforts are expected to focus on maintaining the travel lanes
 - Adjacent parking areas, where bump-outs are located, are anticipated to receive secondary or limited plowing, reducing interaction with curb extensions
- 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 ~~vertical elements~~
 - ~~Raised crossings designed to remain highly visible under winter conditions~~

~~Operational Cost Consideration~~

- The proposed improvements are not anticipated to increase County maintenance costs, as:
 - Raised crossings will be clearly signed and visibly identified, allowing snowplow operators to anticipate these features

as indicated in the meeting with staff, the proposed parking areas will need a license agreement for maintenance by the district. This should be highlighted. The license agreement will be at the time of final plat.

please also include that the design vehicle can navigate the intersection with these bump-outs.

- Operators can reasonably adjust vehicle speed and blade height when traversing these locations
- No additional specialized maintenance equipment or procedures are required beyond typical roadway maintenance operations

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 1.7–2.0 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 and 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

The proposed design maintains full vehicular functionality while maintaining reduced crossing distance, reduced exposure time, and enhanced design compared to the standard ECM configuration for urban areas.

This form is for ECM changes not LDC items. Please remove. See comments from planning regarding these sections on the PUD plan. The deviation that would apply to the private roads is the cross sections not meeting County standard local roadway cross sections identified in ECM 2.3.2, table 2-7

4. Detailed Deviation – Private Roads within Tract K (Cattlemen Homestead Place, Heritage Place, Founders Way, Central Court, and Parkside Drive)

Applicable LDC Standard: LDC Section 6.2.5, Table 6-4 (Aisle Width Requirements), 6.3.3.C.3.e Fire Protection Roads.

Existing Code:

1. From Table 6-4, the required lane width for 90° parking is 24-ft.
2. From Section 6.3.3.c.3e “Width of Driveway and Emergency Vehicle Lanes. Where the driveway is greater than 150 feet in length, it shall be not less than 10 feet in unobstructed width. Emergency vehicle lanes providing one-way travel shall be a minimum of 16 feet in width, and fire lanes with two-way travel shall be a minimum of 24 feet in width.”

Proposed Modified Design:

1. Reduced and Variable Roadway Widths

- The proposed private road network within Tract K includes
 - Variable-width roadway sections ranging from approximately 21 feet to 25 feet (asphalt with mountable curb).
 - Concrete sections approximately 20 feet in width with inverted crowns.
- In areas where head-in (90°) parking is provided, Central Park and Cattlemen Loop, 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
- 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.

for urban local low volume.

provide any correspondence from fire district.

- “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.
 - Along the north side of Cattlemen Loop, 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 named: Homestead Place, Heritage Place, Founders Way, Parkside Drive, and Central Court
 - Improved drainage control within a compact cross section
 - A seamless transition between travel way and adjacent uses, reinforcing the shared-space concept
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 Mayberry Community aesthetics
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 District, not the County.
 - Snow management strategies include:
 - Snow storage areas located at the terminus of dead-end roadways; Homestead Place, Heritage Place, Founders Way, Cattlemen Walk, and Parkside Drive
 - 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 24-foot aisle width to better reflect the operational characteristics of a low-speed, shared street environment.

Specifically, these modifications:

- Provide near-equivalent aisle width (approximately 23.2 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 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

remove raised
sidewalk crossings as
discussed above and
revise accordingly.

regional trail corridor. This configuration reduces pedestrian crossing distances, improves pedestrian visibility, and enhances the pedestrian experience while maintaining necessary vehicular operation.

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) and ~~raised sidewalk crossings~~ are incorporated to improve pedestrian safety. The bump-outs reduce crossing distances while also enhancing pedestrian visibility. ~~Raised crossings reinforce pedestrian priority and increase driver awareness.~~ These features are consistent with FHWA-recommended safety practices and are not anticipated to increase County maintenance costs.

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 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.

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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.
County Engineer / ECM Administrator

Date

ECM ADMINISTRATOR COMMENTS:

Detailed Deviation 1

Detailed Deviation 2

Detailed Deviation 3

Detailed Deviation 4

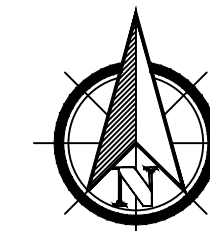
PUD DEVELOPMENT PLAN AND PRELIMINARY PLAN
OF TRACT K & TRACT O, MAYBERRY, COLORADO SPRINGS FILING NO. 1, REC. NO: 220714655, AND A PORTION
SECTION 15, LOCATED IN SECTION 14 & SECTION 15, TOWNSHIP 14 SOUTH, RANGE 63 WEST OF THE 6TH P.M.

CENTERLINE LINE TABLE		
NO.	LENGTH	DIRECTION
L1	397.09'	N89°28'59"W
L2	134.47'	N21°29'20"W
L3	174.01'	N00°01°09"E
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	385.37'	N89°28'59"W
L10	174.00'	S00°31'01"W
L11	174.00'	S00°31'01"W
L12	44.98'	N55°23'49"W
L13	32.44'	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

CENTERLINE CURVE TABLE					
NO.	DELTA	LENGTH	RADIUS	CHORD	CH. LENGTH
C1	073°08'34"	48.51'	38.00'	S52°54'43"E	45.28'
C2	005°08'54"	46.28'	515.00'	N18°54'53"W	46.26'
C3	018°52'26"	93.88'	285.00'	S12°03'07"E	93.46'
C4	034°05'10"	22.61'	38.00'	N72°26'24"W	22.27'
C5	034°05'10"	22.61'	38.00'	S72°26'25"E	22.27'
C6	034°05'10"	5.95'	10.00'	N17°33'36"E	5.86'

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



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No.	Rev. Date:	Revision Type:
1		
2		
3		
4		
5		
6		

Job No.: 8787-0001	Sheet: 8 of 16
Scale Horiz: 1" = 60'	Date:
Designed: WCK	
Prepared: WCK	

Mayberry Phase 2
El Paso County
PUD Development Plan & Preliminary Plan
Overall Site Plan

Client:	Proj. Name:
Mayberry Communities, LLC	Location:
Address:	Plan Set
22108 Cattlemen Run	Sheet Name:
Calhan, CO 80808	
Contact:	
Scott Souder	



Know what's below.
Call before you dig.

No.	8
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PUD DEVELOPMENT PLAN AND PRELIMINARY PLAN

[illegible]

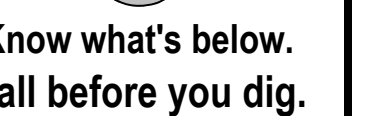
**POSITIVE PLACE SECTION B-B
75' R.O.W.**

The diagram illustrates a cross-section of a road with a total Right-of-Way (R.O.W.) of 75 feet. The central portion consists of a 36-foot wide asphalt travel area, which includes two 12-foot travel lanes and an 8-foot parking area on each side. This central section is flanked by a 10-foot sidewalk on the left and a 15-foot multi-use regional trail on the right. The entire section is bordered by 6-foot utility easements (U.E.) on both the left and right sides. The diagram also shows various dimensions for the lanes, including 40-foot finished floor (FL-FL) and 41-foot between object centers (BOC-BOC). The road surface is shown with a 2% slope, and the sidewalk and trail have a 1.5% slope. The diagram is labeled with 'BL CONST.' at the top center and 'EPC TYPE A CURB & GUTTER' at the bottom right.

The plan view shows the layout of Mayberry Drive (formerly New Log Road) from station 0+00 to 0+50. The road is 62 feet wide, with a 34-foot BOC-BOC and 33-foot FL-FL. The road is divided into two travel lanes, each 12 feet wide, with an 8-foot parking area on each side. The road is bordered by a 5-foot sidewalk and a 10-foot landscape area. The road is labeled as 'MAYBERRY DRIVE (FORMERLY NEW LOG ROAD) SECTION C-C AT COUPLETT APPROVED WITH MAYBERRY PHASE 1 PUD'. The drawing includes dimensions for various sections and labels for existing and proposed features.

[illegible]

Mayberry Communities, LLC	Address: 22108 Cattlemen Run Calhan, CO 80808	Location:
	Contact: Scott Souders	Plan Set:
		Sheet Name:



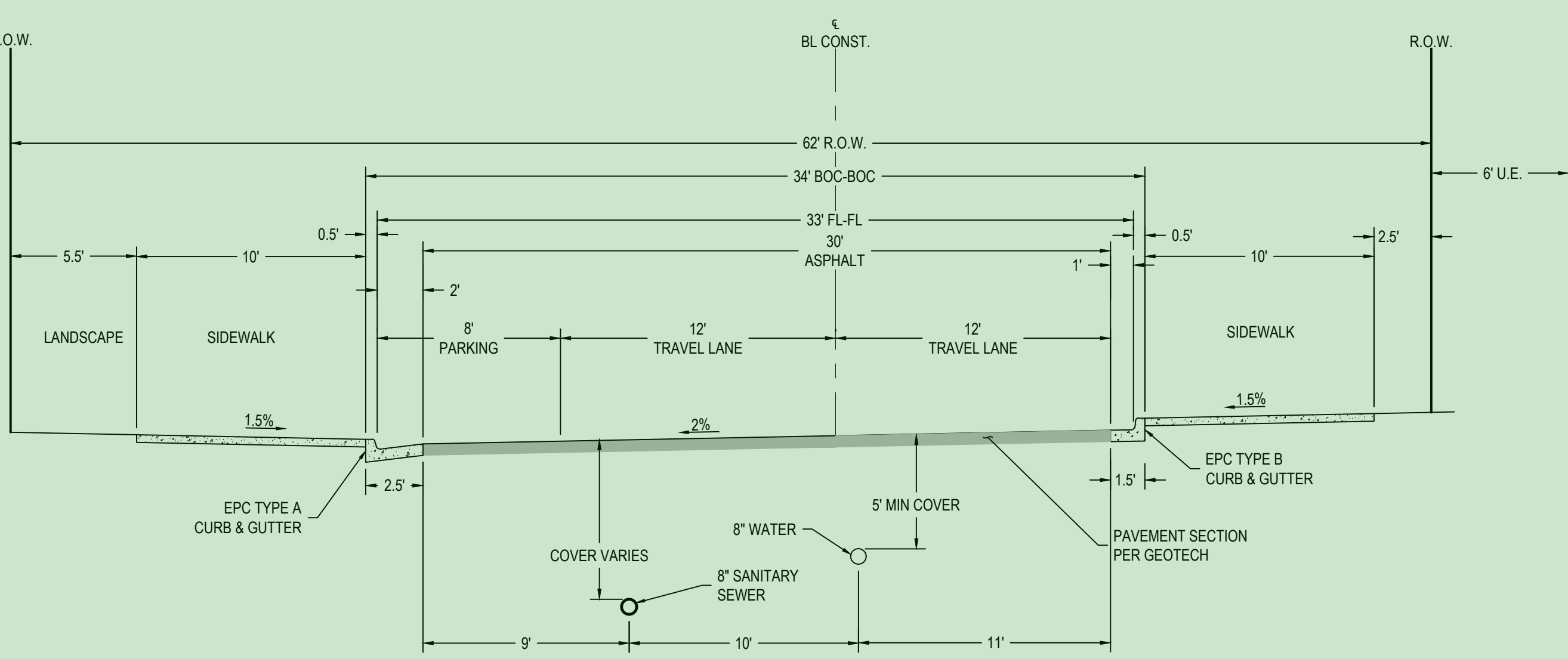
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2

