



Planning and Community
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**Special Standard
PUD Zoning District**

Project Name: Mayberry Phase 2

PCD File No.: PUDSP251

APPLICANT INFORMATION

Company: Mayberry Communities, LLC	Name: Scott Souders
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Email Address: scottsouders@mayberrycoloradosprings.com	Phone Number: (719) 922-2181

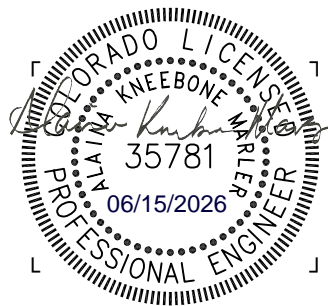
PROFESSIONAL ENGINEER INFORMATION

Company: LJA	Name: Alaina Kneebone Marler	P.E. Number (CO): 35781
Mailing Address: 1765 W 121 st Avenue, Suite 300 Westminster, CO 80234		
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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, 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 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 Drive Couplet
 - 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.

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

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 through vertical deflection
 - Enhance accessibility and pedestrian comfort
- These crossings will be:
 - Clearly signed and marked to provide advance vehicle awareness
 - Designed with appropriate transitions to maintain safe vehicular operation

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 planned development

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

- 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

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 1.7–2.0 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 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 Loop (main interior drive) Cattlemen Walk, 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 Cattleman 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.

- “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

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) 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.

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	
<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	The request for a deviation is not based exclusively on financial considerations.
<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	The deviation will achieve the intended result with a comparable or superior design and quality of improvement.
<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	The deviation will not adversely affect safety or operations.
<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	The deviation will not adversely affect maintenance and its associated cost.
<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	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:



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No.	1	2	3	4	5	6
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Date:	June 15, 2026					
Designed:	WCK					
Prepared:	WCK					
Approved:	AKM					

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

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

811
Know what's below.
Call before you dig.
No. 8

Mayberry Phase 2 PUD Exhibit for Special Standard PUD Zoning District

MAYBERRY PHASE 2

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.

LEGEND

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

CENTERLINE LINE TABLE

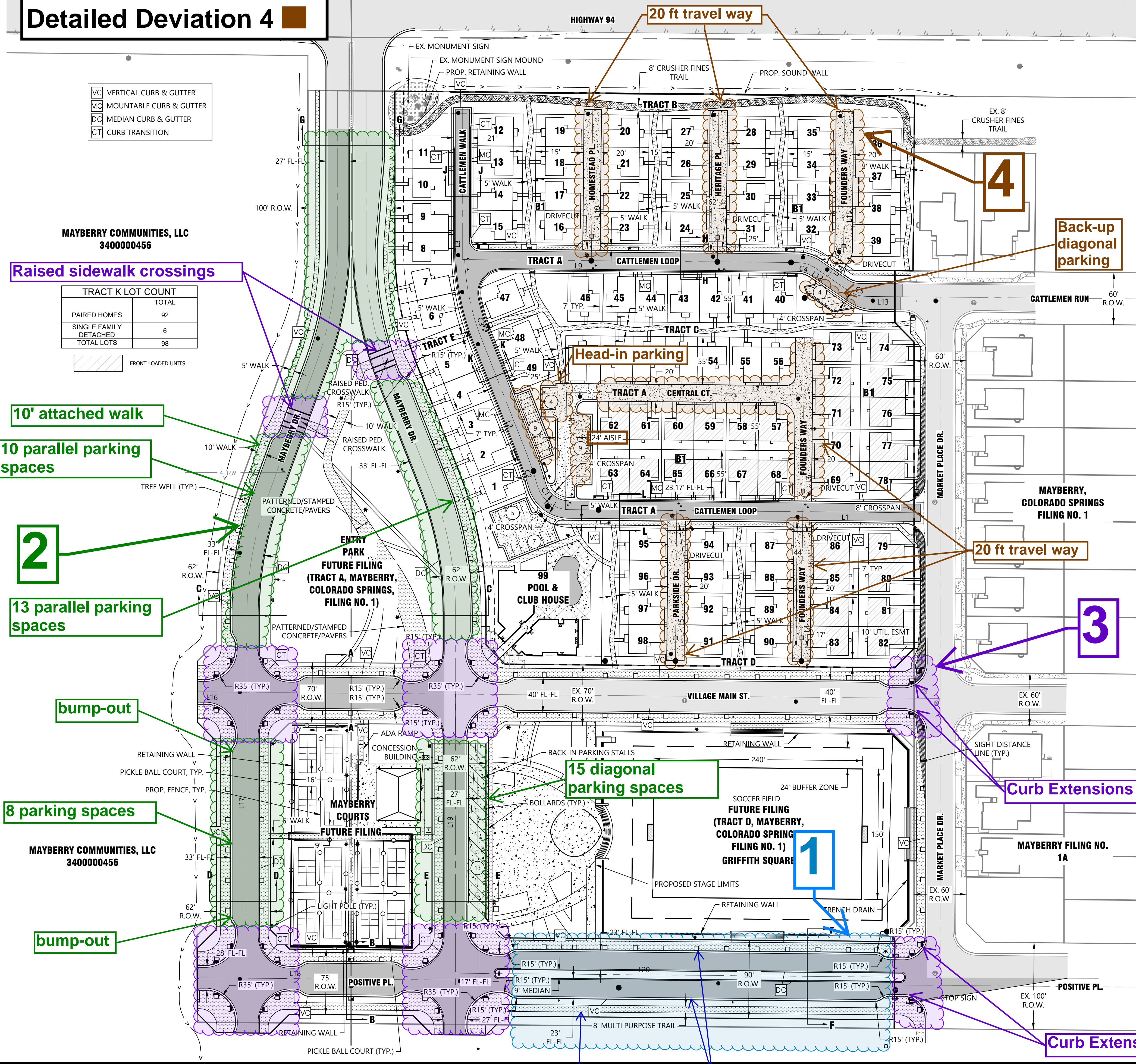
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L3	174.01'	N00°01'09"E
L4	172.81'	S00°31'01"W
L5	172.81'	S00°31'01"W
L6	200.00'	S00°31'01"W
L7	271.72'	S89°28'59"E
L8	134.80'	S00°31'01"W
L9	385.37'	N89°28'59"W
L10	174.00'	S00°31'01"W
L11	174.00'	S00°31'01"W
L12	44.98'	N55°23'49"W
L13	32.44'	N89°29'00"W
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

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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'

