



LSC TRANSPORTATION CONSULTANTS, INC.
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Mayberry Phase 1
Amendment to the Ellicott Town Center
Phase 1 PUD/Preliminary Plan
Transportation Memorandum
PCD FILE NO.: PUDSP219
(LSC #S214300)
February 17, 2022

Traffic Engineer's Statement

This traffic report and supporting information were prepared under my responsible charge and they comport with the standard of care. So far as is consistent with the standard of care, said report was prepared in general conformance with the criteria established by the County for traffic reports.



Developer's Statement

I, the Developer, have read and will comply with all commitments made on my behalf within this report.

A handwritten signature in blue ink, likely of the developer, written over a horizontal line.

2/16/2022
Date

Mayberry Phase 1 PUD Amendment Transportation Memorandum

Prepared for:

John Mick
3296 Divine Heights #207
Colorado Springs, CO 80922

FEBRUARY 17, 2022

LSC Transportation Consultants

Prepared by: Jeffrey C. Hodsdon, P.E.

PCD FILE NO.: PUDSP219

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February 17, 2022

John Mick
3296 Divine Heights #207
Colorado Springs, CO 80922
Colorado Springs, CO

RE: Mayberry Phase 1
Amendment to the Ellicott Town
Center Phase 1 PUD/Preliminary Plan
El Paso County, CO
Transportation Memorandum
EPC PCD File No.: PUDSP219
LSC #S214300

Dear Mr. Mick

LSC Transportation Consultants, Inc. has prepared this traffic technical memorandum for the proposed Preliminary Plan and PUD Amendment for Phase 1 of Ellicott Town Center. The site is located generally southwest of Highway 94 and Log Road in El Paso County, Colorado.

The land use and proposed street connections (access points) to Highway 94 have not changed from 2012. Filing 1 remains 98 lots and the Phase 1 Preliminary Plan including Filings 1 and 4 (formerly referred to as Filing 2) remains 240 lots.

Traffic analysis of this development was included in the **June 2020** TIS report entitled *Ellicott Town Center Filing 2 Traffic Impact Study March 31, 2020** (*Note: Minor Revision June 2, 2020). The El Paso County reference numbers are PCD File Nos. CS192 and SF 1910. **Please refer to this document for analysis of traffic impacts and improvement recommendations.**

This memo identifies some minor modifications associated with the internal Mayberry Town Center plan and streets to become El Paso County public streets. The effects of these changes on the previous analysis of the state highway intersections is negligible. Therefore, the prior analysis at the state highway intersections remains valid. Additional detail specific to the internal development streets shown on the PUD (proposed future County streets) has been added to this report.

PRIOR TIS REPORTS:

- The prior report for this 240-lot Phase 1 Ellicott Town Center Preliminary Plan was the February 17, 2006 *Ellicott Town Center Preliminary Plan Updated Traffic Impact and Access Analysis Report*.
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LAND USE AND ACCESS

Proposed PUD/Preliminary Plan Amendment

Please refer to the attached plan. The plan includes the 240 lots for single-family homes. Access would be to two locations on Highway 94 at New Log Road and Springs Road. Please refer to the attached Exhibit 1 for minor changes in the internal street system. This exhibit is a modified version of Figure 13 from the June 2020 TIS report. The current PUD Amendment sheet is also attached for reference.

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Zoning for Commercial Filings 2 and 3 has been approved. Filing No. 2 will be developed first. Filing No. 3 will be developed later. Site plans for Filing No. 3 have not been submitted.

TRAFFIC IMPACT ANALYSIS AND ROADWAY IMPROVEMENTS

Please refer to the **June 2020** TIS report entitled *Ellicott Town Center Filing 2 Traffic Impact Study March 31, 2020** (*Note: Minor Revision June 2, 2020). The El Paso County reference numbers are PCD File Nos. CS192 and SF 1910.

This memo includes a copy of Table 12 from that report. The table now includes a Table 12a “supplement,” with notations and additions specific to the El Paso County roadway improvements specific to the internal development streets (proposed as future County streets) shown on the PUD. Tables 12 and 12a are attached.

STREET CLASSIFICATIONS

The attached Exhibit 1 shows the proposed street classifications. This exhibit is a modified version of Figure 13 from the June 2020 TIS report. The figure has been modified to illustrate the minor street network modifications. These modifications include:

- Removal of local street connections through commercial Filings 2 and 3 (except Springs Road).
- Modification to Village Main Street. This PUD has been updated to include a discontinuity between New Log Road and Springs Road. The resulting short segment west of Springs Road is now shown as Besseyi Way. This change will likely result in a shift of some traffic to Mayberry Drive, a Collector Street. This is actually an improvement in the plan, as it would shift through traffic to the collector street – such as future commercial traffic which will need to travel east/west internally to and from New Log Road due to the left-turn restriction at SH 94/Springs Road. This would not affect the SH 94 projections and intersection analysis because a minor shift in travel route to Mayberry Drive would not likely change the turning volumes at the SH 94 intersections.

In the interim (Filings 1 and 4), prior to full construction of Mayberry Drive, a temporary 24-foot-wide, gravel road segment (to be paved once ADT exceeds 200 vehicles per day) connecting Garden Park Avenue in Filing 1 with Springs Road via the Mayberry Drive alignment – as shown in the attached exhibit – will be used until Filing 4 is developed and Mayberry Drive is completed.

- Several deviations have been approved for variations to the standard *ECM* cross sections by classification. Copies are attached for reference.

APPROVED DEVIATIONS

Attached are several approved deviations which apply to this application. Proposed Changes are indicated in **bold**.

- **Village Main Street** is ultimately classified as an Urban Non-Residential Collector through the Town Center area, and an Urban Local through the residential areas. The approved deviation consists of modified cross-section elements including a 36-foot asphalt width for the Non-Residential Collector and a 30-foot asphalt width for the Urban Local road segments. The right-of-way through the residential area will be 60 feet (matching the deviation).