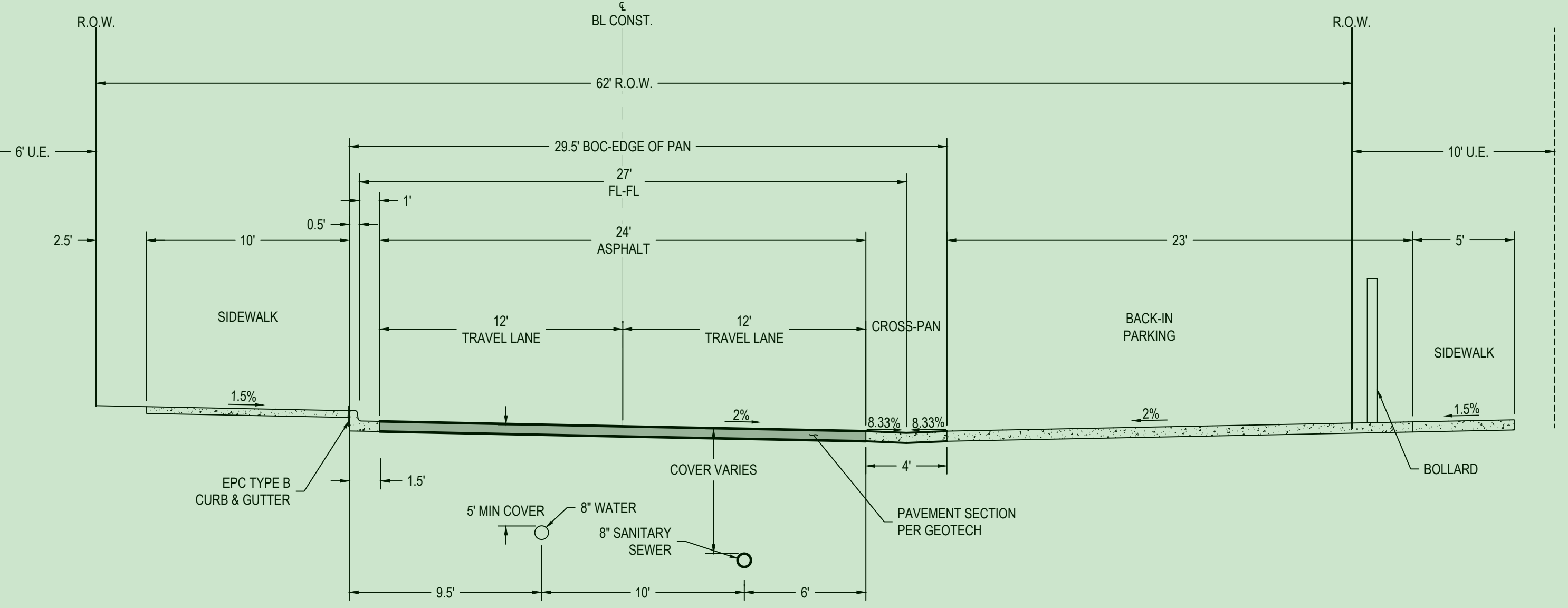
MAYBERRY PHASE 2

PUD DEVELOPMENT PLAN AND PRELIMINARY PLAN

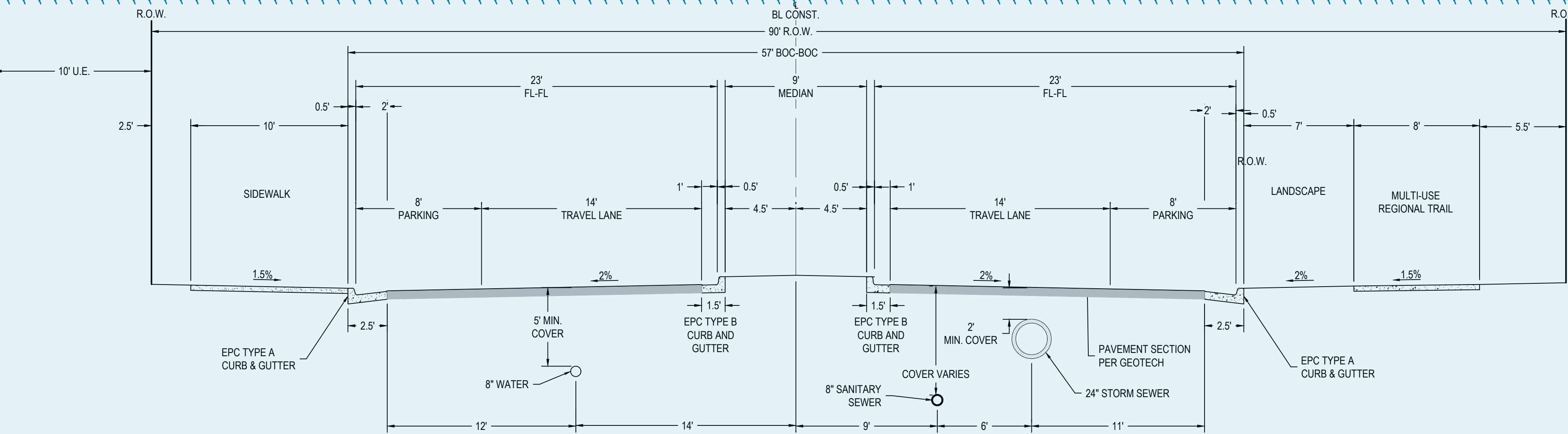
A REPLAT OF TRACT K & TRACT O, MAYBERRY, COLORADO SPRINGS FILING NO. 1, REC. NO: 220714655, AND A PORTION OF THE NW 1/4 OF SECTION 14 & THE NE 1/4 OF SECTION 15, LOCATED IN SECTION 14 & SECTION 15, TOWNSHIP 14 SOUTH, RANGE 63 WEST OF THE 6TH P.M., EL PASO COUNTY, STATE OF COLORADO.



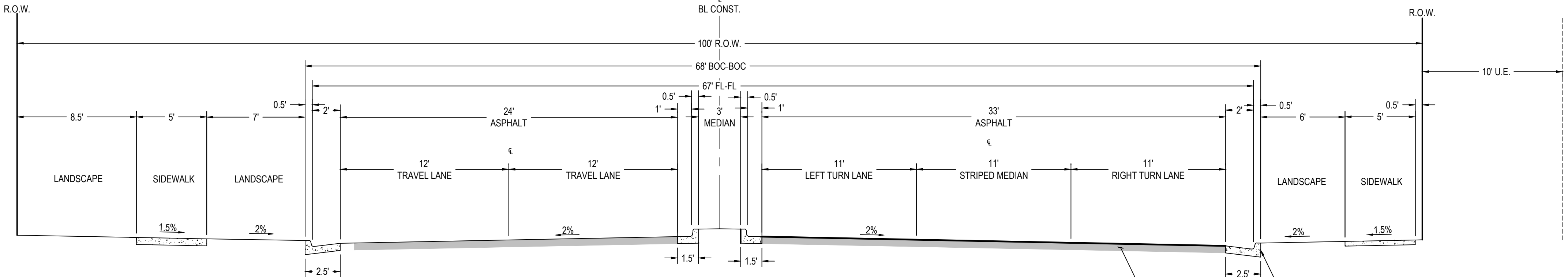
MAYBERRY DRIVE SECTION D-D
62' R.O.W. 6" VERTICAL CURB
DESIGN SPEED: 30 MPH
(MINOR ARTERIAL; DESIGN ATTRIBUTES TO MEET CURRENT COLLECTOR STANDARDS)
SCALE: 1" = 5'



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



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
(URBAN RESIDENTIAL COLLECTOR)
SCALE: 1" = 5'



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

1



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No.	Rev.	Date	Revision Type
1			
2			
3			
4			
5			
6			

Designed: WCK
Prepared: WCK
Approved: AKM

Job No.: 8787-0001
Scale Horiz: N/A
Scale Vert: N/A

Sheet: 10 of 16
Date: June 15, 2026

Proj Name:	Mayberry Phase 2
Location:	El Paso County
Plan Set:	PUD Development Plan & Preliminary Plan
Sheet Name:	Road Cross Sections