GENERAL ABBREVIATIONS

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



Raised sidewalk crossings

10' attached walk
10 parallel parking spaces

2
13 parallel parking spaces

bump-out
8 parking spaces
bump-out

Head-in parking

15 diagonal parking spaces

1

20 ft travel way

4

Back-up diagonal parking

20 ft travel way

3

Curb Extensions

Curb Extensions

Trail integration

18 parking spaces each side

TRACT K LOT COUNT

PAIRED HOMES	92
SINGLE FAMILY DETACHED	6
TOTAL LOTS	98

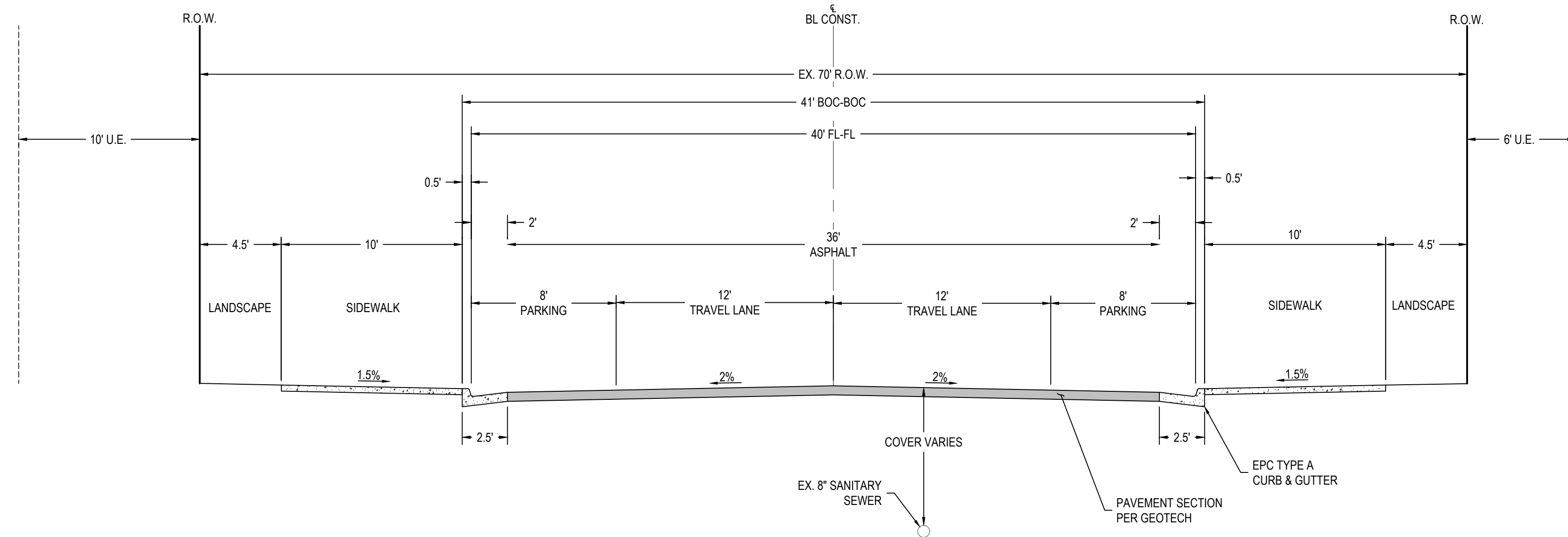
FRONT LOADED UNITS

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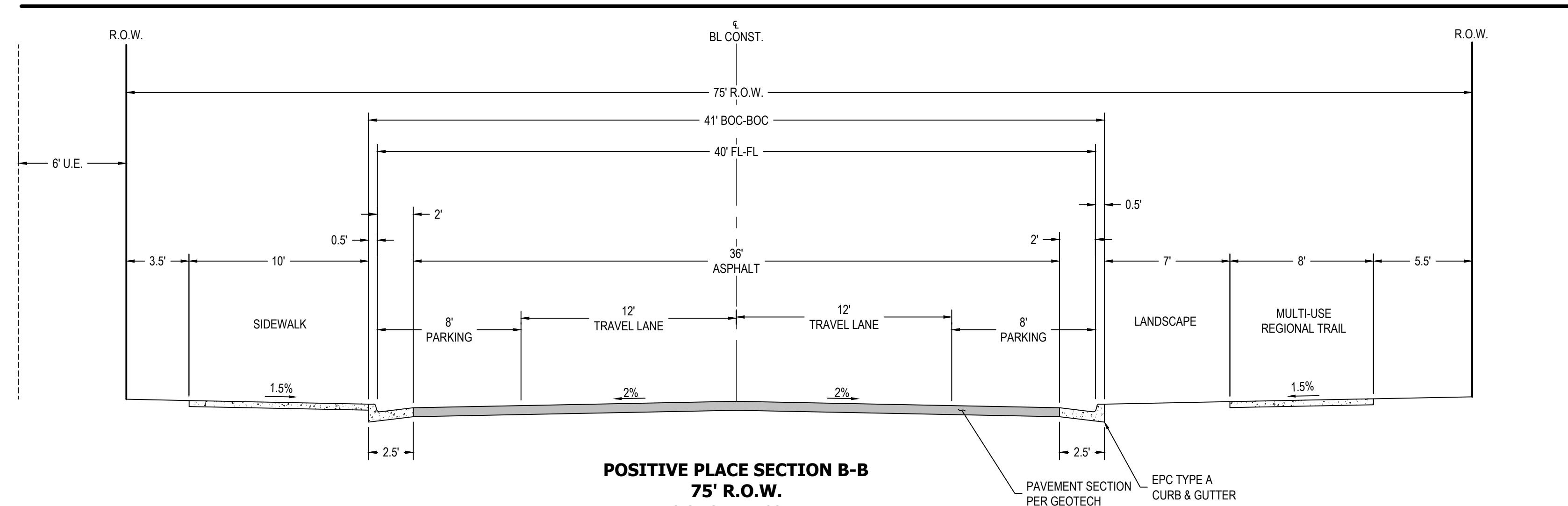
MAYBERRY PHASE 2

PUD DEVELOPMENT PLAN AND PRELIMINARY PLAN

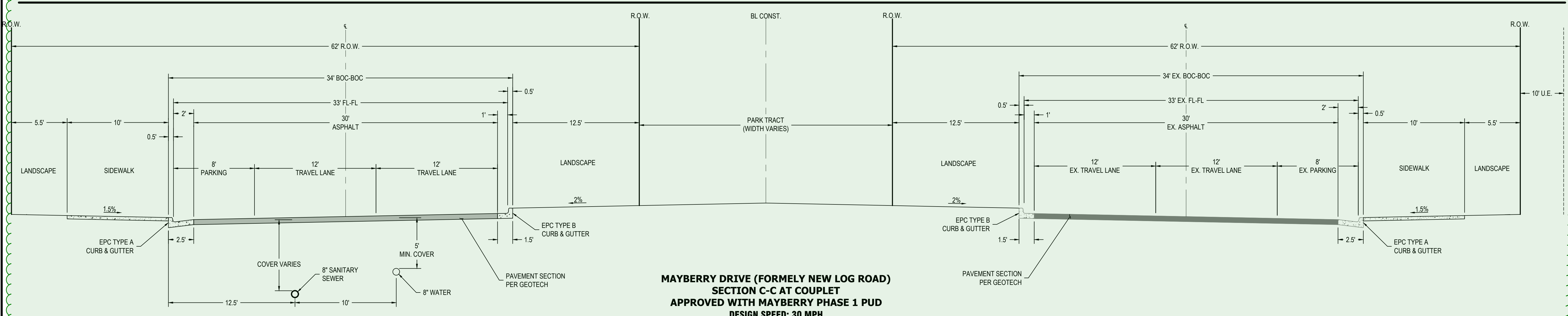
A REPLAT OF TRACT K & TRACT O, MAYBERRY, COLORADO SPRINGS FILING NO. 1, REC. NO: 220714655, AND A PORTION OF THE NW 1/4 OF SECTION 14 & THE NE 1/4 OF SECTION 15, LOCATED IN SECTION 14 & SECTION 15, TOWNSHIP 14 SOUTH, RANGE 63 WEST OF THE 6TH P.M., EL PASO COUNTY, STATE OF COLORADO.



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



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



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



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 Suite 300
 Westminster, CO 80234
 303-421-4224 • www.lja.com

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

Designed: WCK Job No.: 8787-0001 Sheet: 9 of 16 Date: June 15, 2026
 Prepared: WCK Scale Horiz: N/A Scale Vert: N/A
 Approved: AKM

Mayberry Phase 2
 El Paso County
 PUD Development Plan & Preliminary Plan
 Road Cross Sections

Client: Mayberry Communities, LLC
 Address: 22108 Cahillman Run, Cahoon, CO 80808
 Contact: Scott Souder

Know what's below.
 Call before you dig.

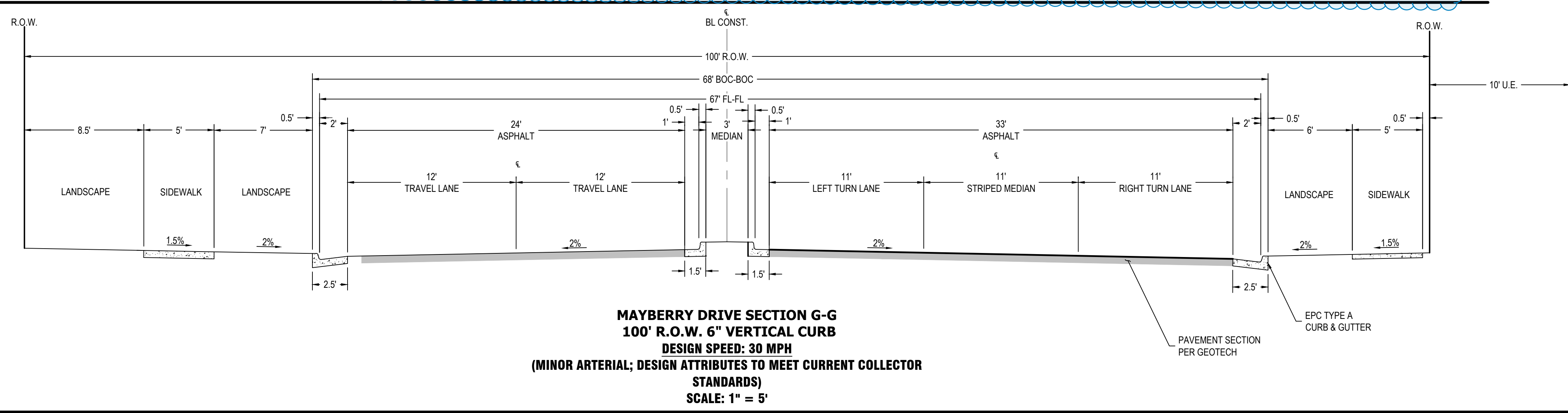
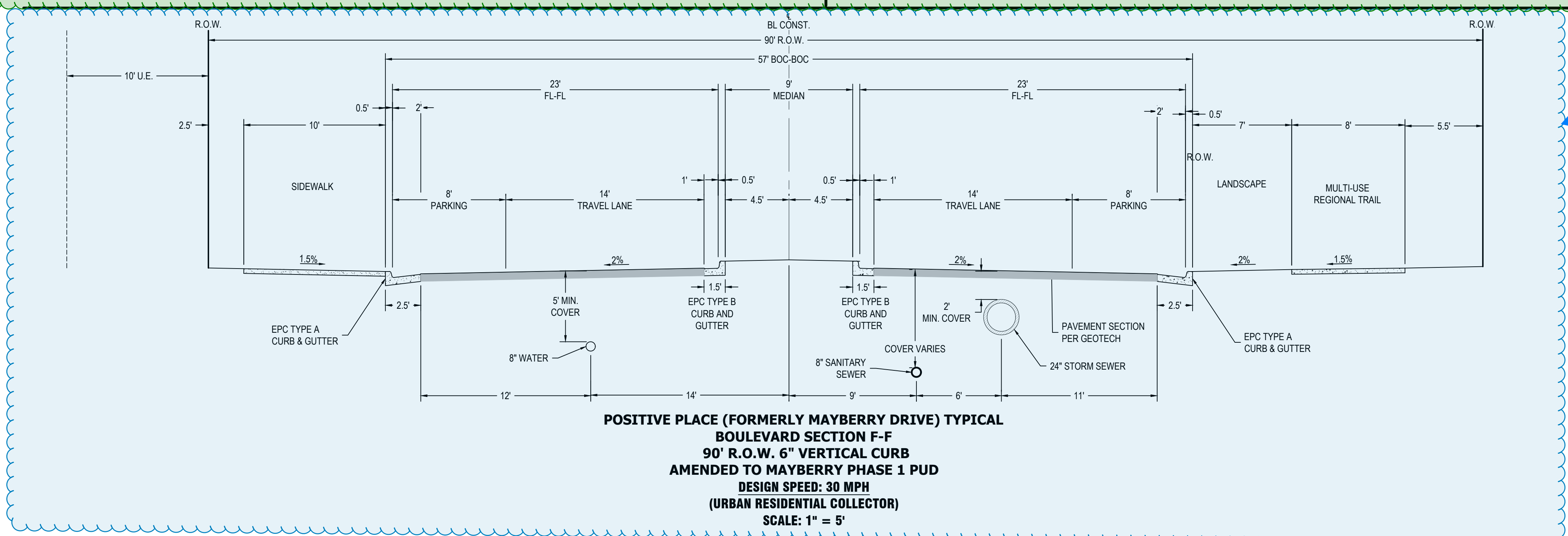
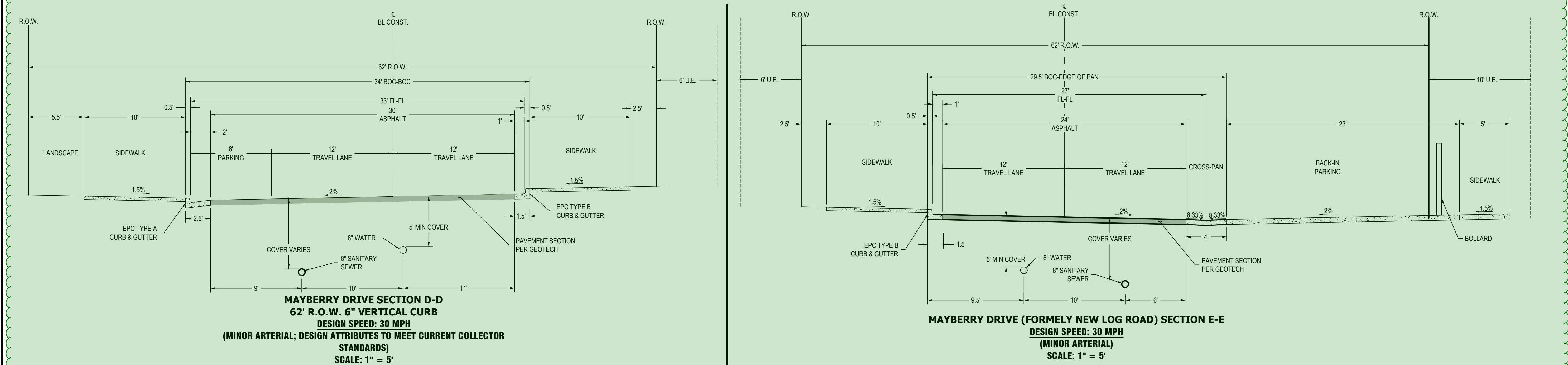
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2

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.