PROPOSED CHANGES: The segment through the residential areas is no longer proposed to be continuous east to Springs Road. The interim secondary road connecting Filing 1 and Springs Road will not be on the Village Main Street alignment, rather on the Mayberry Drive alignment.

- **New Log Road** is ultimately classified as an Urban Minor Arterial roadway. The approved deviation consists of:
 - Modified cross-section elements including 15-foot attached sidewalks, bike lanes permitted, and on-street parking allowed for the ultimate road section, as well as an interim rural-asphalt-road section during the initial phase of development.
 - The *ECM*-prescribed minimum horizontal-centerline radius for an Urban Minor Arterial is 565 feet. This approved deviation also allows for a slightly reduced minimum centerline radius of 527 feet at couplet transitions as depicted on the attached Plan & Profile Drawing.

PROPOSED CHANGES: None

- **Mayberry Boulevard** is classified as a Collector. The approved deviation consists of modified cross-section elements including an ultimate divided section with landscaped median and a Phase 1 half-section with a 29-foot asphalt width.

PROPOSED CHANGES: The interim secondary road connecting Filing 1 and Springs Road will not be on the Village Main Street alignment, rather on the Mayberry Drive alignment. It is planned to be gravel, initially, but must be paved once ADT exceeds 200 vehicles per day.

- **Springs Road:** Prior PUD approvals addressed deviations for the 65' Springs Road ROW. **CURRENT NOTES (May reflect changes): With this Phase 1 development, Springs Road would extend from SH 94 to the south boundary of Filing 4. Although classified as Urban Minor Collector adjacent to Filings 2 and 3 and Urban Local south of that point (as shown in the attached Exhibit 1-Roadway Classifications), the design attributes shown on the plans are consistent with current Urban Collector standards, and no lots are shown fronting Springs Road.**

CHANGES FROM THE JUNE 2020 TIS REPORT

- The classification figure, Figure 13 from the June 2020 TIS Report, has been revised. The updated version (updated February 17, 2022) is presented in this memo as "**Exhibit 1.**"
- The improvements Table, Table 12 from the June 2020 TIS Report, was updated with the last submittal. The updated version is attached to this memo and was expanded into a two-part table: Table 12 – Roadway Improvements (basically containing only the CDOT improvements) **and** a new Table 12a – El Paso County Roadway Improvements (updated February 17, 2022).
- This PUD has been updated to include a Village Main discontinuity west of Springs Road. The resulting short segment west of Springs Road is now shown as Besseyi Way. This change will likely result in a shift of some traffic to Mayberry Drive, a Collector Street. This is actually an improvement in the plan, as it would shift through traffic to the Collector street – such as Filings 2 and 3 future commercial traffic which will need to

travel east/west internally to and from New Log Road and the SH 94/New Log Road intersection due to the left-turn restriction at SH 94/Springs Road. This would not affect the SH 94 projections and intersection analysis because a minor shift in travel route to Mayberry Drive would not likely change the turning volumes at the SH 94 intersections.

- The June 2020 TIS report did not specifically address the traffic-calming circle intersection at Springs Road/Village Center (now Besseyi Way). Since the previous PUD Amendment submittal, this circle has been removed and is now shown as a conventional two-way, stop-sign-controlled intersection.
- The June 2020 TIS report did not specifically address the intersection of Mayberry Drive/Springs Road. This intersection is planned to be designed and constructed as a one-lane mini-roundabout. This will be a Collector-Local (note: Local with current Collector design attributes) intersection. For the proposed mini-roundabout, design analysis, including truck turning, fastest paths, etc. will be provided for review with the Filing No. 4 final plat.

For this PUD amendment, a mini roundabout that was recently approved for a project in El Paso County has been used as a template to show that the mini-roundabout overall footprint/ROW needs can be met given the lot and street layout. Should any adjustments with respect to the footprint/positioning of the roundabout, accompanying pedestrian facilities and ROW be needed based on the detailed design report, the intersection (and Mayberry Drive legs/approaches) could be shifted south slightly to avoid encroaching into the Filing 4 lots shown on the PUD. This includes easements for mini-roundabout sight-distance lines for the yield-controlled approaches and stopping sight-distance lines of sight.

CDOT ACCESS PERMITS

The CDOT access permits for New Log Road and Springs Road public street connections (access points) to Highway 94 are 218053 and 218054. Both permits have been finalized. Note: The attached Table 12 references these approved access permits for all CDOT-facility improvements.

ROADWAY IMPROVEMENT FEE PROGRAM

This project will be required to participate in the El Paso County Road Improvement Fee Program. The development will be annexed into the ten-mil PID. The 2019 ten-mil PID building permit fee portion associated with this option is \$1,221 per single-family dwelling unit. Based on 240 lots, the total building permit fee would be \$293,040.