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

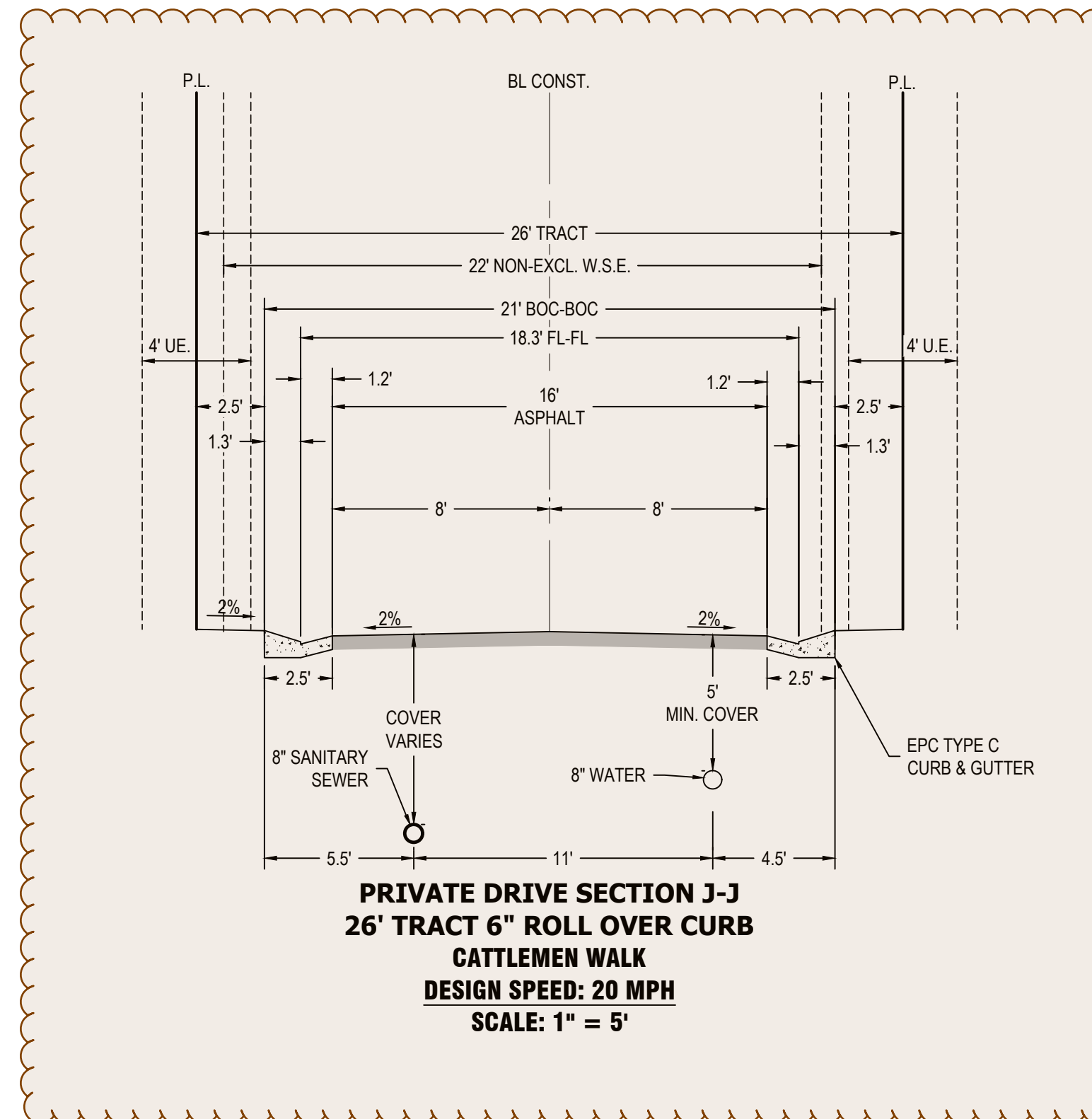
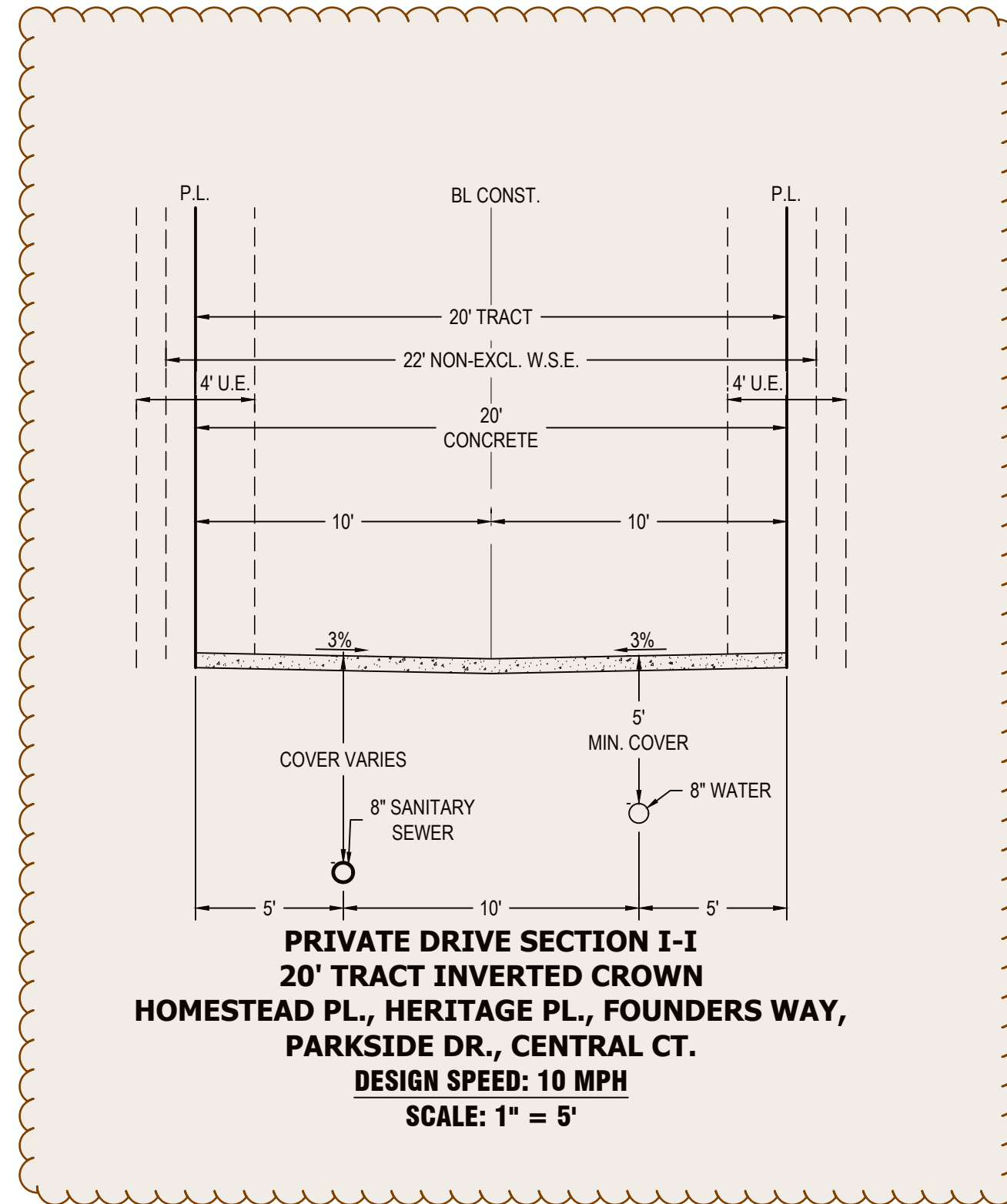
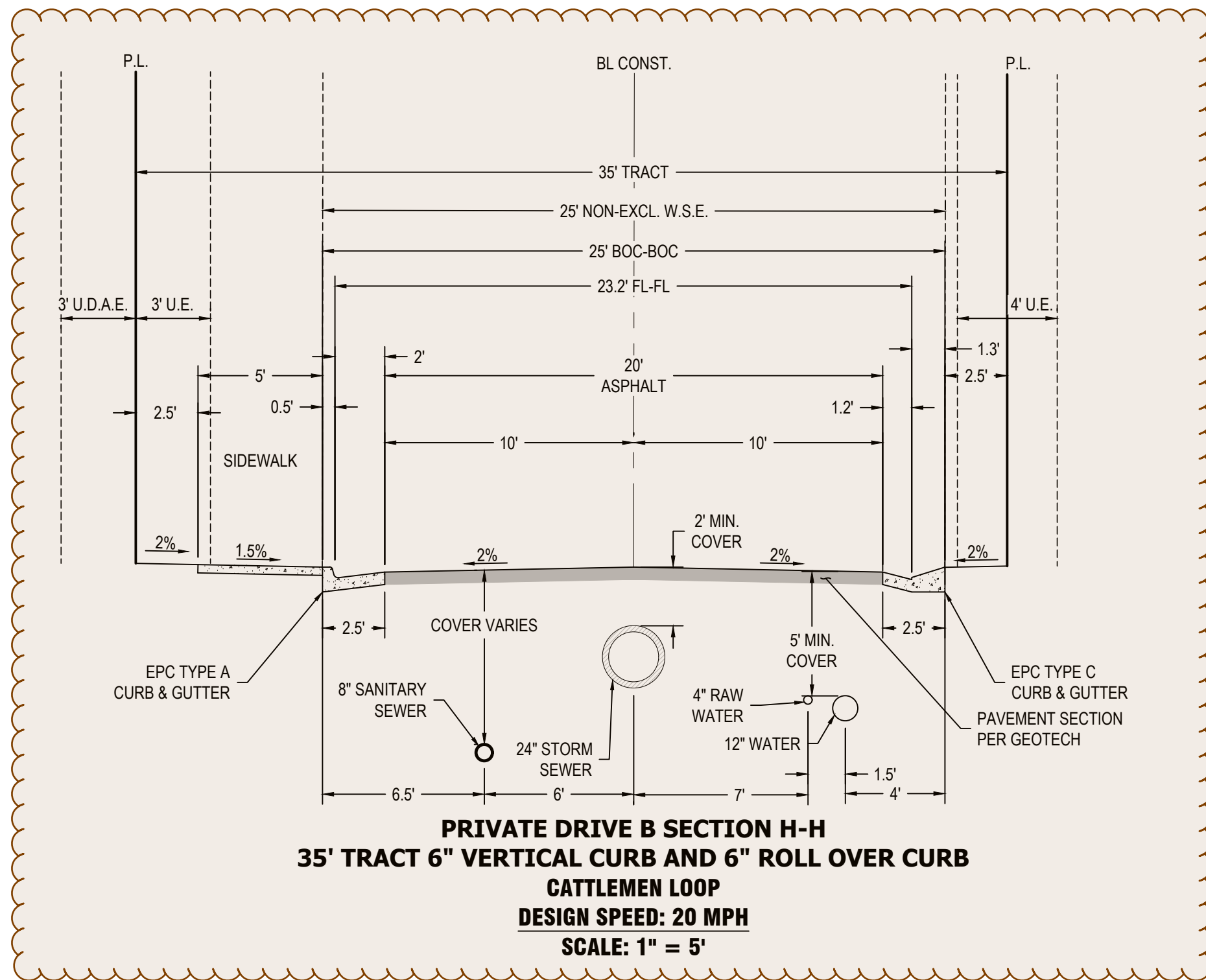


Know what's below.
Call before you dig.