1



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

Designed: WCK Job No.: 8787-0001 Sheet: 10 of 16 Date: June 15, 2026
 Prepared: WCK Scale Horiz: N/A Scale Vert: N/A
 Approved: AKM

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 Cahillman Run
 Cahoon, CO 80808
 Contact: Scott Souder

Know what's below.
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No. 10

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

MAYBERRY PHASE 2

PUD DEVELOPMENT PLAN AND PRELIMINARY PLAN

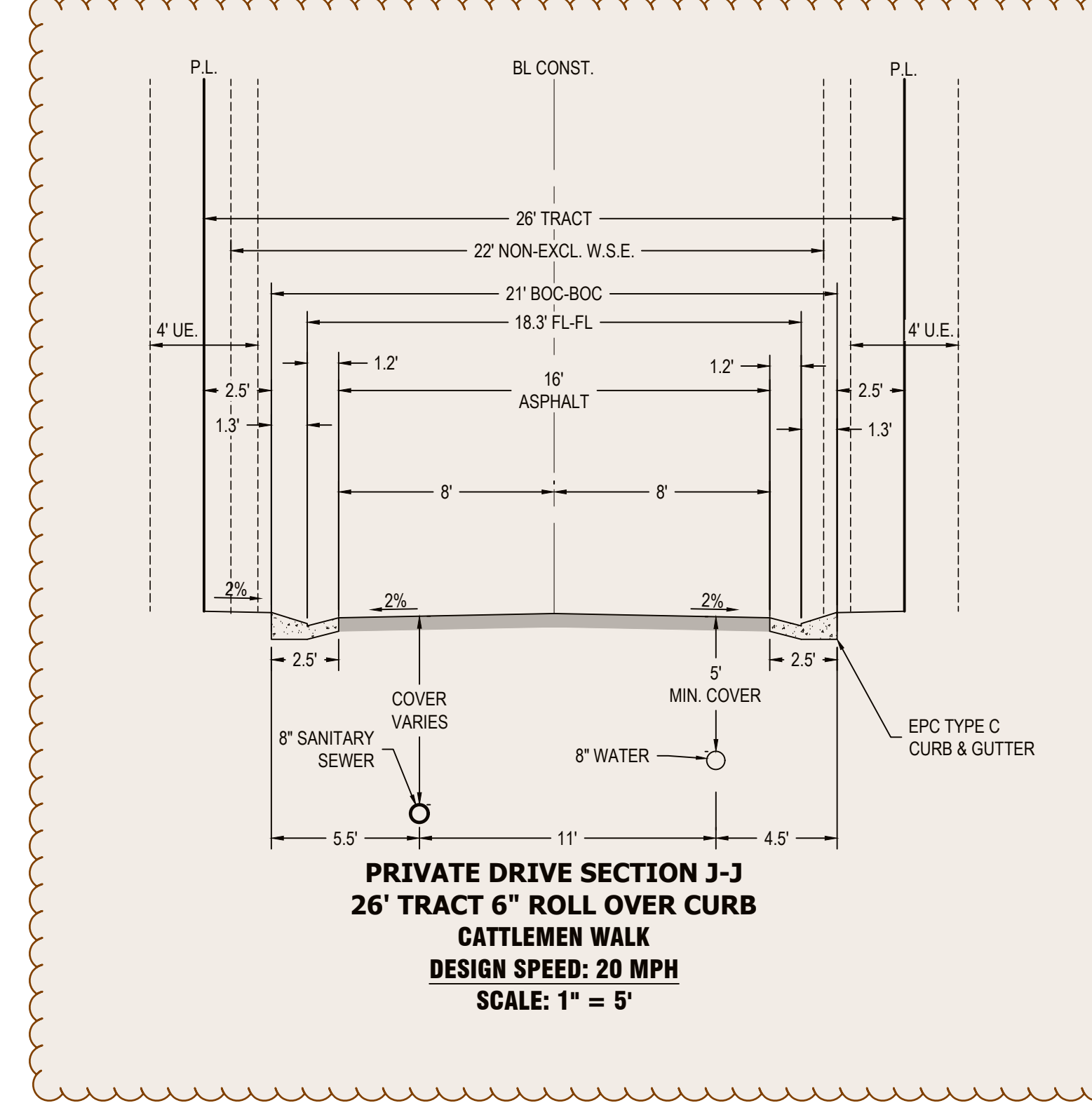
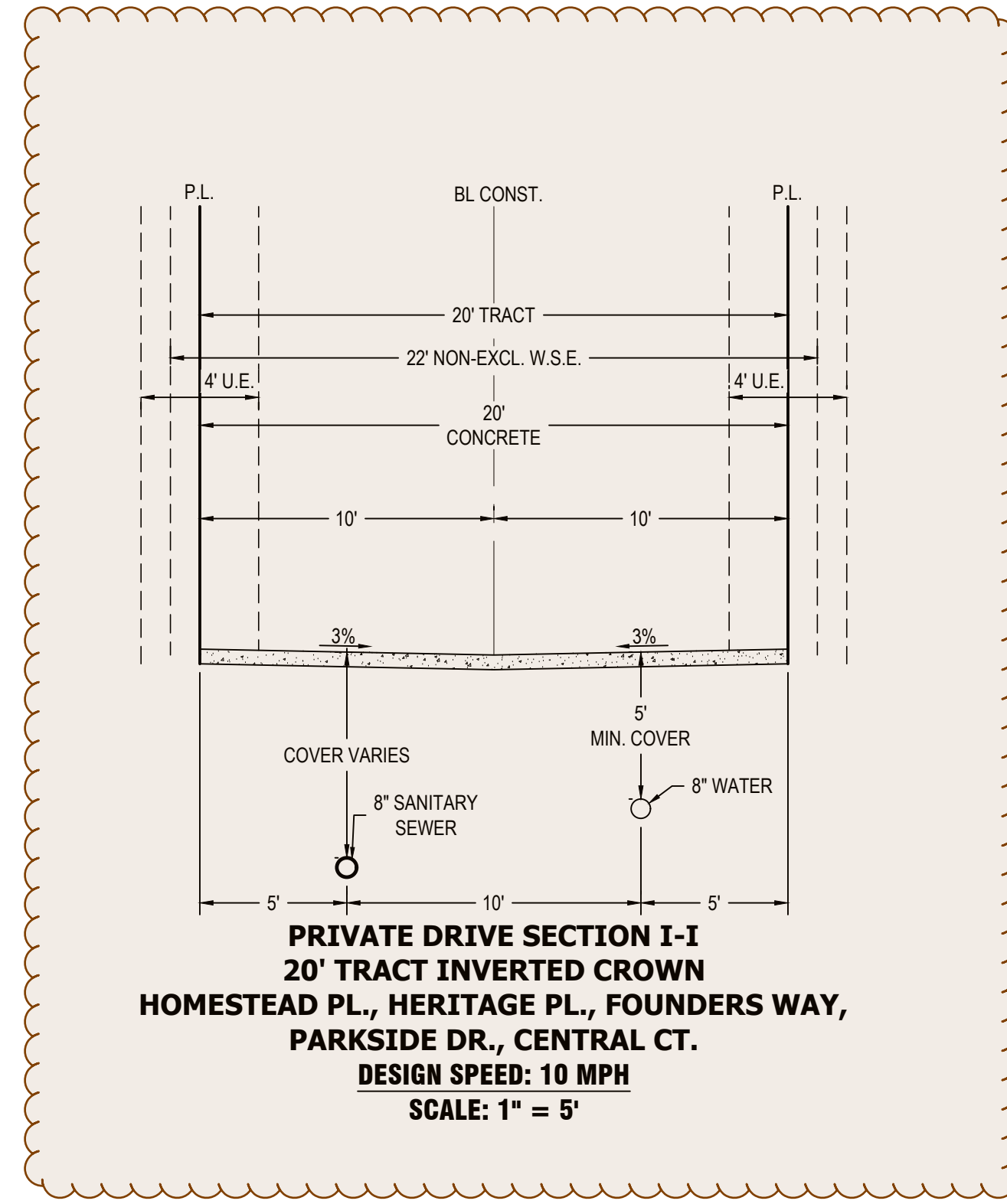
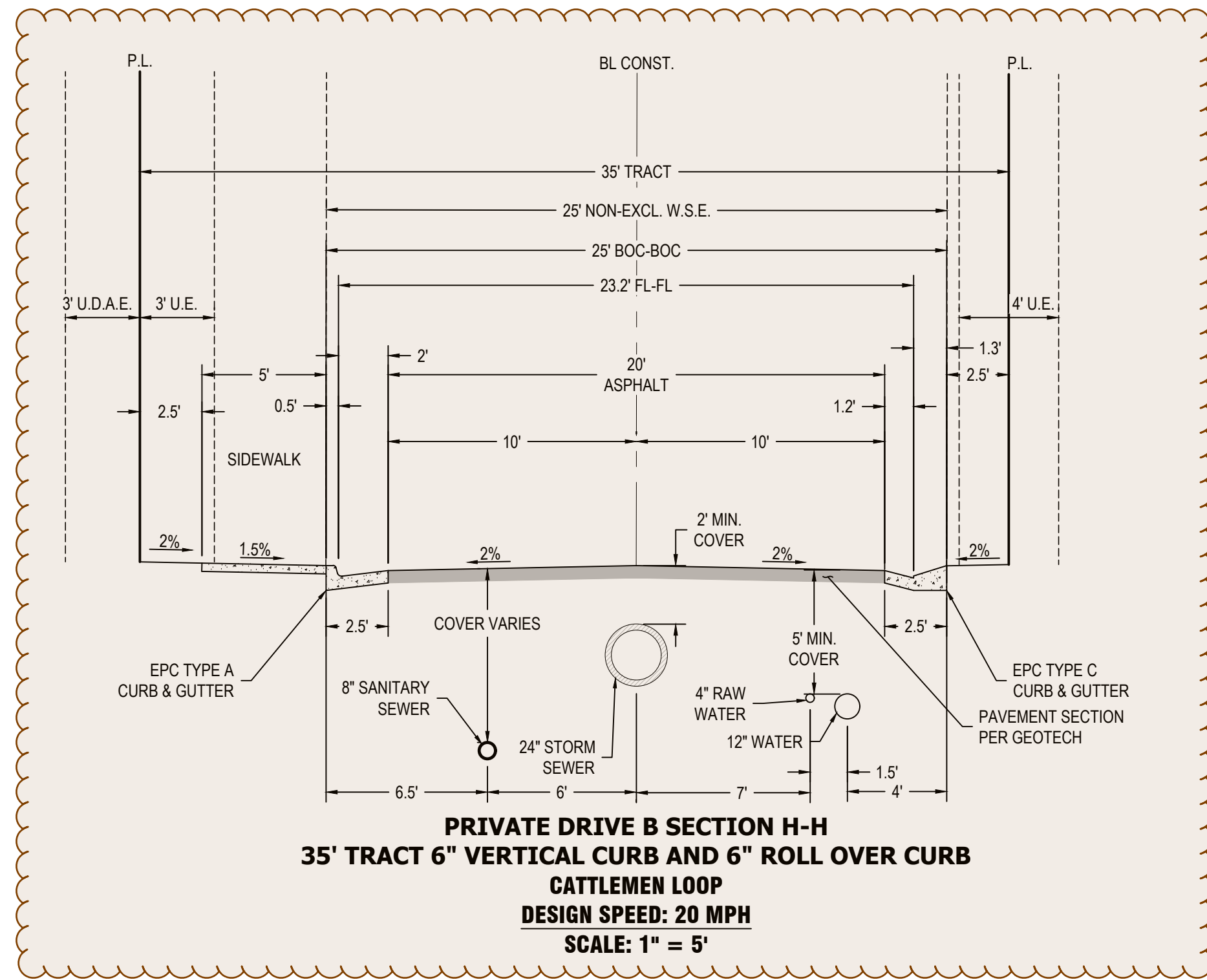
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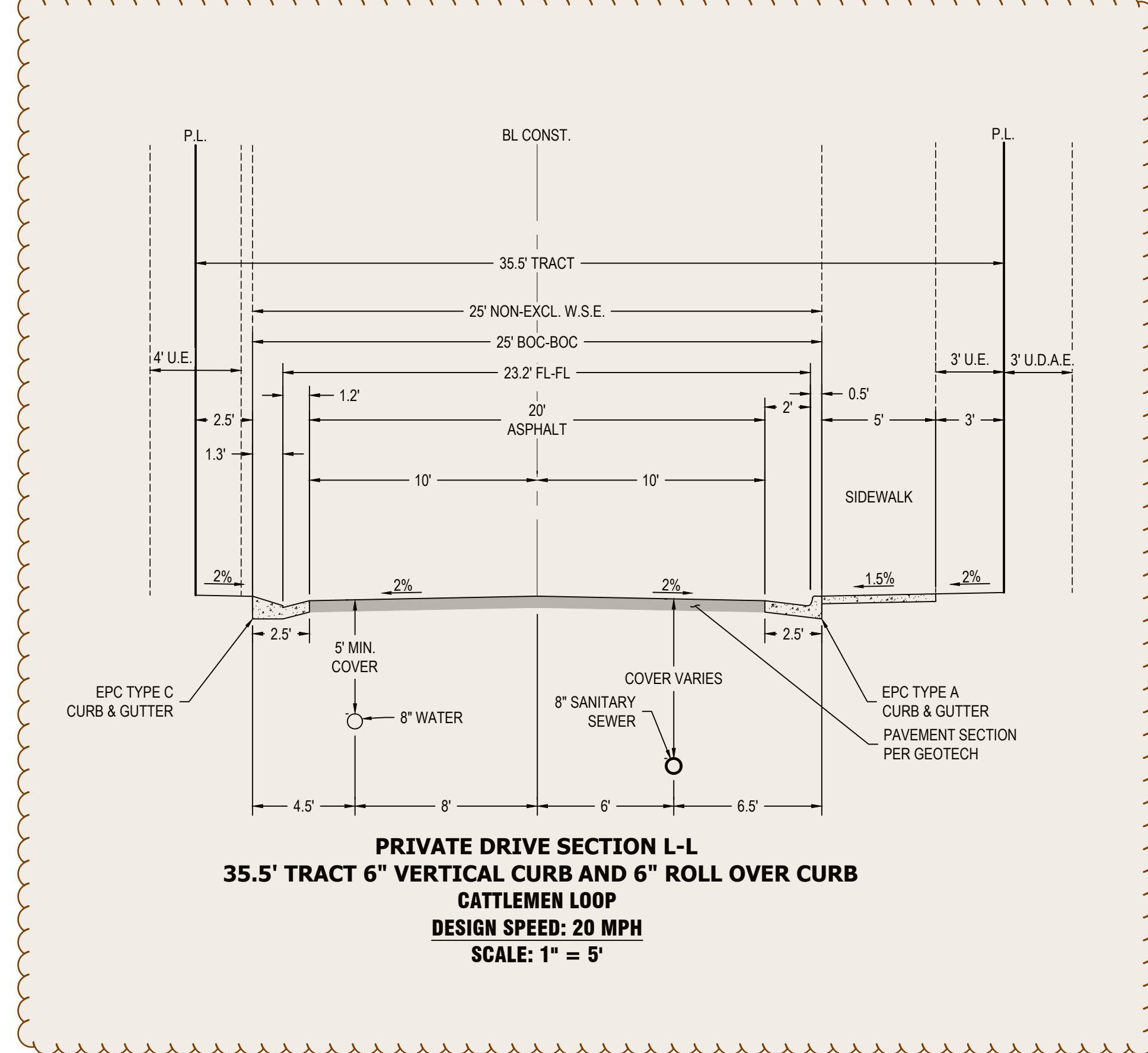
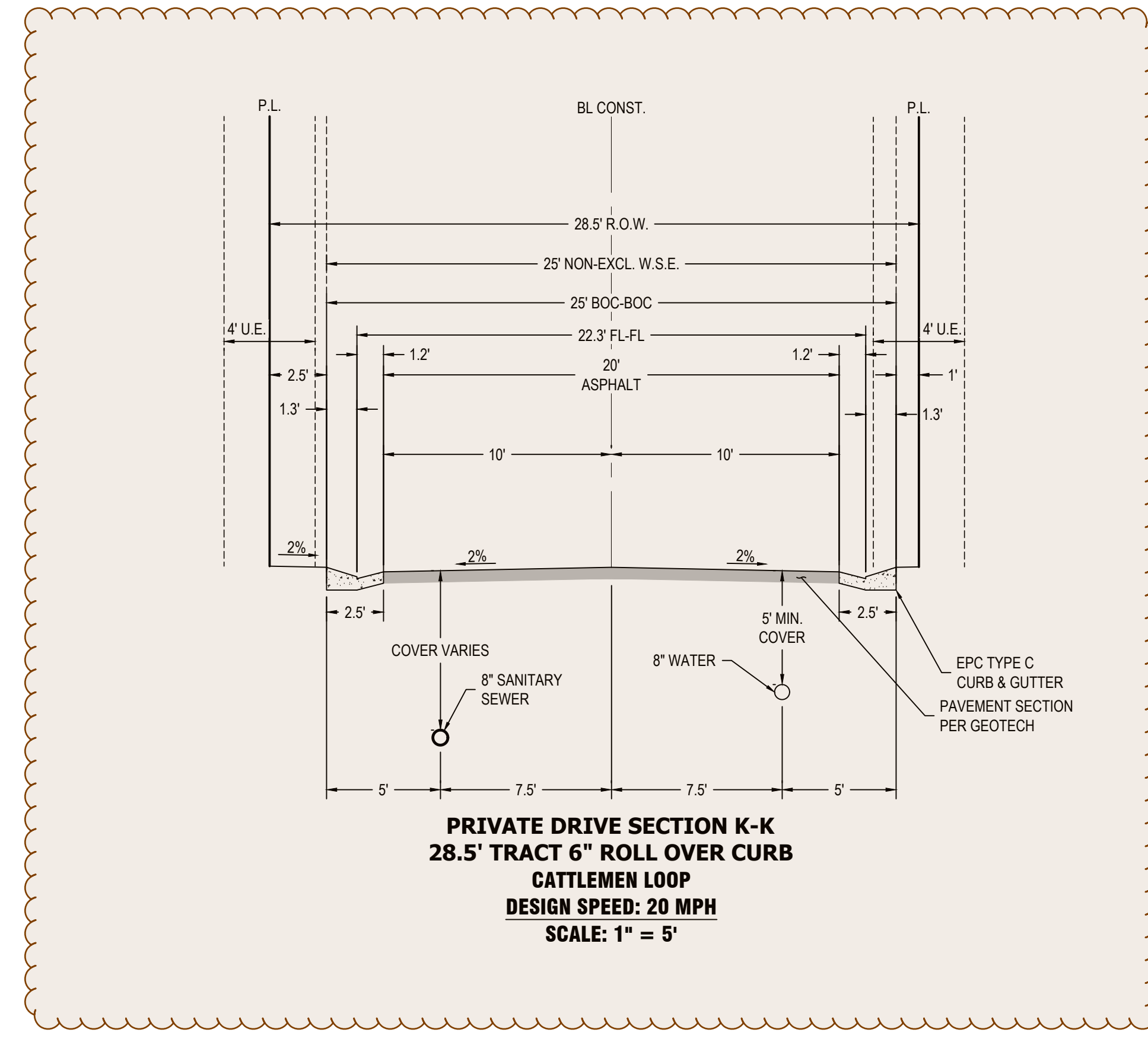
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No.	Rev. Date	Revision Type
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4		
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6		