* * * * *

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

Respectfully Submitted,

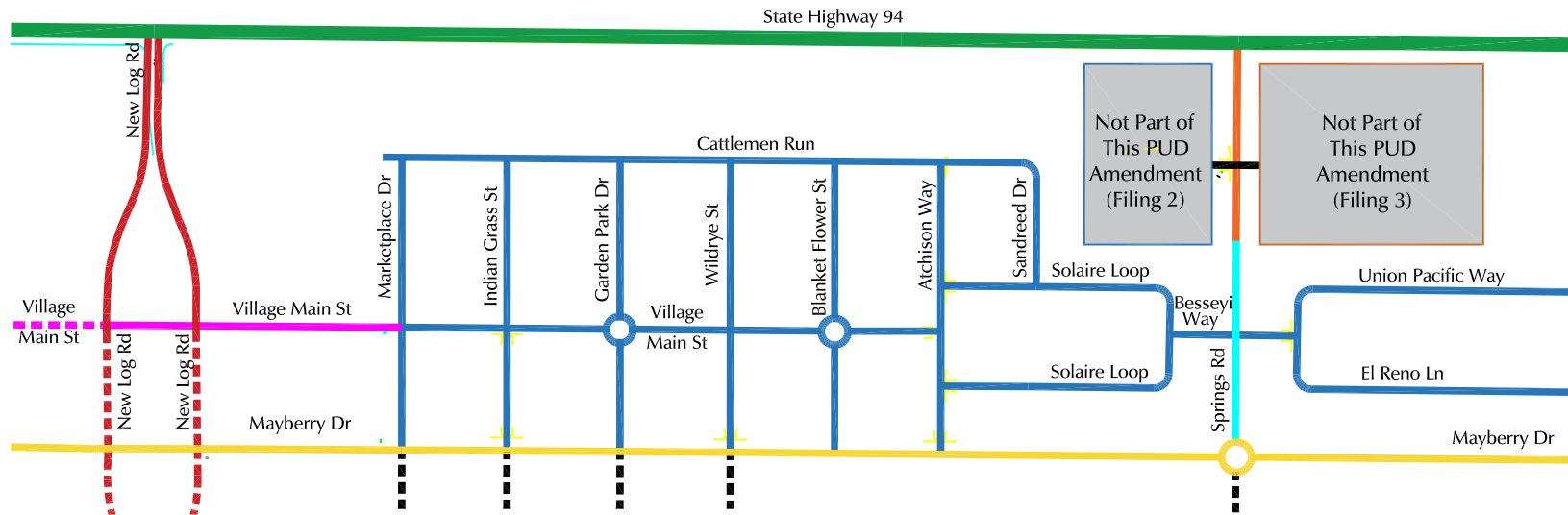
LSC TRANSPORTATION CONSULTANTS, INC.

By: Jeffrey C. Hodsdon, P.E.
Principal

JCH:jas

Enclosures: Exhibit 1 – Street Classifications
Table 12 & Table 12a – Roadway Improvements
Approved Deviations
Mayberry Phase 1 PUD Amendment plan sheet

Exhibit 1 - Street Classifications



- Principal Arterial (CDOT NR-A)
- Urban Minor Arterial
- Urban Residential Collector
- Urban Local
- Urban Local (w/ 65' ROW; design attributes to meet current Collector standards)
- Urban Non-Residential Collector
- Minor Collector (65' ROW; design attributes to meet current Collector standards)
- Future Roadway (Classification TBD)

Exhibit 1

Modified version of Figure 13 from: **Ellicott Town Center Filing 2 Traffic Impact Study** dated March 31, 2020 w/minor revision 6-2-2020.

PCD File No.: CS192 & SF1910 (Modified 2-17-2022)

Roadway Functional Classifications

Figure 13

Ellicott Town Center Rezone (LSC# 194060)

Table 12 & Table 12a – Roadway Improvements

Table 12: Roadway Improvements			
Item #	Improvement	Timing	Responsibility
El Paso County Roadway Segment Improvements			
1	New Log Road (Highway 94 south into the project) construct as an Urban Minor Arterial per the PUD	With Filing No. 1	Applicant
2	Springs Road (Highway 94 south into the project) construct as a gravel, secondary access road	With Filing No. 1	Applicant
3	Springs Road (Highway 94 south into the project to Cattlemen Run) construct as an Urban Non-Residential Collector	With Filing No. 2	Applicant
4	Cattlemen Run west of Springs Road into Filing 2 as a Local Street	With Filing No. 2	Applicant
5	Cattlemen Run east of Springs Road into Filing 2A as a Local Street	With Filing No. 3	Applicant
6	Springs Road south of Cattlemen Run Road into Filing 3 as an Urban Residential Collector	With Filing No. 3	Applicant
CDOT - New Log Road/SH 94 Intersection Improvements			
7	Eastbound Right Turn Deceleration Lane	With Filing No. 1	Applicant
8	Westbound Left Turn Deceleration Lane - 525' - to accommodate Filings 1, 2 and 3	With Filing No. 3 (after Filing 2, the first 3 lots)	Applicant
9	A left-turn acceleration lane will be required for the northbound to westbound movement.	With the installation of the westbound left turn deceleration lane (w/Filing 3)	Applicant
10	Lengthening of the above westbound left turn deceleration lane lengthening to accommodate additional stacking for future development - length TBD with future TIS reports	Future Development*	Applicant
11	Eastbound Right Turn Acceleration Lane	With Future PUD development - TBD.	Applicant
CDOT - Springs Road/SH 94 Intersection Improvements			
12	Eastbound Right Turn Deceleration Lane	With Filing No. 3 (after Filing 2, the first 3 lots)	Applicant
13	Construct a raised center median on SH 94 to prohibit westbound and northbound left-turns at the SH 94/Springs Road intersection required with construction of the eastbound right turn deceleration lane.	Required with construction of the eastbound right turn deceleration lane (w/Filing 3)	Applicant
14	Eastbound Right Turn Acceleration Lane	With Future PUD development - TBD.	Applicant
CDOT - Peyton Highway/SH 94 Intersection Improvements			
15	Westbound Left Turn Deceleration Lane - 525' plus taper	Escrow Fair Share Amount toward future construction (See Item #17 below for details)	Applicant
16	Eastbound Left Turn Deceleration Lane	Upcoming CDOT project	To be constructed by CDOT
17	Westbound Right Turn Acceleration Lane (for southbound to westbound right turning traffic)	Upcoming CDOT project	To be constructed by CDOT
18	Westbound Right Turn Deceleration Lane - 500' plus taper	Escrow Fair Share Amount toward future construction (See Item #17 below for details)	Applicant
19	Escrow fair share percentage of the cost of future westbound right turn and left turn deceleration lanes; estimated cost: \$125,000 (allocated \$75,000 to left and \$50,000 to right). Please refer to separate Escrow Tables 8 and 9 for details.	-Filing 1 amount can be deferred and paid with Filing 2. - Filing 2, 3 and 4 Escrows due with corresponding access permits (Notice-to-proceed stage). Please refer to separate Escrow Tables 8 and 9 for details.	Applicant
20	Escrow fair share percentage of the cost of a future traffic signal; current signal cost are about \$500,000. Please refer to separate Escrow Table 7 for details.	-Filing 1 amount can be deferred and paid with Filing 2. - Filing 2, 3 and 4 Escrows due with corresponding access permits (Notice-to-proceed stage). Please refer to separate Escrow Table 7 for details.	Applicant
CDOT - Ellicott Highway/SH 94 Intersection Improvements			
21	Eastbound Right Turn Deceleration Lane and Taper	Fair Share Escrow Amount (deferred) toward future construction (See Item #20 below for details)	Applicant
22	Escrow fair share percentage of the cost of a 273-ft eastbound right turn lane. Please refer to separate Escrow Table 11 for details.	-Filing 1, Filing 2 and Filing 2A amounts can be deferred and paid with either Filing 3 or future filings beyond Filing 3. This would be determined with the Filing 3 access permit application process. -Filing 3: Determination of the requirement to escrow or allow further deferrment would be made with the Filing 3 access permit application. Please refer to separate Escrow Table 11 for details.	Applicant
23	Escrow fair share percentage of the cost of a future traffic signal; current signal cost are about \$500,000. Please refer to separate escrow Table 10 for details)	-Filing 1, Filing 2 and Filing 3 amounts can be deferred and paid with either Filing 4 or future filings beyond Filing 4. This would be determined with the Filing 4 access permit application process. -Filing 4: Determination of the requirement to escrow or allow further deferrment would be made with the Filing 4 access permit application. Please refer to separate Escrow Table 10 for details.	Applicant
CDOT - Future ROW Preservation for SH 94			
24	Per CDOT: It is requested that 80-foot pavement section with 4-foot shoulders on EB/WB travel lanes along the property frontage to Hwy 94 be preserved for future highway expansion in accordance with the El Paso County 2060 Corridor Preservation Plan.	With Each Plat	Applicant
*Prior CDOT comments from 2006 indicate that the left-turn deceleration lane should be designed to accommodate future year left-turn volume. However, the applicant would prefer to phase the lane length with development phasing.			
Source: LSC Transportation Consultants, Inc. (3/31/2020)			