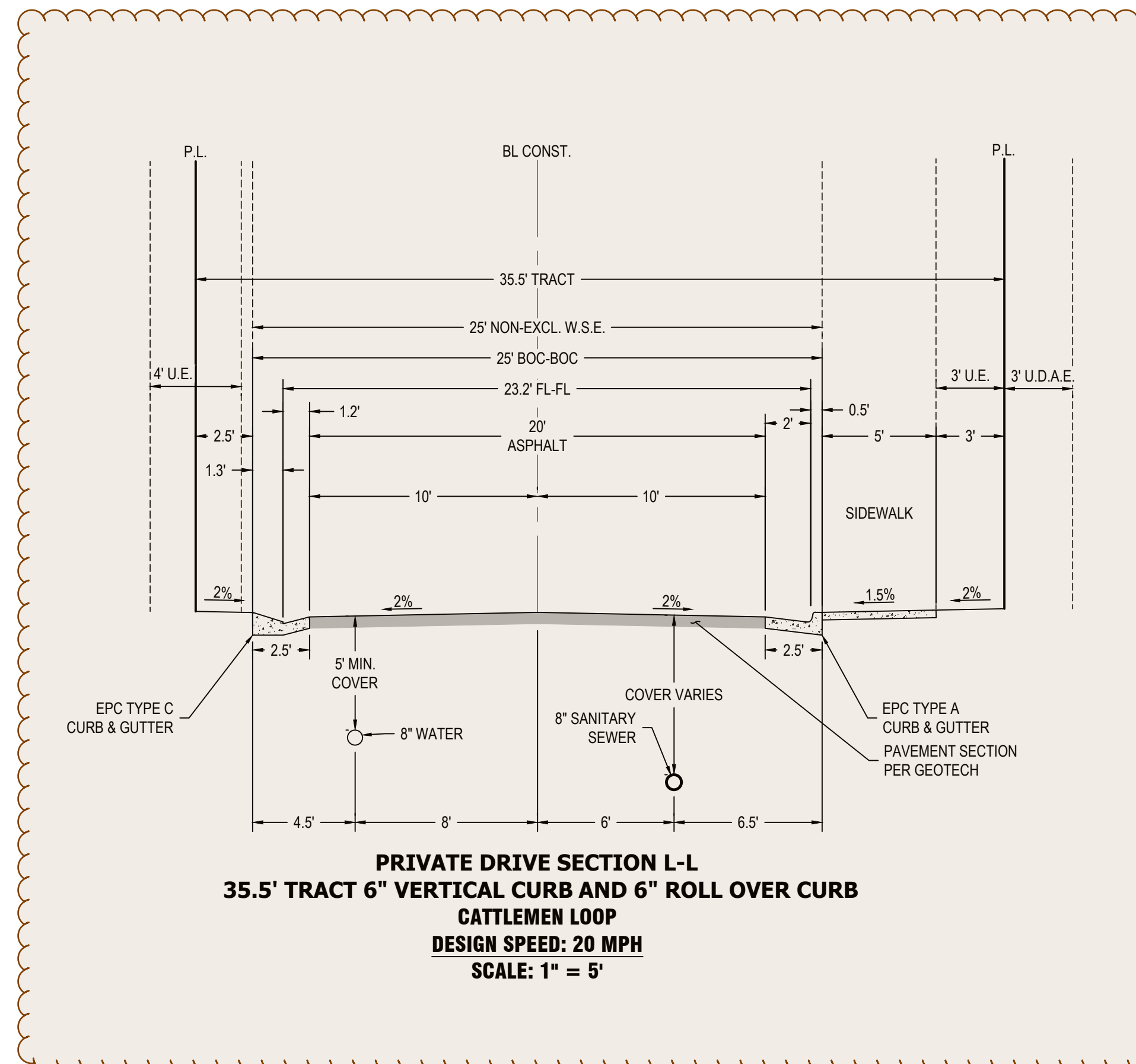
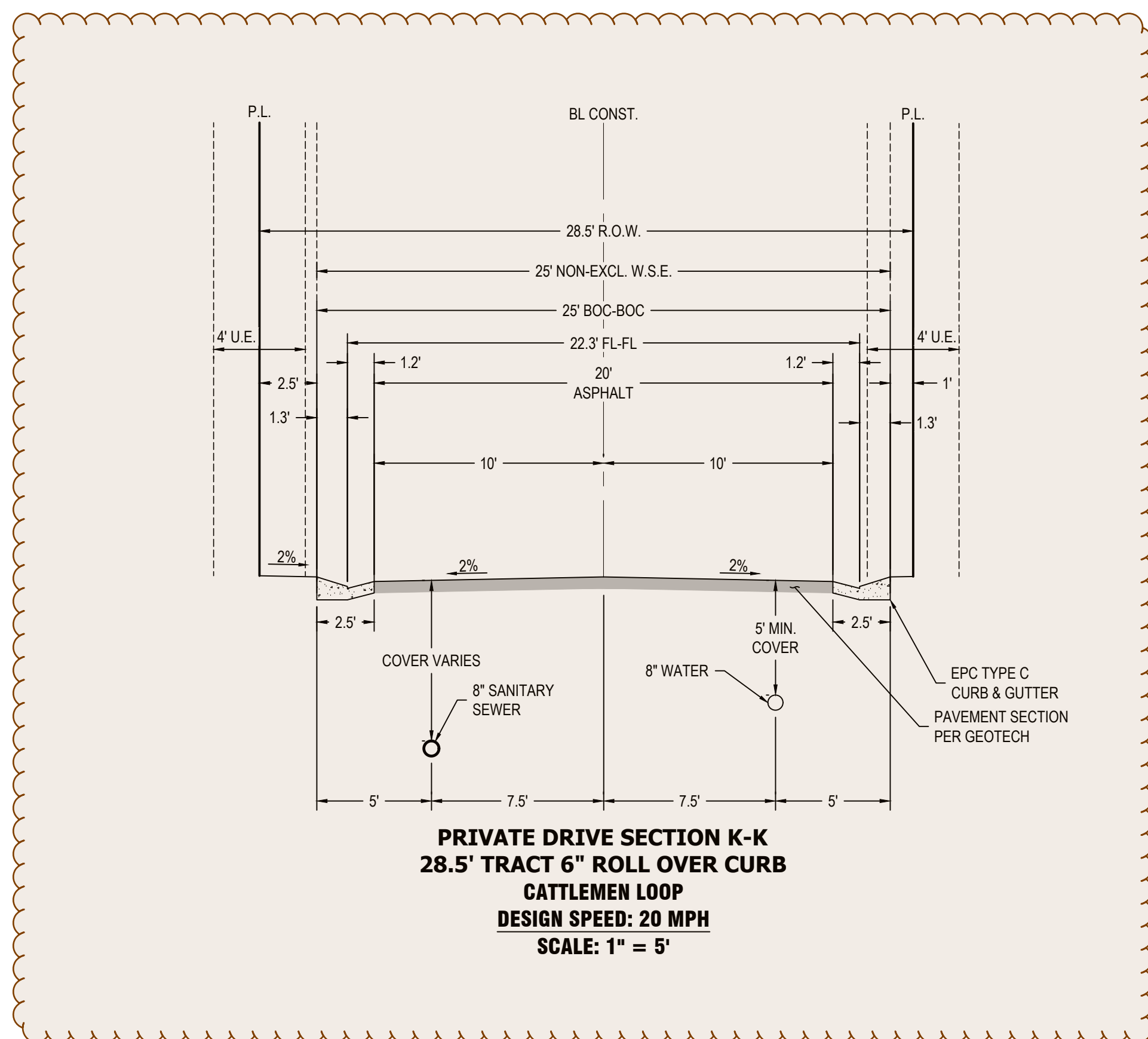
MAYBERRY PHASE 2

PUD DEVELOPMENT PLAN AND PRELIMINARY PLAN

A REPLAT OF TRACT K & TRACT O, MAYBERRY, COLORADO SPRINGS FILING NO. 1, REC. NO: 220714655, AND A PORTION OF THE NW 1/4 OF SECTION 14 & THE NE 1/4 OF SECTION 15, LOCATED IN SECTION 14 & SECTION 15, TOWNSHIP 14 SOUTH, RANGE 63 WEST OF THE 6TH P.M., EL PASO COUNTY, STATE OF COLORADO.