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



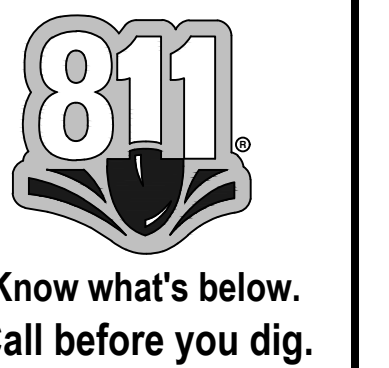
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I:\JOB FOLDERS\0000-0000 - MAYBERRY ENGINEERING\04 DRAWINGS\PRELIMINARY PLANS\PU\8787-0001 ROAD SECTIONS PRINTED ON: 6/15/2026 10:44 AM

Mayberry Phase 2
 El Paso County
 PUD Development Plan & Preliminary Plan
 Road Cross Sections

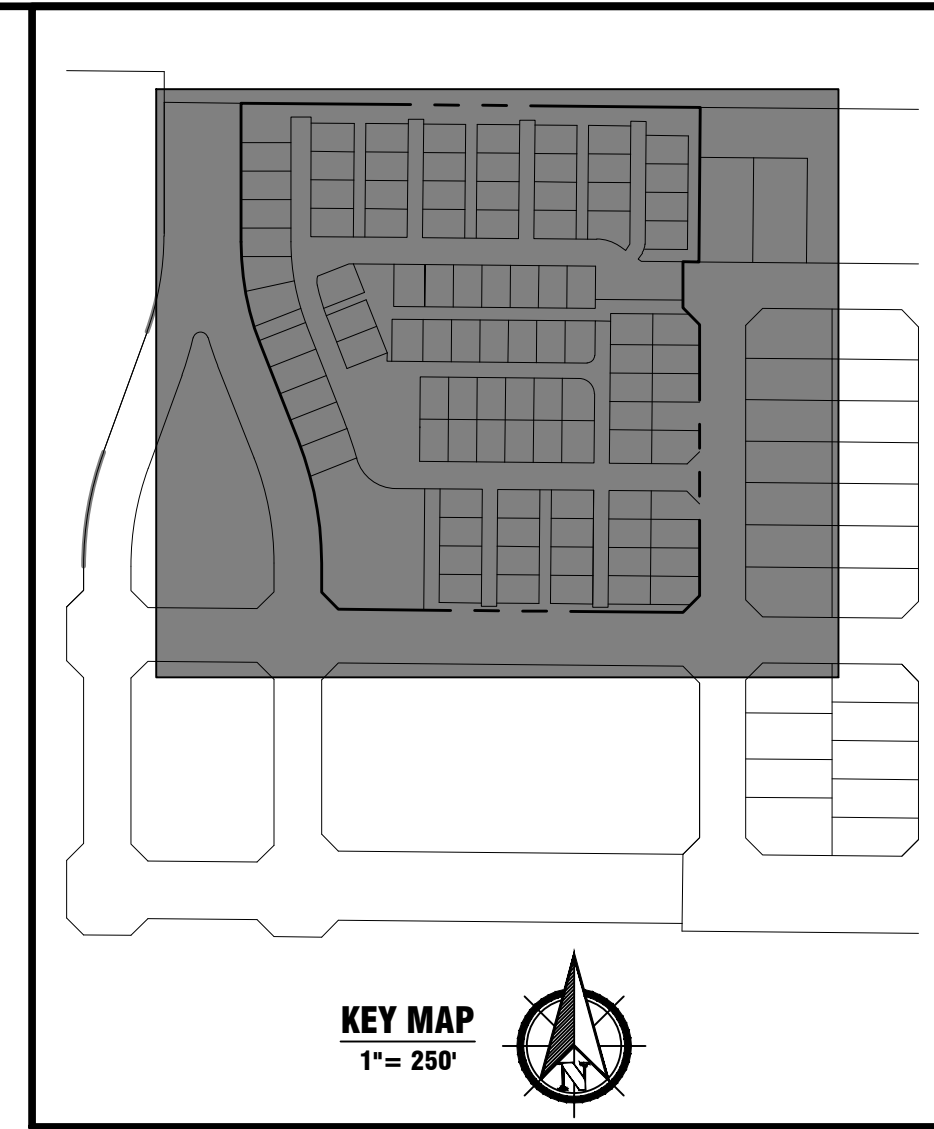
Client: Mayberry Communities, LLC
 Address: 22108 Cahillman Run
 Cahoon, CO 80808
 Contact: Scott Souder



MAYBERRY PHASE 2

PUD DEVELOPMENT PLAN AND PRELIMINARY PLAN

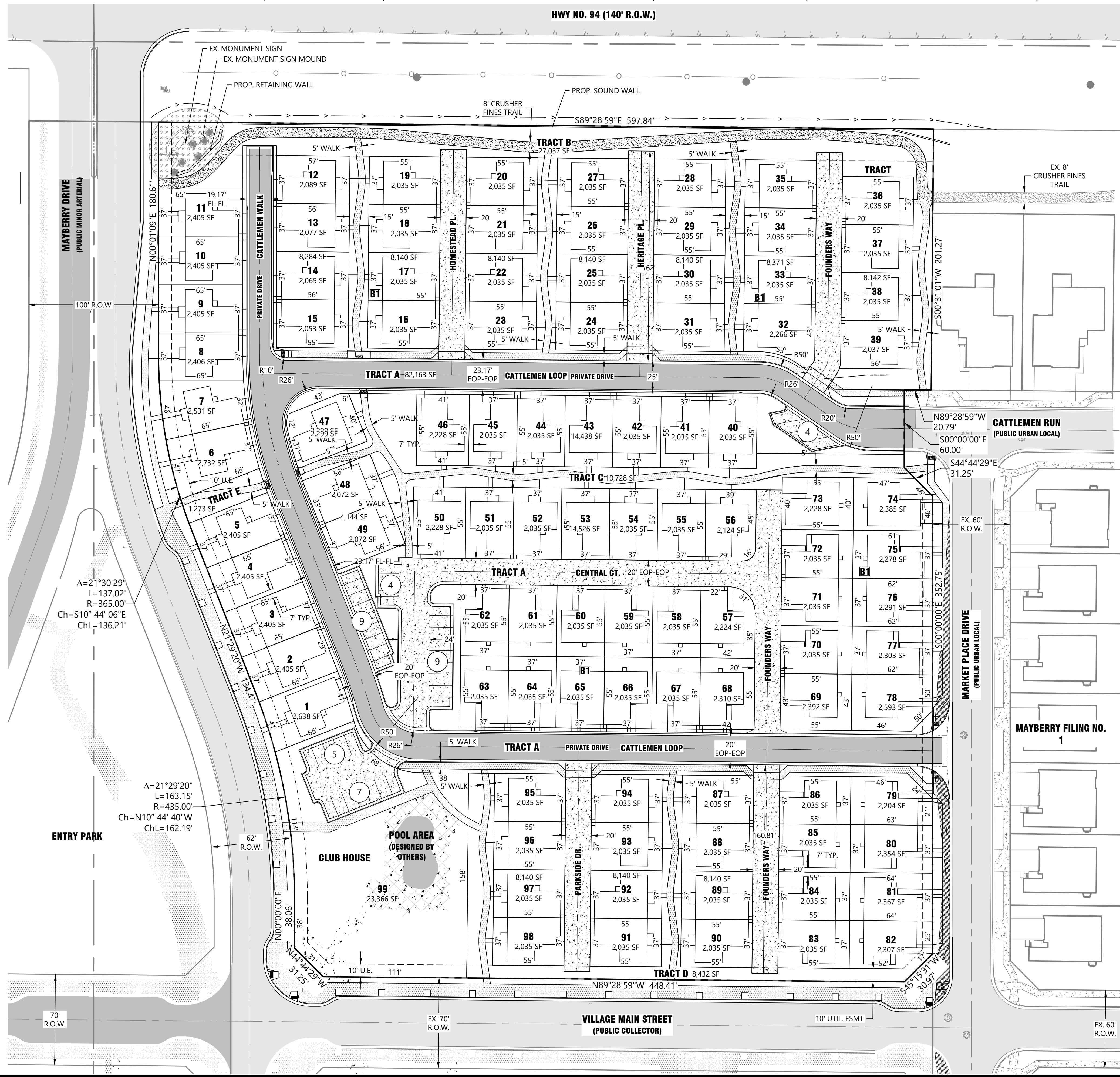
A REPLAT OF TRACT K & TRACT O, MAYBERRY, COLORADO SPRINGS FILING NO. 1, REC. NO: 220714655, AND A PORTION OF THE NW 1/4 OF SECTION 14 & THE NE 1/4 OF SECTION 15, LOCATED IN SECTION 14 & SECTION 15, TOWNSHIP 14 SOUTH, RANGE 63 WEST OF THE 6TH P.M., EL PASO COUNTY, STATE OF COLORADO.



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

Designed: WCK Job No.: 8787-0001 Sheet: 12 of 16 Date: June 15, 2026
 Prepared: WCK Scale Horiz: 1" = 40' Scale Vert: N/A
 Approved: AKM

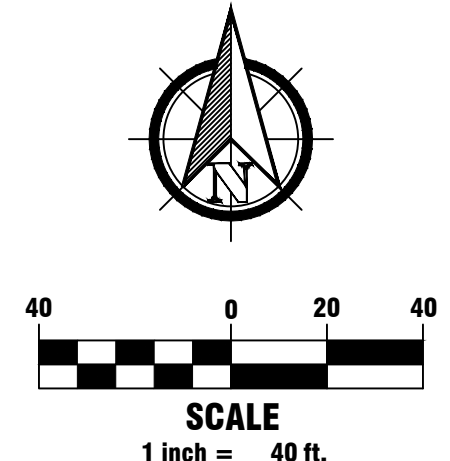


FIRE LANE LEGEND

R8-31 12" X 18"	R8-31L 12" X 18"	R8-31R 12" X 18"	CUSTOM

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

4



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

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



Know what's below.
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No. 12

I:\JOB FOLDERS\0000-0000 - MAYBERRY ENGINEERING\04 DRAWINGS\PRELIMINARY PLANS\01 PRELIMINARY PLANS\01 TRACT K SITE PLAN PRINTED ON: 6/15/2026 10:44 AM

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 for residents to live, work, and play within reasonable walking distance.

- 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.