Table 12a			
El Paso County Roadway Improvements			
Revised February 17, 2022			
Item #	Improvement	Timing	Responsibility
El Paso County Roadway Segment Improvements			
1	New Log Road (Highway 94 south into the project) construct as an Urban Minor Arterial per the PUD	With Filing No. 1 Note: Phased half-section (northbound couplet) for Filing 1 and full couplet segments beyond Filing 1 per the PUD plans.	Applicant
2	Mayberry Drive (Garden Park Avenue to Springs Road) construct as a gravel, secondary access road	With Filing No. 1 Note: An interim gravel street connection (to be paved once ADT exceeds 200 vpd) will be provided with Filing No. 1	Applicant
3	Springes Road (Highway 94 south into the project) construct street with 65' ROW; design attributes to meet Urban Collector standards.	With Filing No. 1 The classification of Springs Road is: Urban Minor Collector with 65' of ROW adjacent to Filings 2 and 3, and an Urban Local with 65' of ROW south of that point adjacent to Filing No. 4. Design attributes will meet Collector standards.	Applicant
4	Cattlemen Run west of Springs Road into Filing 2 as a Local Street	With Filing No. 2 [For reference only - not part of this PUD Amendment]	Applicant
5	Cattlemen Run east of Springs Road into Filing 3 as a Local Street	With Filing No. 3 [For reference only - not part of this PUD Amendment]	Applicant
6	Mayberry Drive & Springs Road Intersection	With Filing No. 4. - Construct as a one-lane, mini-roundabout intersection	Applicant
7	Besseyi & Springs Road Intersection	With Filing No. 4. Construct as four leg, conventional, two-way, stop-sign controlled (TWSC) intersection.	Applicant
CDOT Facility Improvements (Please Refer to Table 12 for details)			
CDOT - New Log Road/SH 94 Intersection Improvements			
8	Eastbound Right Turn Deceleration Lane	As per the approved Access Permits (Please Refer to Figure 12 for details)	Applicant
9	Westbound Left Turn Deceleration Lane - 525' - to accommodate Filings 1,2 and 3		Applicant
10	A left-turn acceleration lane will be required for the northbound to westbound movement.		Applicant
11	Lengthening of the above westbound left turn deceleration lane lengthening to accommodate additional stacking for future development - length TBD with future TIS reports		Applicant
12	Eastbound Right Turn Acceleration Lane		Applicant
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13	Eastbound Right Turn Deceleration Lane	As per the approved Access Permits (Please Refer to Figure 12 for details)	Applicant
14	Construct a raised center median on SH 94 to prohibit westbound and northbound left-turns at the SH 94/Springs Road intersection required with construction of the eastbound right turn deceleration lane.		Applicant
15	Eastbound Right Turn Acceleration Lane		Applicant
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Source: LSC Transportation Consultants, Inc. (3/31/2020); LSC Table Notes 10/22/2021 (Rev. 12-29-21, 2-17-2022)			

Approved Deviations

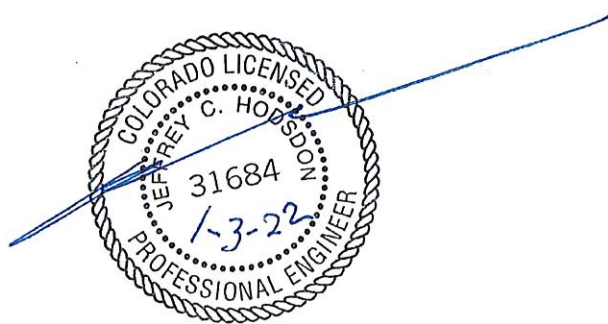


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1-3-22

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Mayberry Phase 1 PUD Amendment Transportation Memorandum

Prepared for:

John Mick
3296 Divine Heights #207
Colorado Springs, CO 80922

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LSC Transportation Consultants

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PROPOSED CHANGES: The segment through the residential areas is no longer proposed to be continuous east to Springs Road. The interim secondary road connecting Filing 1 and Springs Road will not be on the Village Main Street alignment, rather on the Mayberry Drive alignment.