4



I:\JOB FOLDERS\0000-0000 - MAYBERRY\ENGINEERING\04 DRAWINGS\PRELIMINARY PLANS\PU\8787-0001 ROAD SECTIONS PRINTED ON 6/15/2026 10:44 AM



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Revision Type:		Revision Date:		Revision Description:	
No.	1	Rev.	Date:		
	2				
	3				
	4				
	5				
	6				
Designed: WCK		Job No.: 8787-0001		Sheet: 11 of 16	
Prepared: WCK		Scale Horiz: 1" = 40'		Date: June 15, 2026	
Approved: AKM		Scale Vert: N/A			

Proj Name: Mayberry Phase 2
Location: El Paso County
Plan Set: PUD Development Plan & Preliminary Plan
Sheet Name: Road Cross Sections

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



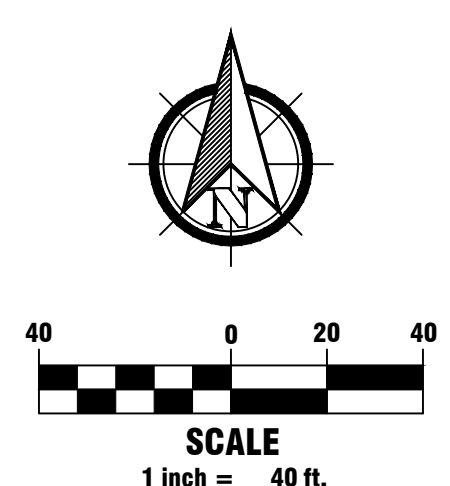
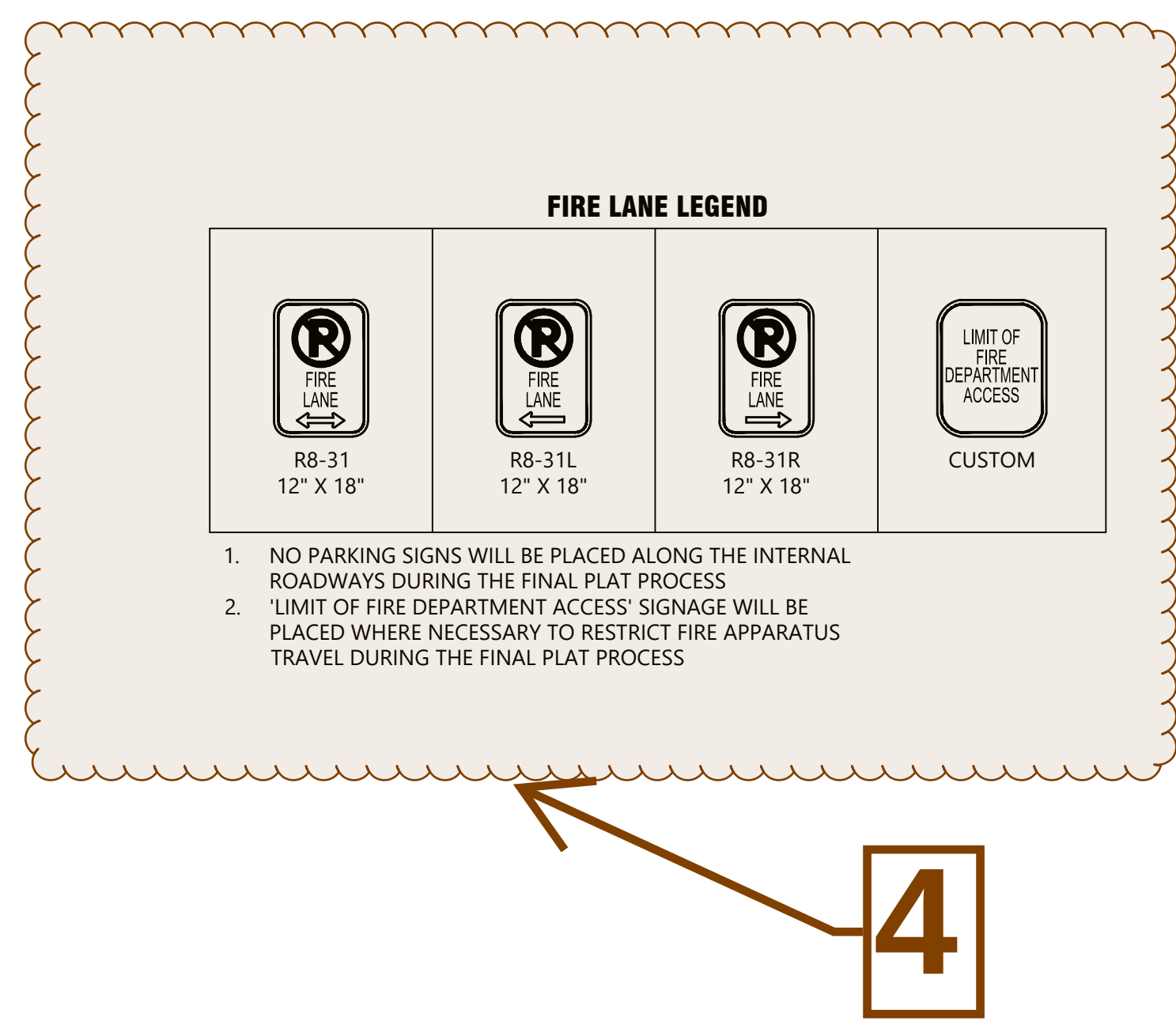
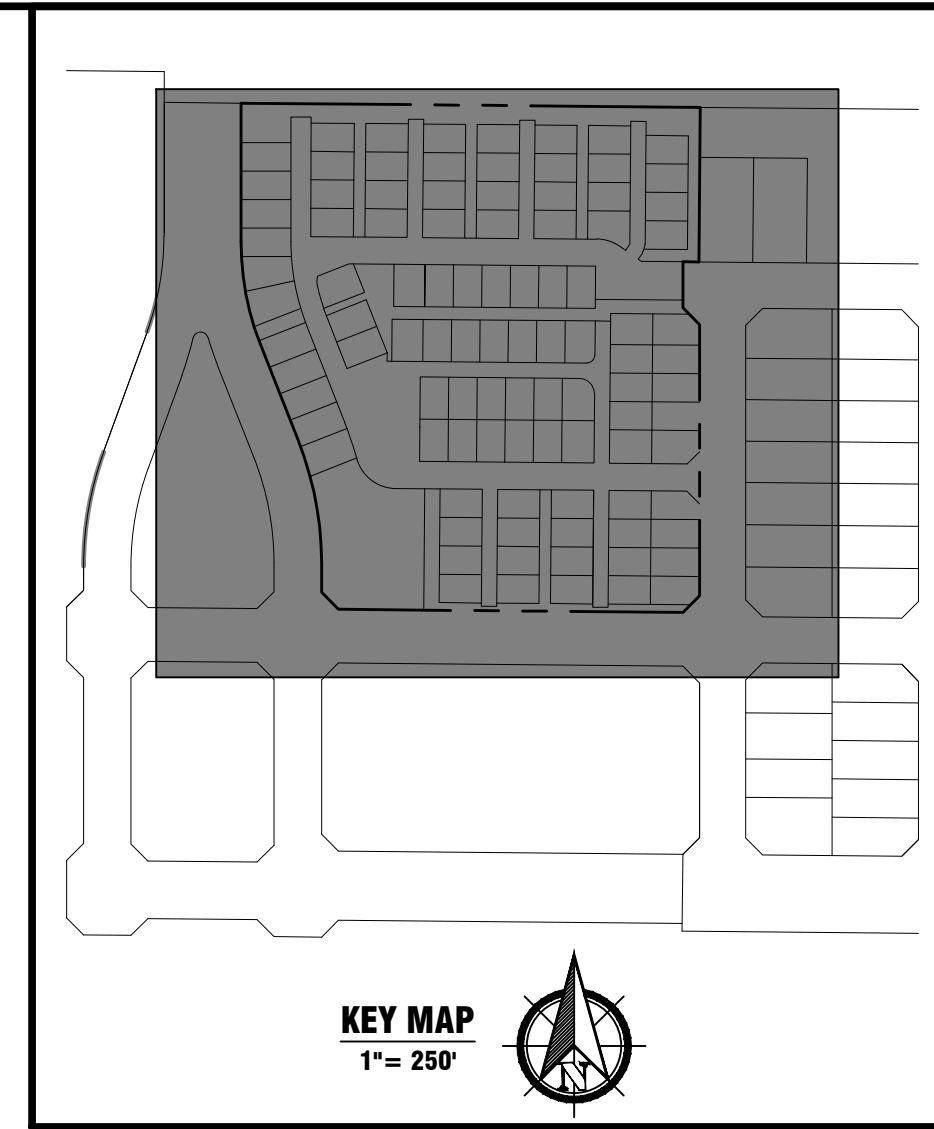
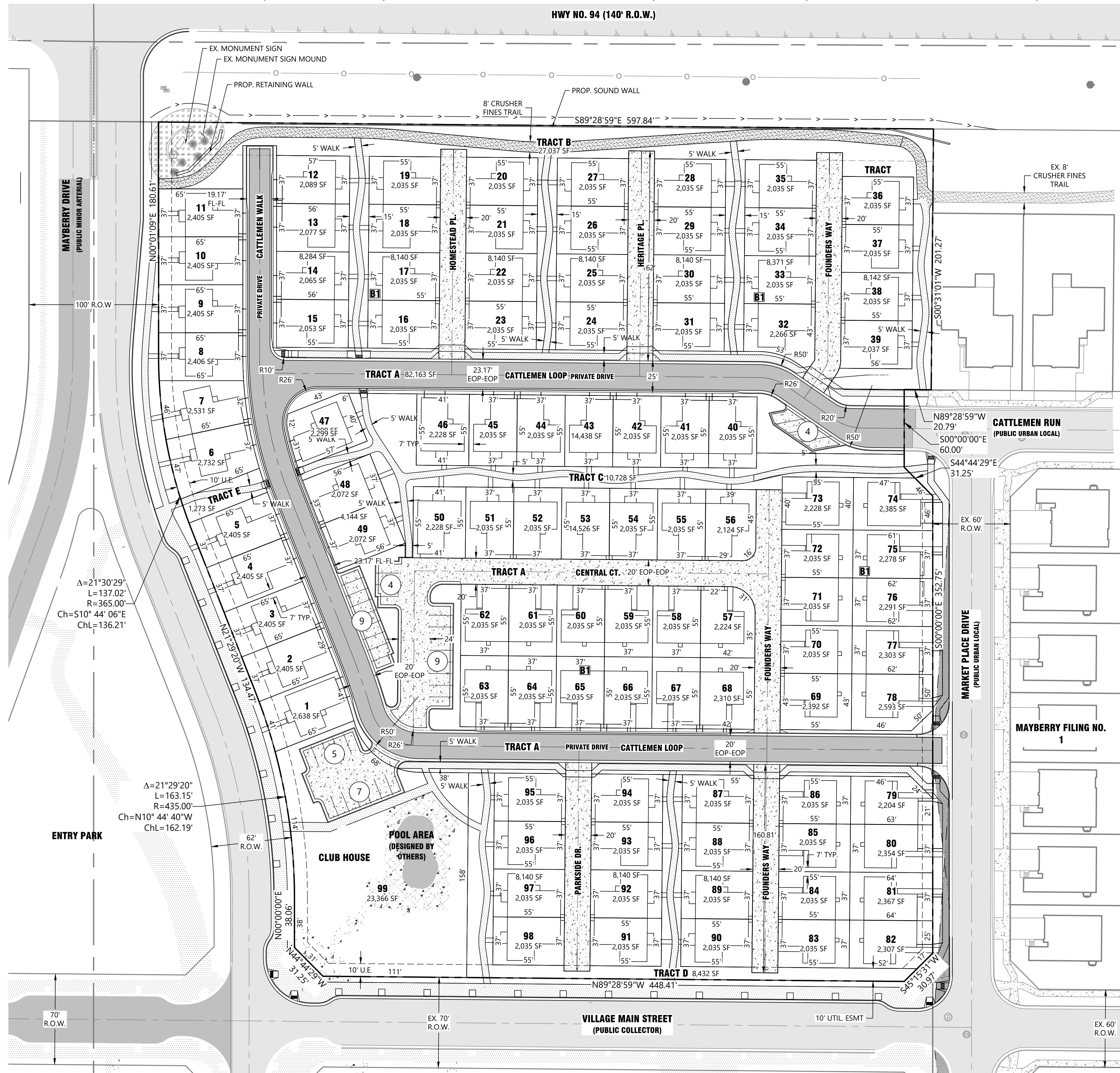
Know what's below.
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No. 11