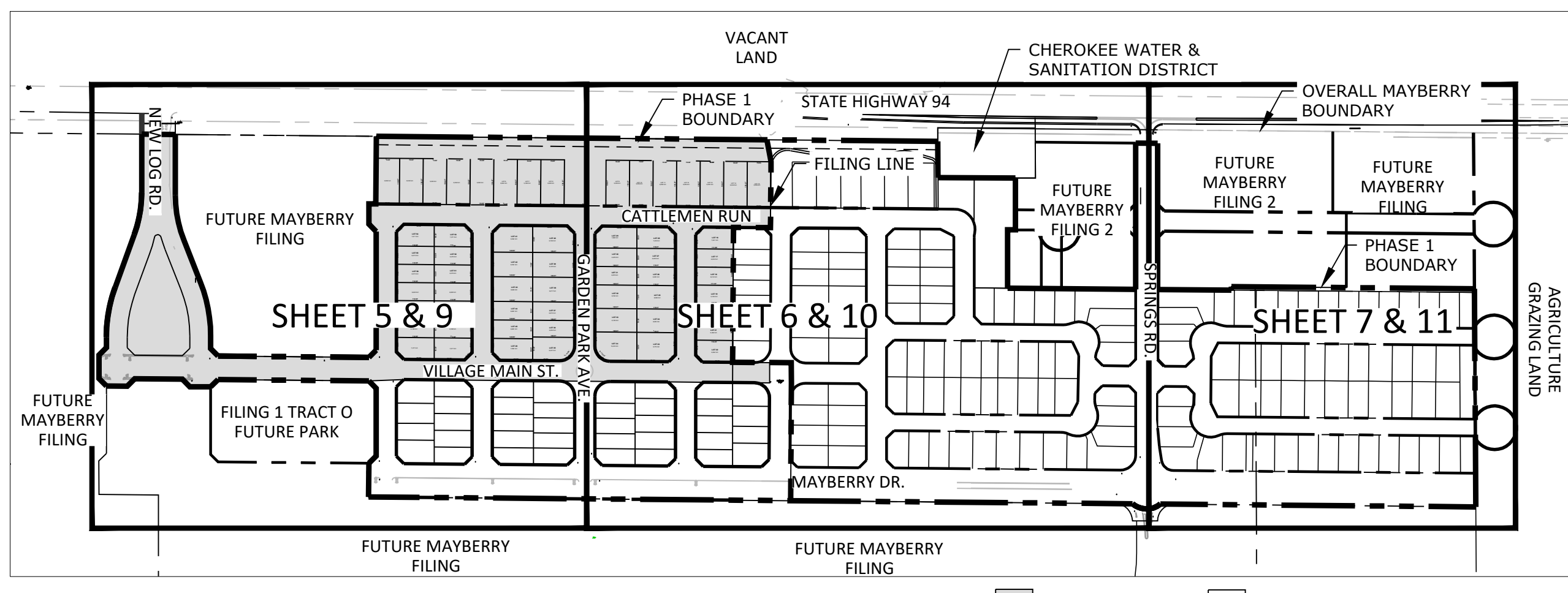
- I. Relationship to County Regulations
The provisions of this Development Plan shall prevail and govern the development of Mayberry Phase 1 PUD, provided, however, that where the provisions of this Development Plan do not address a particular subject, the relevant provisions of the El Paso County Land Development Code, as amended and in effect at the time of the PUD plan approval (or owner acknowledgment (or owner acknowledgment (or 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

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



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 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 Land 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 1 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))

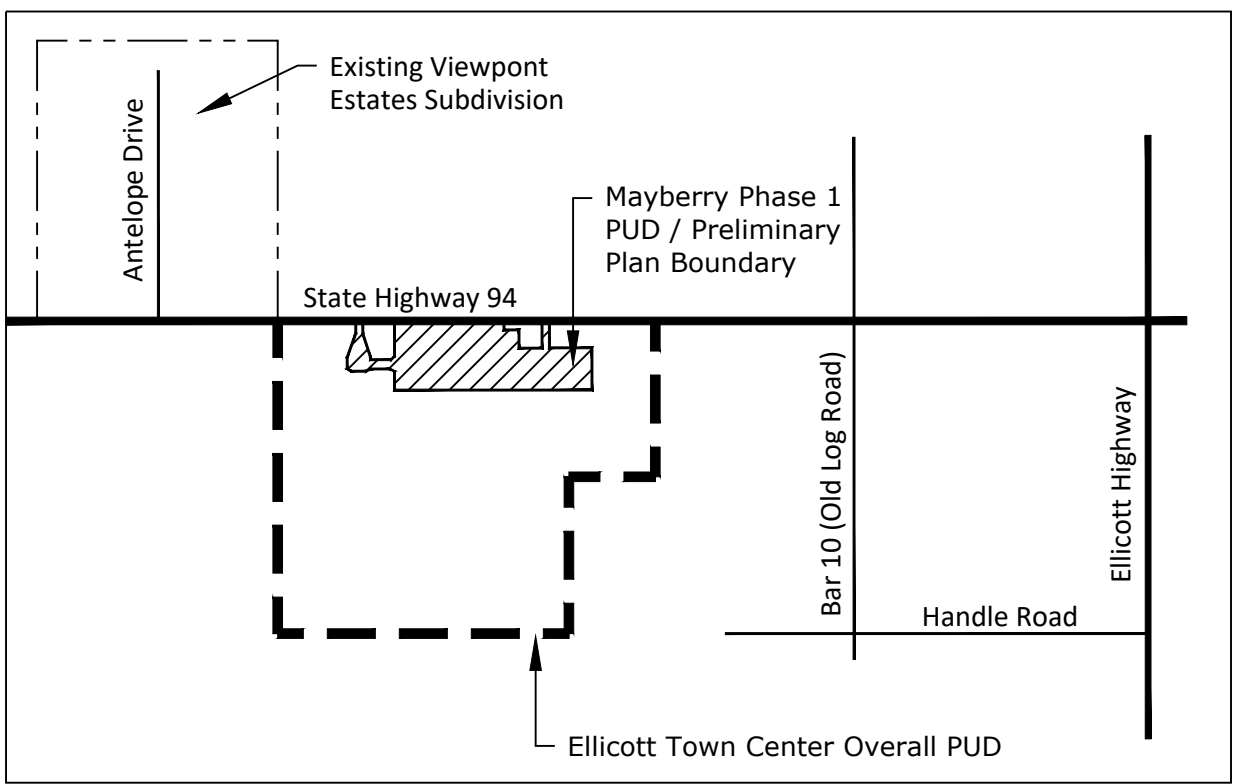
Table with 5 columns: LDC/ECM Section, Category, Standard, Modification, Justification. Rows include drainage/utility easement, urban knuckle length, and mid-block crossings.

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, 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.

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 herein 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)
El Paso County) ss.
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

Table with 2 columns: Category and Value. Includes Tax ID Number, Total Area, Development Schedule, Small Area Plan, Sketch Plan, Current Zoning, Current Use, Proposed Use, Average Lot Size, Minimum Lot Size, Minimum Lot Width, Maximum Lot Coverage, Gross Density, R.O.W., Total Tract Area, Maximum Building Height.

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

Table with 5 columns: LAND USE, NET DENSITY, UNITS, ACRES, % OF LAND. Rows include SINGLE FAMILY, ROAD R.O.W, OPEN SPACE TRACTS.

AMENDMENT HISTORY

Table with 3 columns: County File Number, Date, Amendment Description. Row: PUDSP-21-009, 02-16-2022, Revise Lots, Tracts & Streets

PROJECT HISTORY

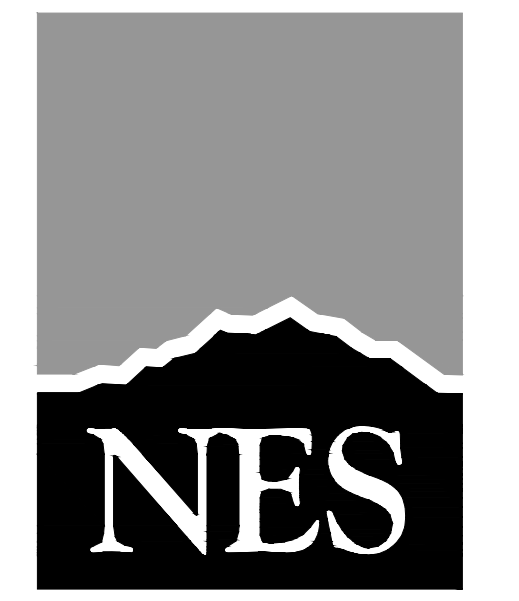
Table with 2 columns: Date, Approved. Rows: 12-Jan-06, 11-May-06, 12-Apr-07, 22-Dec-20, 23-Dec-20.

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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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