- **New Log Road** is ultimately classified as an Urban Minor Arterial roadway. The approved deviation consists of:
 - Modified cross-section elements including 15-foot attached sidewalks, bike lanes permitted, and on-street parking allowed for the ultimate road section, as well as an interim rural-asphalt-road section during the initial phase of development.
 - The *ECM*-prescribed minimum horizontal-centerline radius for an Urban Minor Arterial is 565 feet. This approved deviation also allows for a slightly reduced minimum centerline radius of 527 feet at couplet transitions as depicted on the attached Plan & Profile Drawing.

PROPOSED CHANGES: None

- **Mayberry Boulevard** is classified as a Collector. The approved deviation consists of modified cross-section elements including an ultimate divided section with landscaped median and a Phase 1 half-section with a 29-foot asphalt width.

PROPOSED CHANGES: The interim secondary road connecting Filing 1 and Springs Road will not be on the Village Main Street alignment, rather on the Mayberry Drive alignment. It is planned to be gravel, initially, but must be paved once ADT exceeds 200 vehicles per day.

- **Springs Road:** Prior PUD approvals addressed deviations for the 65' Springs Road ROW. **CURRENT NOTES (May reflect changes): The classification is Urban Local (Note: The original classification called for was "Minor Collector" which was renamed with the *ECM* as "Urban Local." Per the deviation, 65'-ROW is shown on the plans. With this Phase 1 development, Springs Road would extend from SH 94 to the south boundary of Filing 4. Based on projected volumes from the Filing 2 and 3 rezone report and volume information from the original Sketch Plan report, the ADT of Springs Road would be below the Urban Local threshold of 3,000 ADT (vehicles per day). Although classified as Urban Local, the cross section shown on the plans is consistent with an Urban Collector, and no lots are shown fronting Springs Road.**

CHANGES FROM THE JUNE 2020 TIS REPORT

- The classification figure, Figure 13 from the June 2020 TIS Report, has been revised. The updated version is presented in this memo as "**Exhibit 1.**"
- The improvements Table, Table 12 from the June 2020 TIS Report, has been updated. The updated version is attached to this memo and has been expanded into a two-part table: Table 12 – Roadway Improvements (basically containing only the CDOT improvements) **and** a new Table 12a – El Paso County Roadway Improvements.
- This PUD has been updated to include a Village Main discontinuity west of Springs Road. The resulting short segment west of Springs Road is now shown as Besseyi Way. This change will likely result in a shift of some traffic to Mayberry Drive, a Collector Street.

This is actually an improvement in the plan, as it would shift through traffic to the Collector street – such as Filings 2 and 3 future commercial traffic which will need to travel east/west internally to and from New Log Road and the SH 94/New Log Road intersection due to the left-turn restriction at SH 94/Springs Road. This would not affect the SH 94 projections and intersection analysis because a minor shift in travel route to Mayberry Drive would not likely change the turning volumes at the SH 94 intersections.

- The June 2020 TIS report did not specifically address the traffic-calming circle intersection at Springs Road/Village Center (now Besseyi Way). Since the previous PUD Amendment submittal, this circle has been removed and is now shown as a conventional two-way, stop-sign-controlled intersection.
- The June 2020 TIS report did not specifically address the intersection of Mayberry Drive/Springs Road. This intersection is planned to be designed and constructed as a one-lane mini-roundabout. This will be a Collector-Local intersection. For the proposed mini-roundabout, design analysis, including truck turning, fastest paths, etc. will be provided for review with the Filing No. 4 final plat.

For this PUD amendment, a mini roundabout that was recently approved for a project in El Paso County has been used as a template to show that the mini-roundabout overall footprint/ROW needs can be met given the lot and street layout. Should any adjustments with respect to the footprint/positioning of the roundabout, accompanying pedestrian facilities and ROW be needed based on the detailed design report, the intersection (and Mayberry Drive legs/approaches) could be shifted south slightly to avoid encroaching into the Filing 4 lots shown on the PUD. This includes easements for mini-roundabout sight-distance lines for the yield-controlled approaches and stopping sight-distance lines of sight.

CDOT ACCESS PERMITS

The CDOT access permits for New Log Road and Springs Road public street connections (access points) to Highway 94 are 218053 and 218054. Both permits have been finalized. Note: The attached Table 12 references these approved access permits for all CDOT-facility improvements.

ROADWAY IMPROVEMENT FEE PROGRAM

This project will be required to participate in the El Paso County Road Improvement Fee Program. The development will be annexed into the ten-mil PID. The 2019 ten-mil PID building permit fee portion associated with this option is \$1,221 per single-family dwelling unit. Based on 240 lots, the total building permit fee would be \$293,040.

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

Respectfully Submitted,

LSC TRANSPORTATION CONSULTANTS, INC.

By: Jeffrey C. Hodsdon, P.E.
Principal

JCH:jas

Enclosures: Exhibit 1 – Street Classifications
Table 12 & Table 12a – Roadway Improvements
Approved Deviations
Mayberry Phase 1 PUD Amendment plan sheet