MAYBERRY PHASE 2

PUD DEVELOPMENT PLAN AND PRELIMINARY PLAN

A REPLAT OF TRACT K & TRACT O, MAYBERRY, COLORADO SPRINGS FILING NO. 1, REC. NO: 220714655, AND A PORTION OF THE NW 1/4 OF SECTION 14 & THE NE 1/4 OF SECTION 15, LOCATED IN SECTION 14 & SECTION 15, TOWNSHIP 14 SOUTH, RANGE 63 WEST OF THE 6TH P.M., EL PASO COUNTY, STATE OF COLORADO.





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No.	Rev. Date:	Revision Type:
1		
2		
3		
4		
5		
6		

Designed: WCK
Prepared: WCK
Approved: AKM

Job No.: 8787-0001
Scale Horiz: 1" = 40'
Scale Vert: N/A

Sheet: 12 of 16
Date: June 15, 2026

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

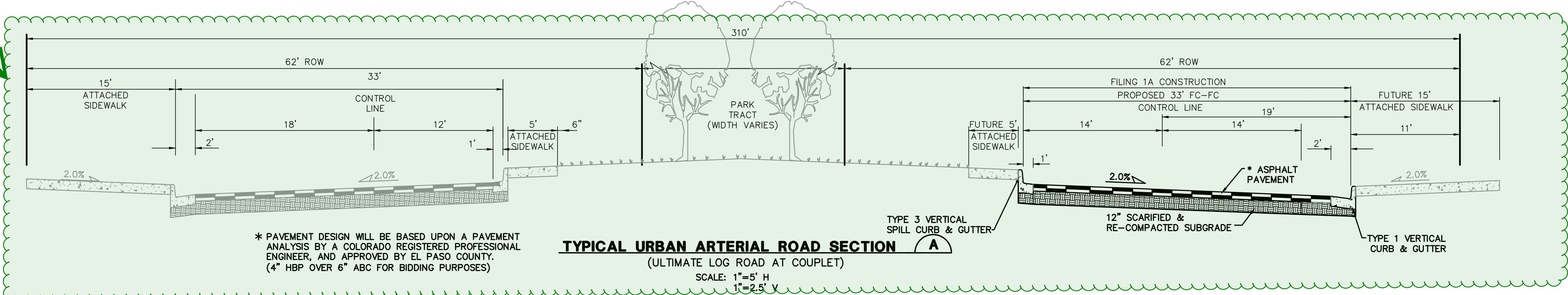
Client: Mayberry Communities, LLC
Address: 22108 Cattlemen Run
Callahan, CO 80808
Contact: Scott Souders



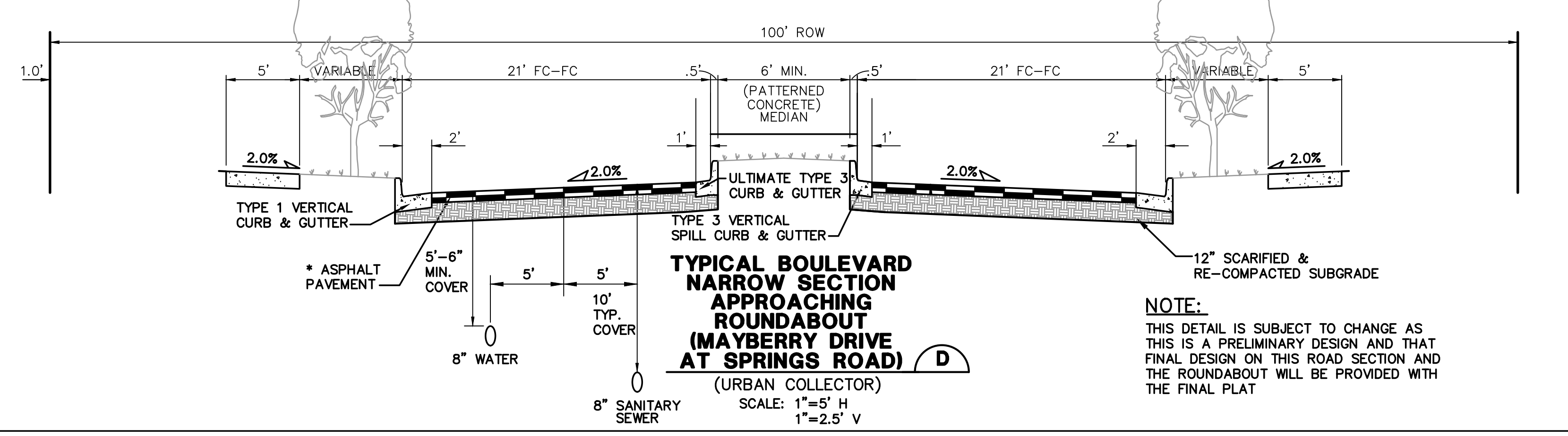
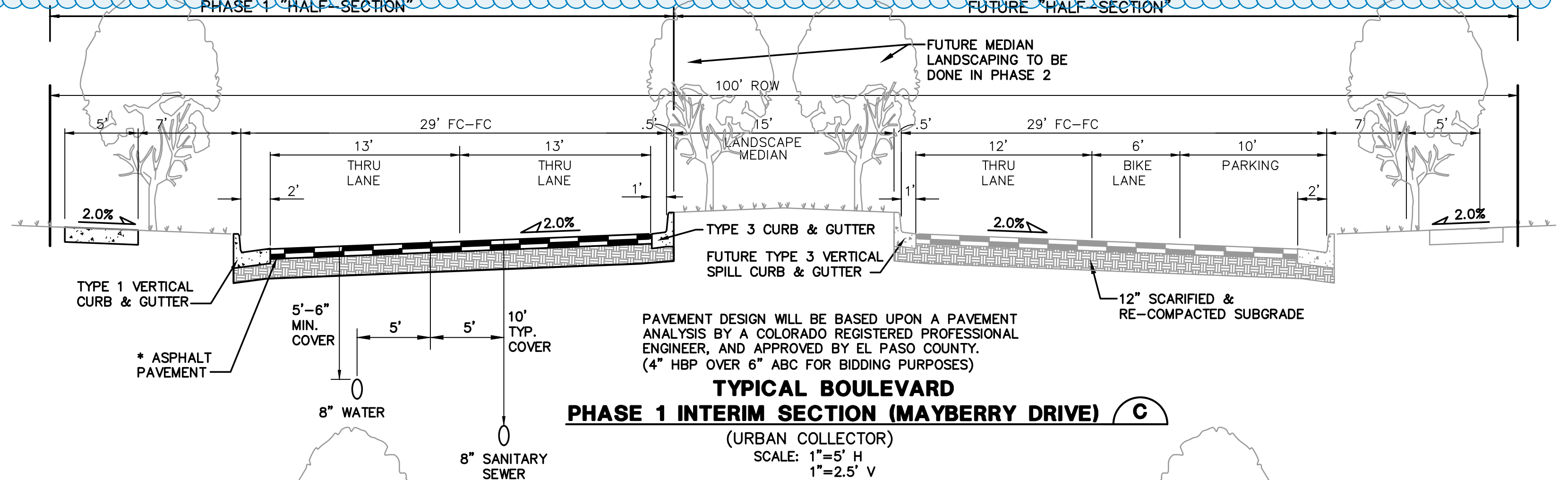
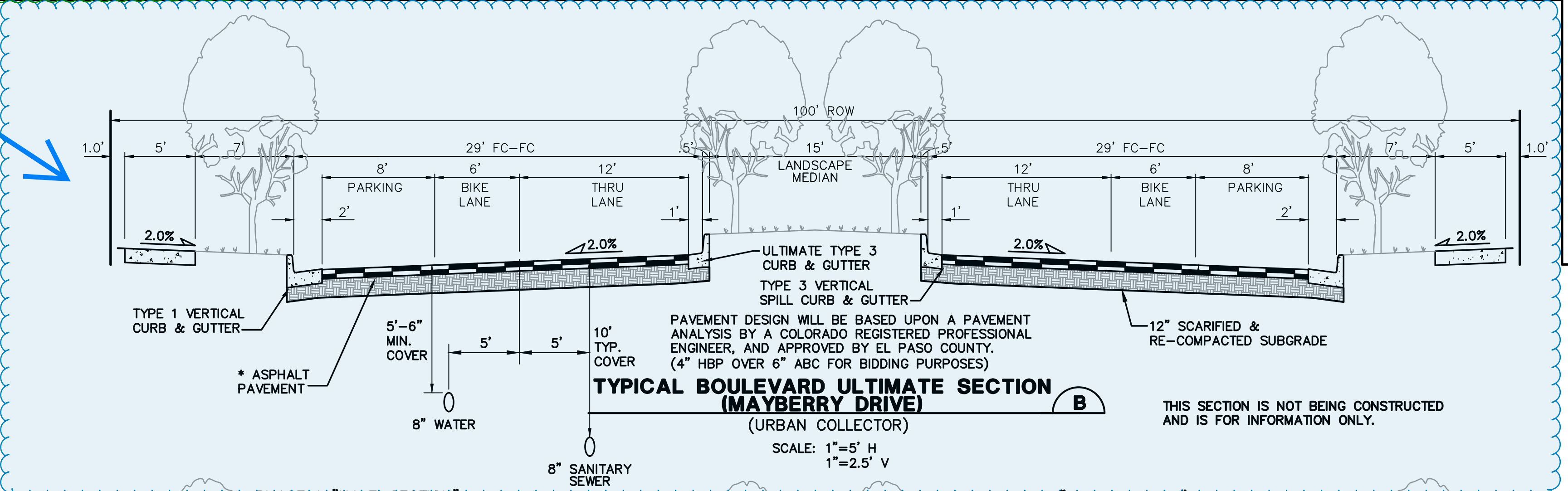
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No. 12