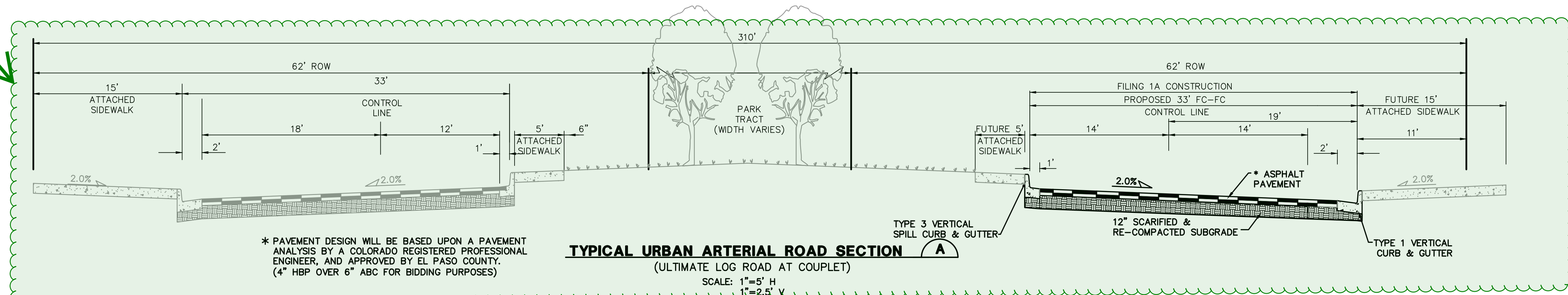
ENTITLEMENT

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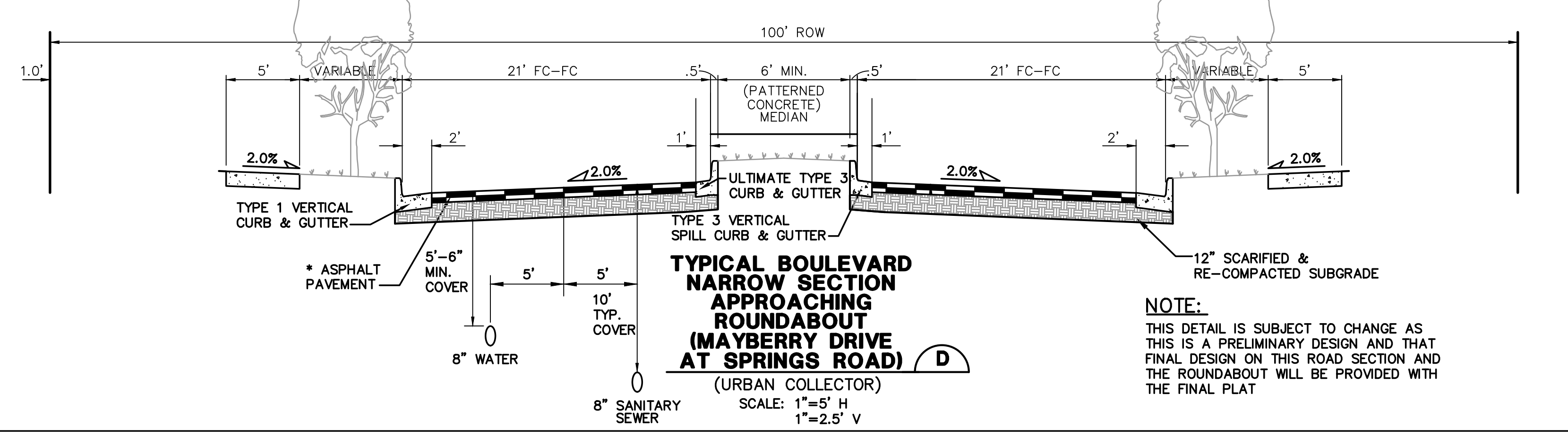
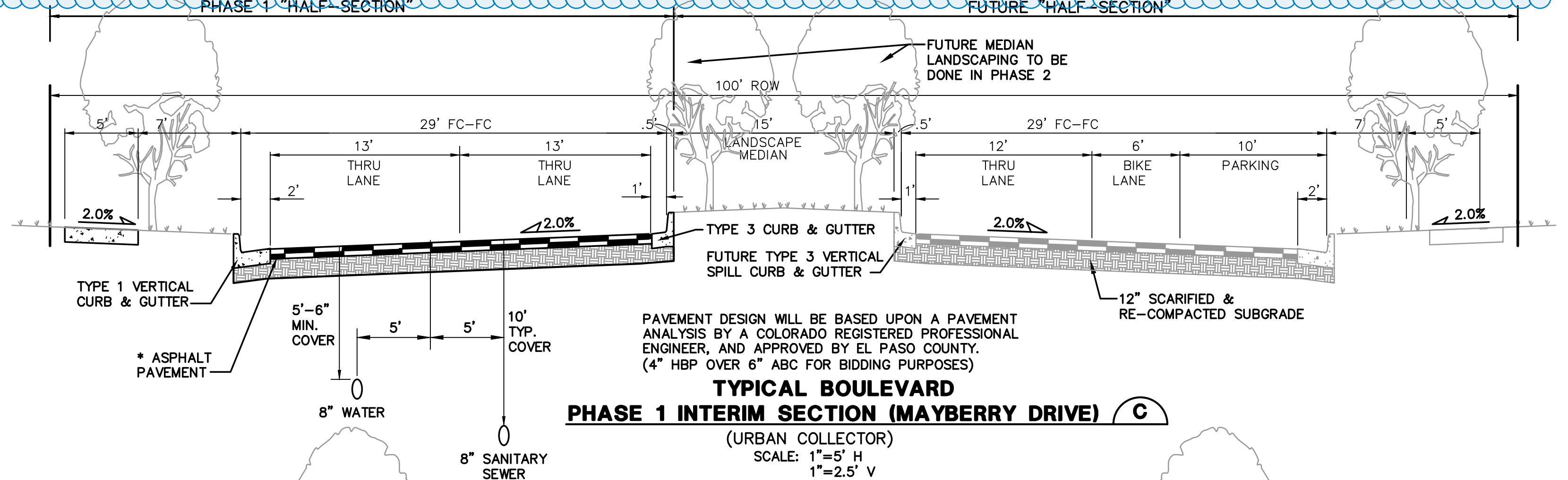
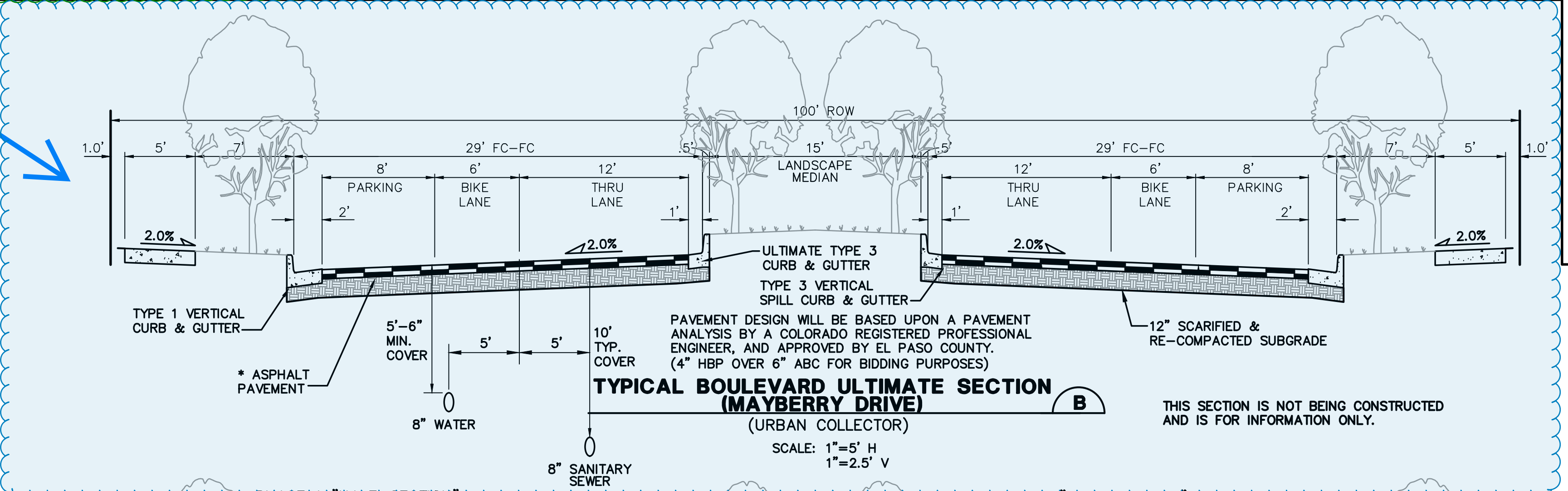
COVER

P:\CS\Mayberry\Mayberry (Drawings)\Planning\Develop\Phase 1_PUD\99_Amendments\Mayberry Phase 1_Amendment_PUDSP\Plan 1_Cover1 3/2/2022 11:34:02 AM bhen

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DESIGN DATA

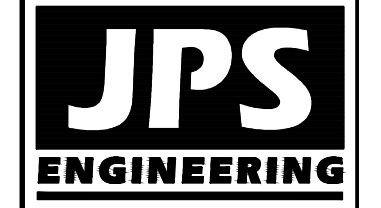
ROAD CLASSIFICATION:	URBAN MINOR ARTERIAL
DESIGN SPEED:	40 MPH
POSTED SPEED:	35 MPH
MIN. HORIZONTAL RADIUS: (STANDARD)	565'
MIN. HORIZONTAL RADIUS: (PER APPROVED DEVIATION)	400'
MIN. GRADE:	0.5%
MAX. GRADE:	6.0%
MIN. K-VALUE (CREST):	44
MIN. K-VALUE (SAG):	64