Exhibit 1 – Street Classifications

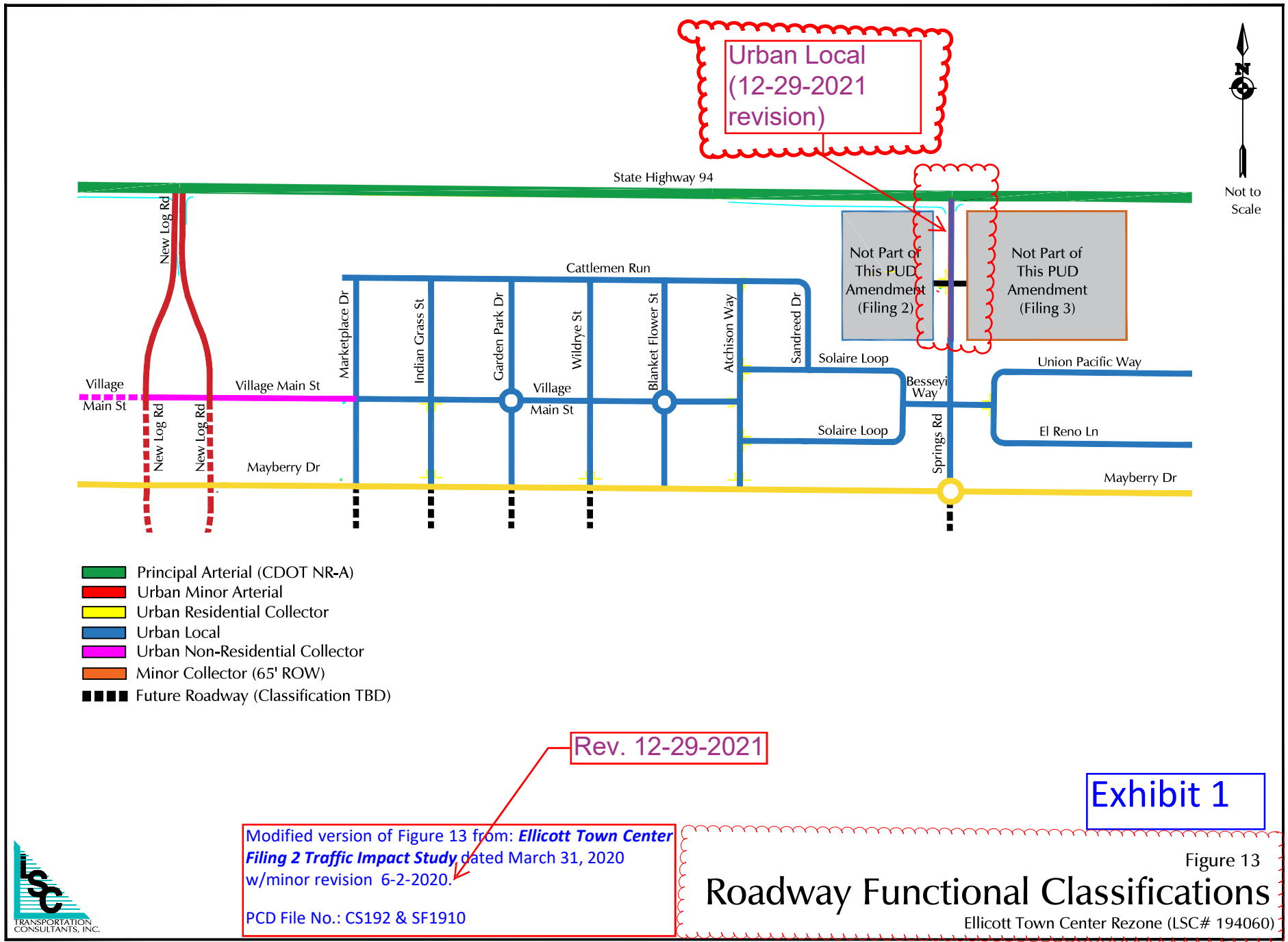


Table 12 & Table 12a – Roadway Improvements

Table 12: Roadway Improvements			
Item #	Improvement	Timing	Responsibility
El Paso County Roadway Segment Improvements			
1	New Log Road (Highway 94 south into the project) construct as an Urban Minor Arterial per the PUD	With Filing No. 1	Applicant
2	Springs Road (Highway 94 south into the project) construct as a gravel, secondary access road	With Filing No. 1	Applicant
3	Springs Road (Highway 94 south into the project to Cattlemen Run) construct as an Urban Non-Residential Collector	With Filing No. 2	Applicant
4	Cattlemen Run west of Springs Road into Filing 2 as a Local Street	With Filing No. 2	Applicant
5	Cattlemen Run east of Springs Road into Filing 2A as a Local Street	With Filing No. 3	Applicant
6	Springs Road south of Cattlemen Run Road into Filing 3 as an Urban Residential Collector	With Filing No. 3	Applicant
CDOT - New Log Road/SH 94 Intersection Improvements			
7	Eastbound Right Turn Deceleration Lane	With Filing No. 1	Applicant
8	Westbound Left Turn Deceleration Lane - 525' - to accommodate Filings 1,2 and 3	With Filing No. 3 (after Filing 2, the first 3 lots)	Applicant
9	A left-turn acceleration lane will be required for the northbound to westbound movement.	With the installation of the westbound left turn deceleration lane (w/Filing 3)	Applicant
10	Lengthening of the above westbound left turn deceleration lane lengthening to accommodate additional stacking for future development - length TBD with future TIS reports	Future Development*	Applicant
11	Eastbound Right Turn Acceleration Lane	With Future PUD development - TBD.	Applicant
CDOT - Springs Road/SH 94 Intersection Improvements			
12	Eastbound Right Turn Deceleration Lane	With Filing No. 3 (after Filing 2, the first 3 lots)	Applicant
13	Construct a raised center median on SH 94 to prohibit westbound and northbound left-turns at the SH 94/Springs Road intersection required with construction of the eastbound right turn deceleration lane.	Required with construction of the eastbound right turn deceleration lane (w/Filing 3) Filing No. 2	Applicant
14	Eastbound Right Turn Acceleration Lane	With Future PUD development - TBD.	Applicant
CDOT - Peyton Highway/SH 94 Intersection Improvements			
15	Westbound Left Turn Deceleration Lane - 525' plus taper	Escrow Fair Share Amount toward future construction (See Item #17 below for details)	Applicant
16	Eastbound Left Turn Deceleration Lane	Upcoming CDOT project	To be constructed by CDOT
17	Westbound Right Turn Acceleration Lane (for southbound to westbound right turning traffic)	Upcoming CDOT project	To be constructed by CDOT
18	Westbound Right Turn Deceleration Lane - 500' plus taper	Escrow Fair Share Amount toward future construction (See Item #17 below for details)	Applicant
19	Escrow fair share percentage of the cost of future westbound right turn and left turn deceleration lanes; estimated cost: \$125,000 (allocated \$75,000 to left and \$50,000 to right). Please refer to separate Escrow Tables 8 and 9 for details.	-Filing 1 amount can be deferred and paid with Filing 2. - Filing 2, 3 and 4 Escrows due with corresponding access permits (Notice-to-proceed stage). Please refer to separate Escrow Tables 8 and 9 for details.	Applicant
20	Escrow fair share percentage of the cost of a future traffic signal; current signal cost are about \$500,000. Please refer to separate Escrow Table 7 for details.	-Filing 1 amount can be deferred and paid with Filing 2. - Filing 2, 3 and 4 Escrows due with corresponding access permits (Notice-to-proceed stage). Please refer to separate Escrow Table 7 for details.	Applicant
CDOT - Ellicott Highway/SH 94 Intersection Improvements			
21	Eastbound Right Turn Deceleration Lane and Taper	Fair Share Escrow Amount (deferred) toward future construction (See Item #20 below for details)	Applicant
22	Escrow fair share percentage of the cost of a 273-ft eastbound right turn lane. Please refer to separate Escrow Table 11 for details.	-Filing 1, Filing 2 and Filing 2A amounts can be deferred and paid with either Filing 3 or future filings beyond Filing 3. This would be determined with the Filing 3 access permit application process. -Filing 3: Determination of the requirement to escrow or allow further deferrment would be made with the Filing 3 access permit application. Please refer to separate Escrow Table 11 for details.	Applicant
23	Escrow fair share percentage of the cost of a future traffic signal; current signal cost are about \$500,000. Please refer to separate escrow Table 10 for details)	-Filing 1, Filing 2 and Filing 3 amounts can be deferred and paid with either Filing 4 or future filings beyond Filing 4. This would be determined with the Filing 4 access permit application process. -Filing 4: Determination of the requirement to escrow or allow further deferrment would be made with the Filing 4 access permit application. Please refer to separate Escrow Table 10 for details.	Applicant
CDOT - Future ROW Preservation for SH 94			
24	Per CDOT: It is requested that 80-foot pavement section with 4-foot shoulders on EB/WB travel lanes along the property frontage to Hwy 94 be preserved for future highway expansion in accordance with the El Paso County 2060 Corridor Preservation Plan.	With Each Plat	Applicant