2



1



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

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

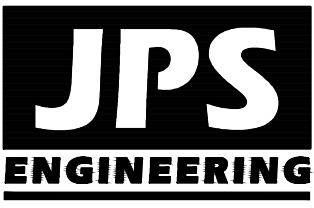
ROAD CLASSIFICATION:	URBAN COLLECTOR
DESIGN SPEED:	40 MPH
POSTED SPEED:	35 MPH
MIN. HORIZONTAL RADIUS:	565'
MIN. GRADE:	1.0%
MAX. GRADE:	8.0%
MIN. K-VALUE (CREST):	44
MIN. K-VALUE (SAG):	64

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

MAYBERRY, COLORADO SPRINGS - PHASE 1

TYPICAL ROAD SECTIONS



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 2-48 HOURS BEFORE ANY
DUG, BEFORE YOU DIG, GRADE, OR EXCAVATE
FOR THE MARKING OF UNDERGROUND
FOR THE MEMBER UTILITIES.

No.	DATE	BY	REVISION

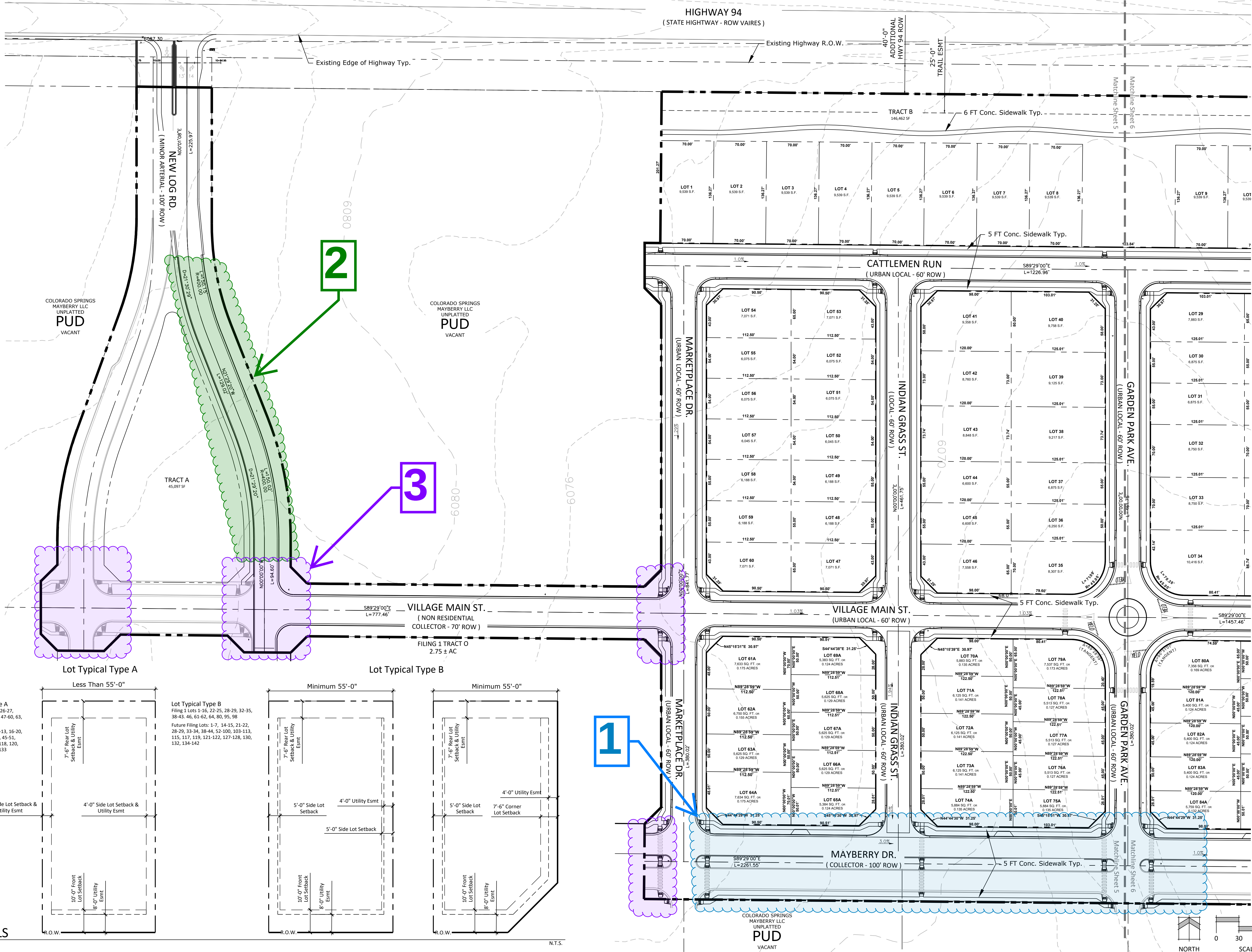
HORZ. SCALE: 1"=5'	DRAWN: BJJ
VERT. SCALE: AS SHOWN	DESIGNED: JPS
SURVEYED: R&R	CHECKED: JPS
CREATED: 10/30/20	LAST MODIFIED: 12/08/21
PROJECT NO: 090001	MODIFIED BY: BJJ