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



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



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

MAYBERRY, COLORADO SPRINGS - PHASE 1
TYPICAL ROAD SECTIONS

NO.	DATE	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



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

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

5 OF 13

PUDSP-21-009

STAMP

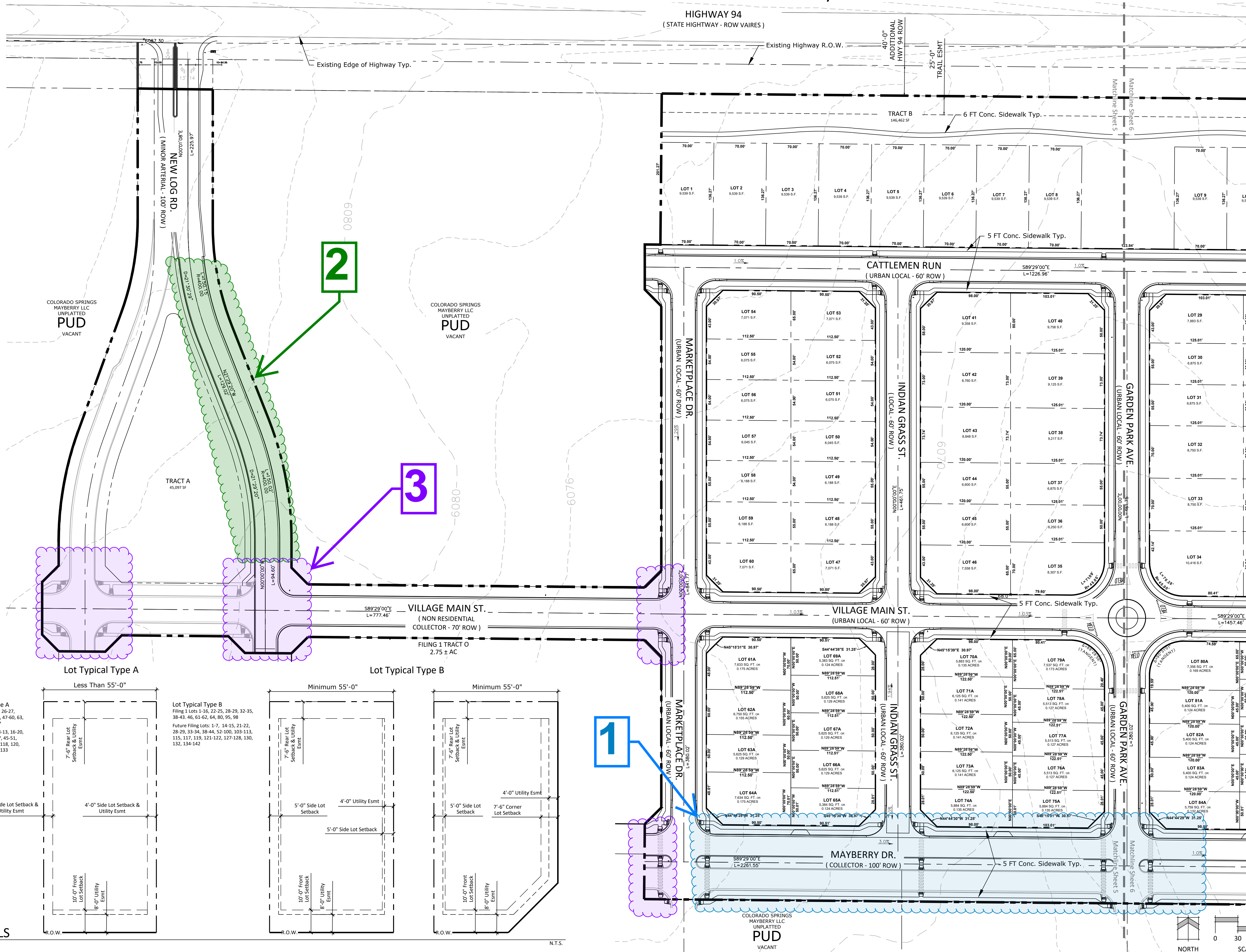
ISSUE INFO

ISSUE / REVISION

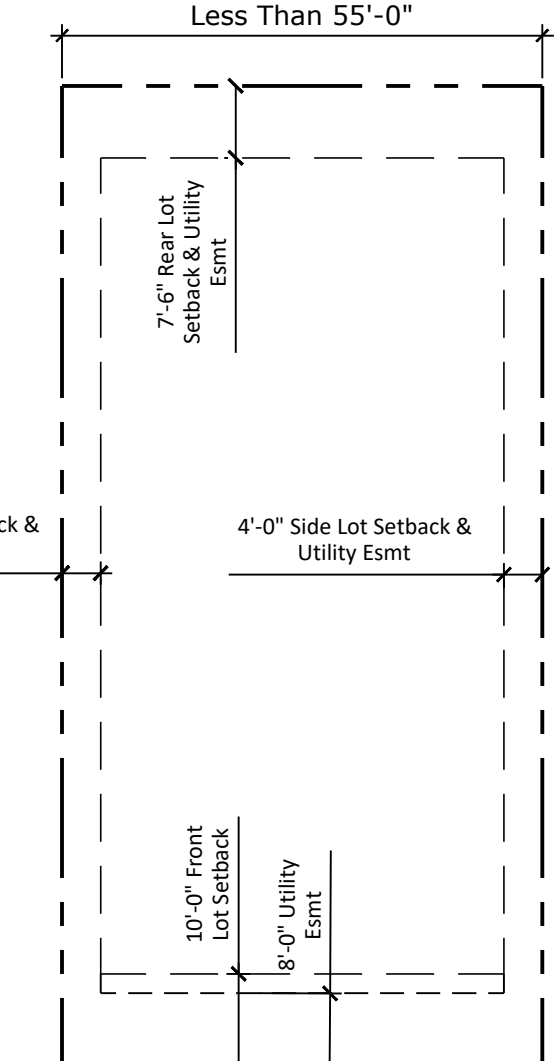
SHEET TITLE

SHEET NUMBER

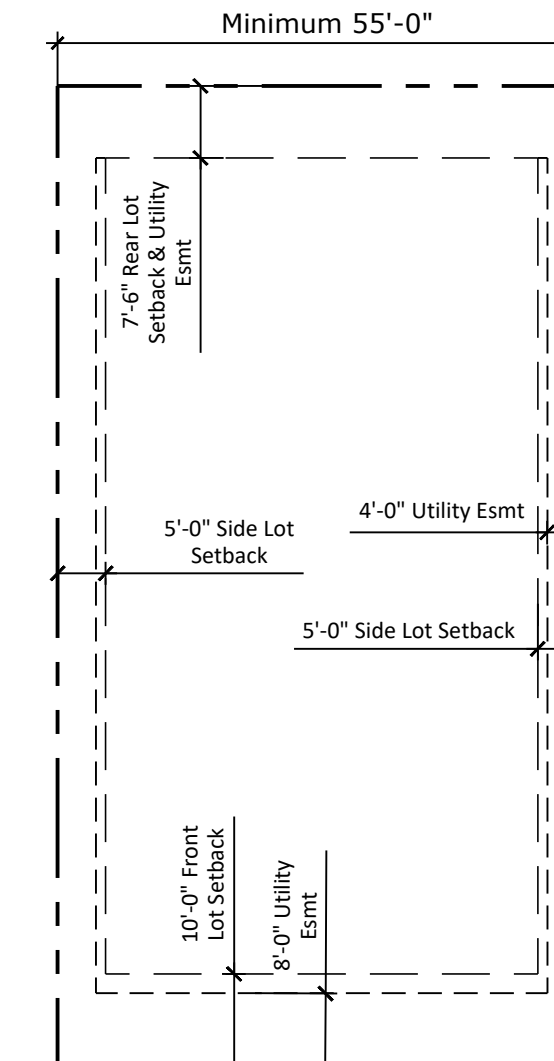
PLAN FILE #



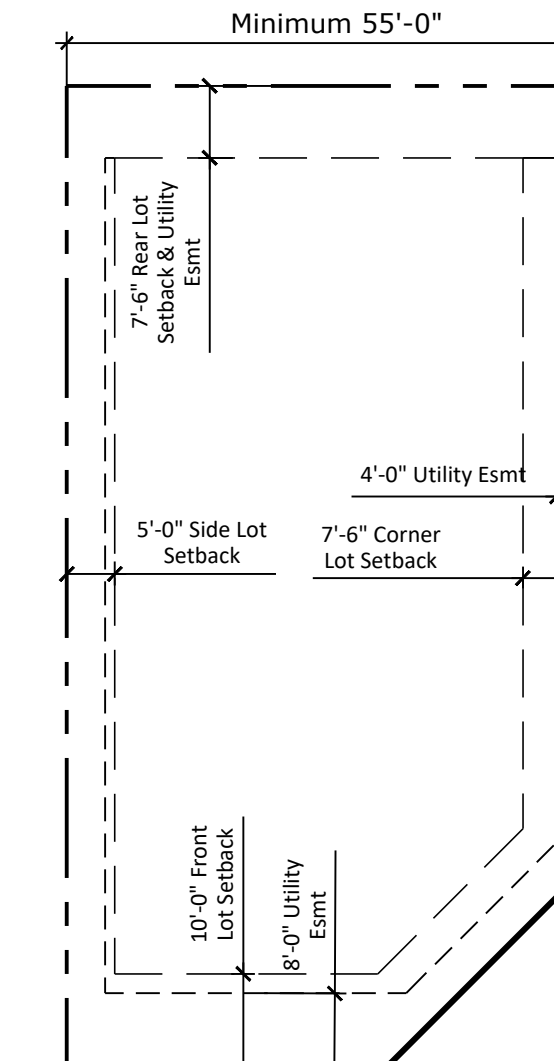
Lot Typical Type A
Less Than 55'-0"



Lot Typical Type B
Minimum 55'-0"



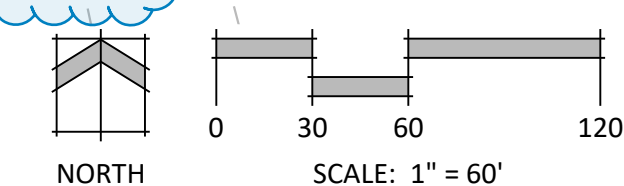
Lot Typical Type C
Minimum 55'-0"

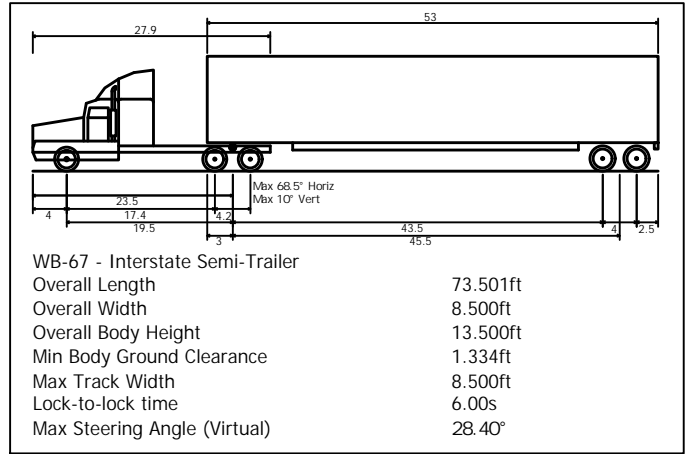
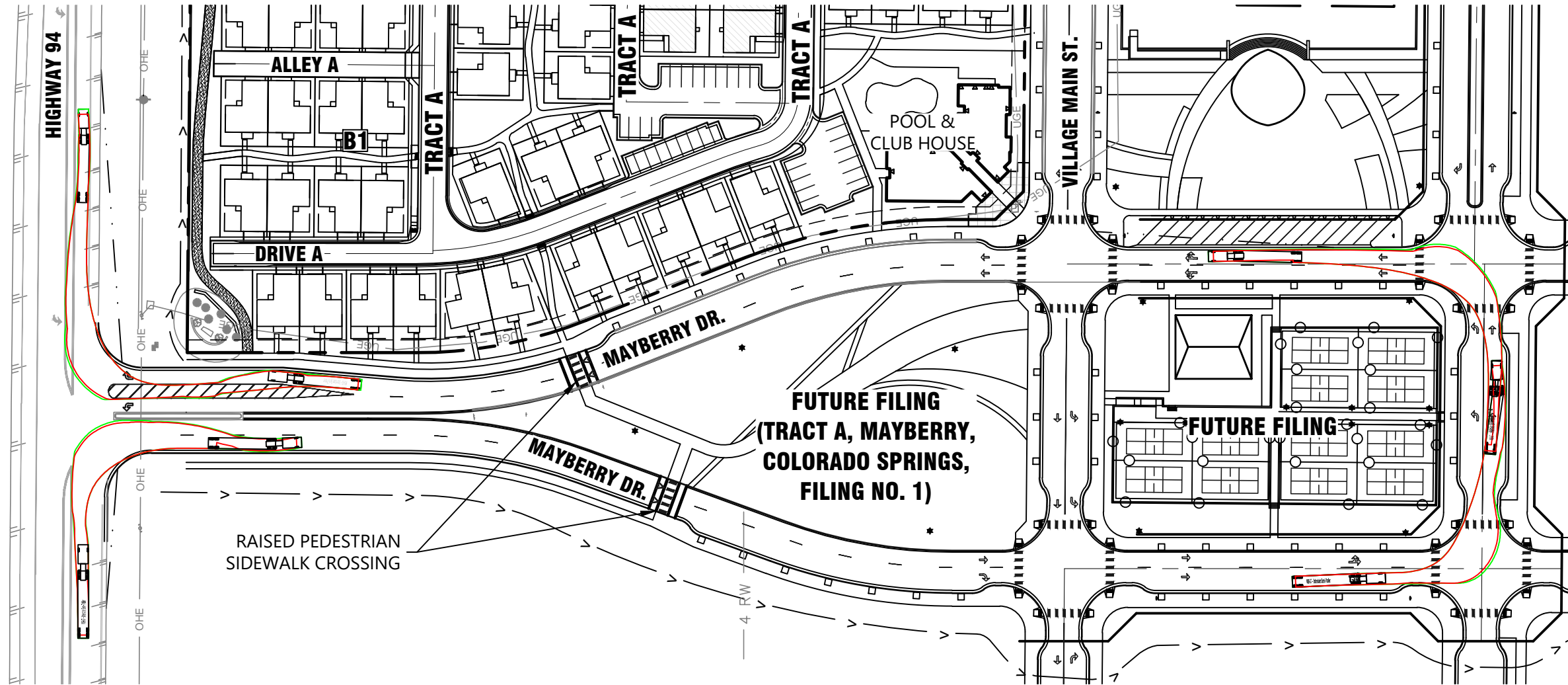


LOT TYPICALS

P:\CS\Mayberry\Mayberry\Drawings\Planning\Phase 1_PUD_PP_Amendment\Mayberry Phase 1_Amendment_PUDPP.dwg [5-Plan] 2/16/2022 10:09:42 AM baten

N.T.S.





LEGEND

- WHEEL TURN PATH
- OVERHANG PATH

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: June 15, 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