<p>*Prior CDOT comments from 2006 indicate that the left-turn deceleration lane should be designed to accommodate future year left-turn volume. However, the applicant would prefer to phase the lane length with development phasing.</p> <p>Source: LSC Transportation Consultants, Inc. (3/31/2020)</p>			

Table 12a			
El Paso County Roadway Improvements			
Potential Revisions December 29, 2021			
Item #	Improvement	Timing	Responsibility
El Paso County Roadway Segment Improvements			
1	New Log Road (Highway 94 south into the project) construct as an Urban Minor Arterial per the PUD	With Filing No. 1 Note: Phased half-section (northbound couplet) for Filing 1 and full couplet segments beyond Filing 1 per the PUD plans.	Applicant
2	Mayberry Drive (Garden Park Avenue to Springs Road) construct as a gravel, secondary access road	With Filing No. 1 Note: An interim gravel street connection (to be paved once ADT exceeds 200 vpd) will be provided with Filing No. 1	Applicant
3	Springes Road (Highway 94 south into the project) construct as an Urban Local	With Filing No. 1 - Springs Road is an Urban Local with 65' of ROW.	Applicant
4	Cattlemen Run west of Springs Road into Filing 2 as a Local Street	With Filing No. 2 [For reference only - not part of this PUD Amendment]	Applicant
5	Cattlemen Run east of Springs Road into Filing 3 as a Local Street	With Filing No. 3 [For reference only - not part of this PUD Amendment]	Applicant
6	Mayberry Drive & Springs Road Intersection	With Filing No. 4. - Construct as a one-lane, mini-roundabout intersection	Applicant
7	Besseyi & Springs Road Intersection	With Filing No. 4. - Construct as four leg, conventional, Urban Local/Urban Local TWSC intersection.	Applicant
CDOT Facility Improvements (Please Refer to Table 12 for details)			
CDOT - New Log Road/SH 94 Intersection Improvements			
8	Eastbound Right Turn Deceleration Lane	As per the approved Access Permits (Please Refer to Figure 12 for details)	Applicant
9	Westbound Left Turn Deceleration Lane - 525' - to accommodate Filings 1,2 and 3		Applicant
10	A left-turn acceleration lane will be required for the northbound to westbound movement.		Applicant
11	Lengthening of the above westbound left turn deceleration lane lengthening to accomodate additional stacking for future development - length TBD with future TIS reports		Applicant
12	Eastbound Right Turn Acceleration Lane		Applicant
CDOT - Springs Road/SH 94 Intersection Improvements			
13	Eastbound Right Turn Deceleration Lane	As per the approved Access Permits (Please Refer to Figure 12 for details)	Applicant
14	Construct a raised center median on SH 94 to prohibit westbound and northbound left-turns at the SH 94/Springs Road intersection required with construction of the eastbound right turn deceleration lane.		Applicant
15	Eastbound Right Turn Acceleration Lane		Applicant
CDOT - Peyton Highway/SH 94 Intersection Improvements			
16	Westbound Left Turn Deceleration Lane - 525' plus taper	As per the approved Access Permits (Please Refer to Figure 12 for details)	Applicant
17	Eastbound Left Turn Deceleration Lane		To be constructed by CDOT
18	Westbound Right Turn Acceleration Lane (for southbound to westbound right turning traffic)		To be constructed by CDOT
19	Westbound Right Turn Deceleration Lane - 500' plus taper		Applicant
20	Escrow fair share percentage of the cost of future westbound right turn and left turn deceleration lanes; estimated cost: \$125,000 (allocated \$75,000 to left and \$50,000 to right).Please refer to separate Escrow Tables 8 and 9 for details.		Applicant
21	Escrow fair share percentage of the cost of a future traffic signal; current signal cost are about \$500,000.Please refer to separate Escrow Table 7 for details.		Applicant
CDOT - Ellicott Highway/SH 94 Intersection Improvements			
22	Eastbound Right Turn Deceleration Lane and Taper	As per the approved Access Permits (Please Refer to Figure 12 for details)	Applicant
23	Escrow fair share percentage of the cost of a 273-ft eastbound right turn lane. Please refer to separate Escrow Table 11 for details.		Applicant
24	Escrow fair share percentage of the cost of a future traffic signal; current signal cost are about \$500,000. Please refer to separate escrow Table 10 for details)		Applicant
CDOT - Future ROW Preservation for SH 94			
25	Per CDOT: It is requested that 80-foot pavement section with 4-foot shoulders on EB/WB travel lanes along the property frontage to Hwy 94 be preserved for future highway expansion in accordance with the El Paso County 2060 Corridor Preservation Plan.	As per the approved Access Permits (Please Refer to Figure 12 for details)	Applicant
*Prior CDOT comments from 2006 indicate that the left-turn deceleration lane should be designed to accommodate future year left-turn volume. However, the applicant would prefer to phase the lane length with development phasing.			
¹ From: Ellicott Town Center Filing 2 Traffic Impact Study dated March 31, 2020 with minor revision 6-2-2020.			
PCD File Nos.: CS192 & SF1910			
Source: LSC Transportation Consultants, Inc. (3/31/2020); LSC Table Notes 10/22/2021 (Rev. 12-29-21)			