SHEET: **TY2**
4 OF 13

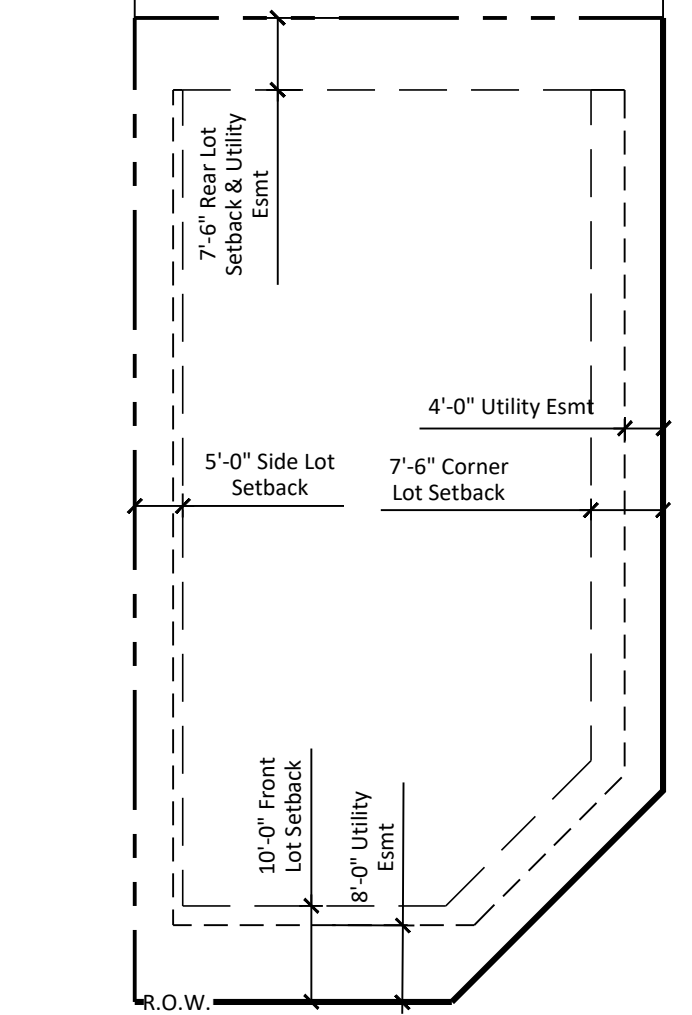
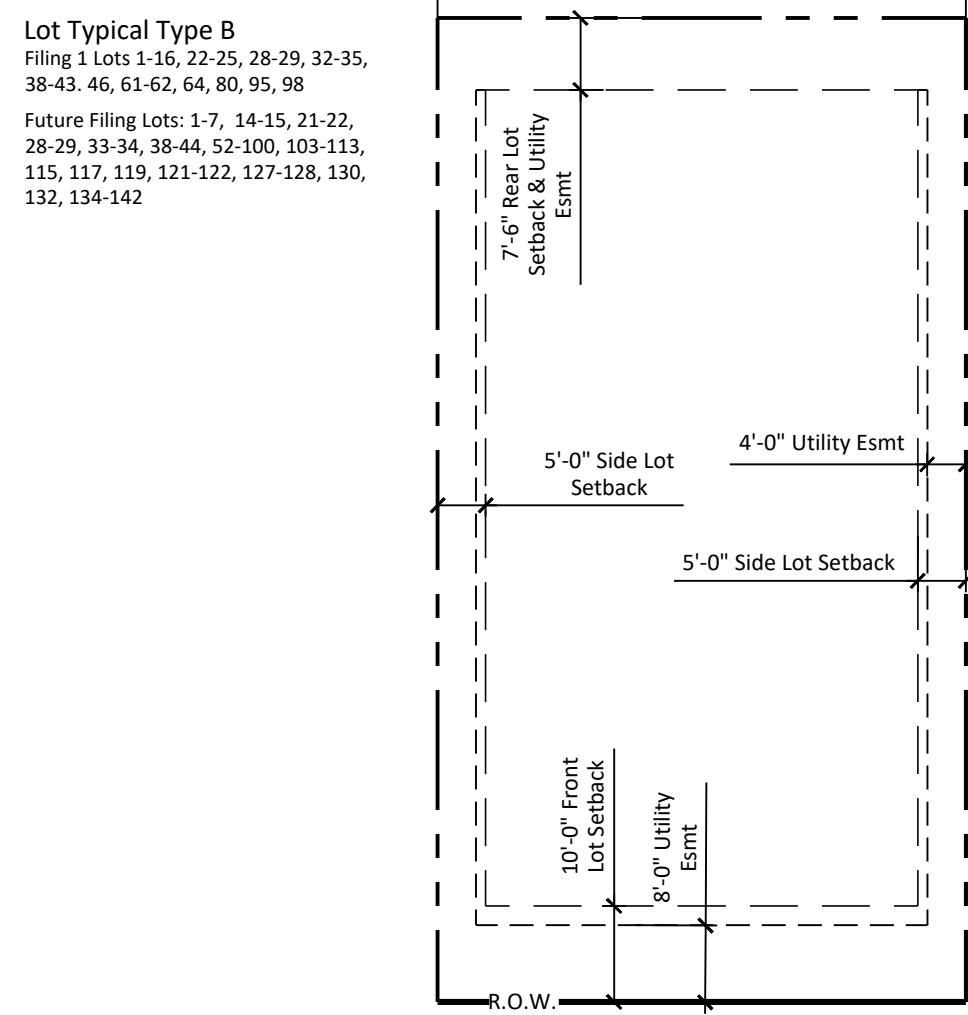
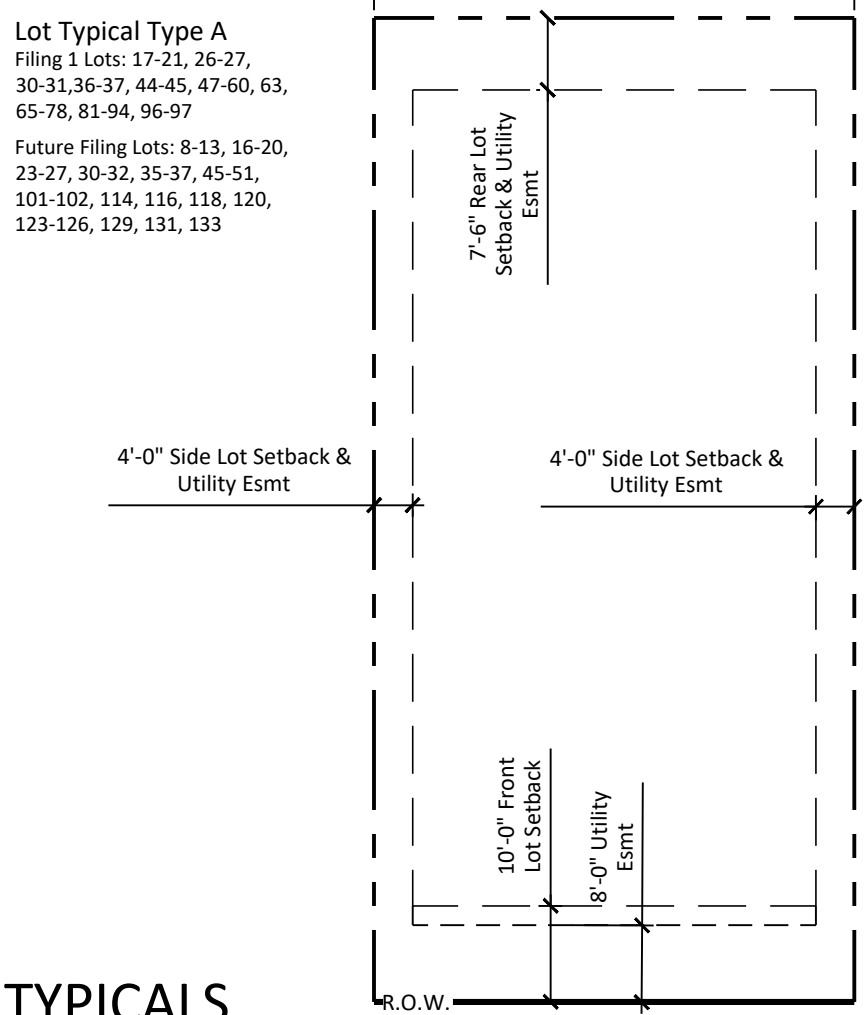
MAYBERRY PHASE 1

EL PASO COUNTY, COLORADO

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



LOT TYPICALS



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

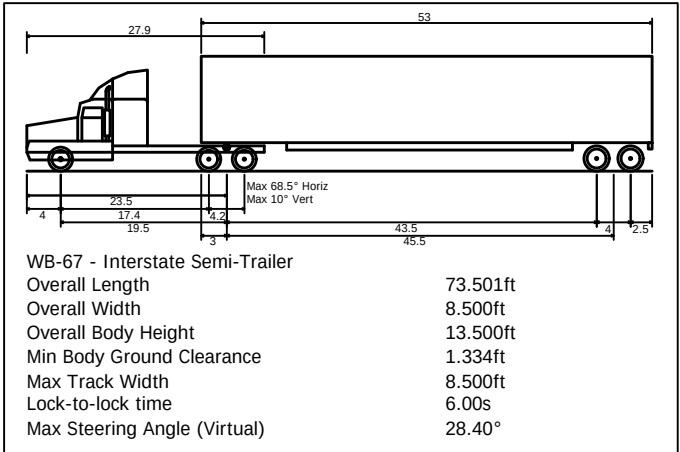
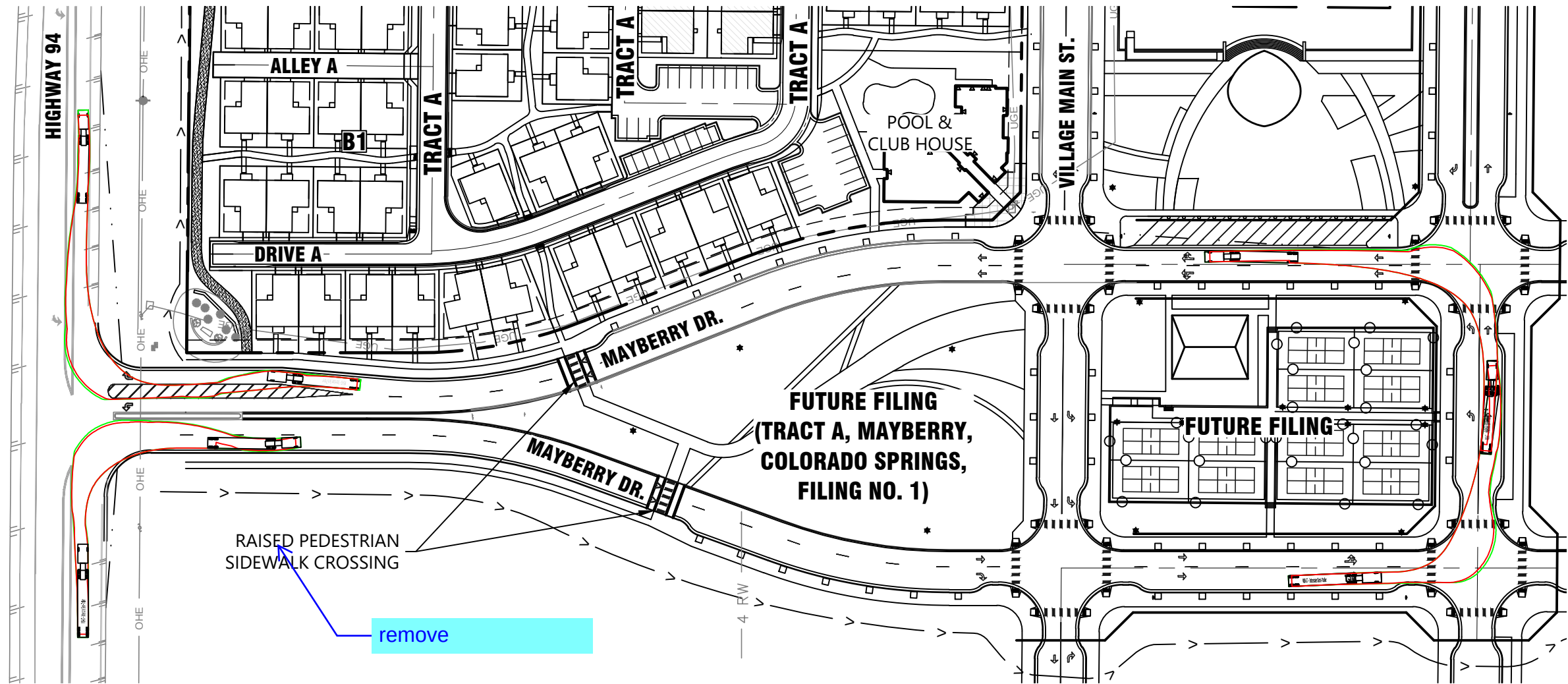
EL PASO COUNTY, CO

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

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

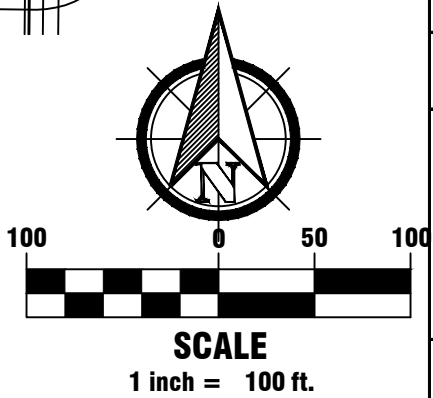
PUD PRELIMINARY SITE PLAN



LEGEND

■ WHEEL TURN PATH

■ OVERHANG PATH



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

Date: June 15, 2026
Job No.: 8787-0000

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

Prepared: SCA
Approved: AKM



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No. 1