Approved Deviations



Planning and Community
Development Department
2880 International Circle
Colorado Springs, Colorado 80910
Phone: 719.520.6300
Fax: 719.520.6695
Website www.elpasoco.com

DEVIATION REQUEST AND DECISION FORM

Updated: 6/26/2019

PROJECT INFORMATION – VILLAGE MAIN STREET DEVIATION REQUEST

Project Name : Mayberry, Colorado Springs Filing No. 1
Schedule No.(s) : 34000-00-259, -260, -349, -350, -356, -362
Legal Description : Mayberry, Colorado Springs Filing No. 1

APPLICANT INFORMATION


Company : Colorado Springs Mayberry, LLC
Name : Rick Scott
☒ Owner ☐ Consultant ☐ Contractor
Mailing Address : 32823 Temecula Parkway
Temecula, CA 92592.
Phone Number : 951-296-5070
FAX Number : 951-296-5071
Email Address : rick@cormanleigh.com

ENGINEER INFORMATION

Company : JPS Engineering, Inc.
Name : John P. Schwab, P.E. Colorado P.E. Number : 29891
Mailing Address : 19 E. Willamette Avenue
Colorado Springs, CO 80903
Phone Number : 719-477-9429
FAX Number : 719-471-0766
Email Address : john@jpsengr.com

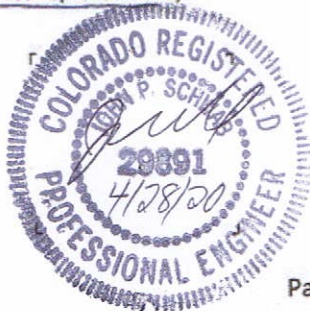
OWNER, APPLICANT, AND ENGINEER DECLARATION

To the best of my knowledge, the information on this application and all additional or supplemental documentation is true, factual and complete. I am fully aware that any misrepresentation of any information on this application may be grounds for denial. I have familiarized myself with the rules, regulations and procedures with respect to preparing and filing this application. I also understand that an incorrect submittal will be cause to have the project removed from the agenda of the Planning Commission, Board of County Commissioners and/or Board of Adjustment or delay review until corrections are made, and that any approval of this application is based on the representations made in the application and may be revoked on any breach of representation or condition(s) of approval.


Signature of owner (or authorized representative)

4.27.2020
Date

Engineer's Seal, Signature
And Date of Signature



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

A deviation from the standards of or in Section **2.3.2** of the Engineering Criteria Manual (ECM) is requested.

Identify the specific ECM standard which a deviation is requested:

ECM Section 2.3.2 Design Standards by Functional Class (Table 2-7 Roadway Design Standards):

Village Main Street is ultimately classified as an Urban Non-Residential Collector through the Town Center area, and an Urban Residential Collector through the residential areas. The proposed deviations consist of modified cross-section elements including a 36-foot asphalt width for the Non-Residential Collector and a 30-foot asphalt width for the Residential Collector road segments, as well as an interim gravel secondary access road section during the initial phase of development. The proposed deviations are depicted on the Typical Road Section Drawings (Sections A-C, Sh. TY1).

State the reason for the requested deviation:

The proposed roadway design deviations are requested based on the new urbanist development program which seeks to create a pedestrian-friendly community. The proposed typical road cross-sections were included in the previously approved Ellicott Town Center PUD.

Explain the proposed alternative and compare to the ECM standards (May provide applicable regional or national standards used as basis):

Village Main Street is ultimately classified as an Urban Non-Residential Collector through the Town Center area, and an Urban Residential Collector through the residential areas. The proposed deviations consist of modified cross-section elements including a 36-foot asphalt width for the Non-Residential Collector and a 30-foot asphalt width for the Residential Collector road segments, as well as an interim gravel secondary access road section during the initial phase of development. The proposed deviations are depicted on the Typical Road Section Drawings (Sections A-C, Sh. TY1).

The current ECM standard is a 48-foot asphalt width for an Urban Non-Residential Collector and a 36-foot asphalt width for an Urban Residential Collector. The narrower road widths are consistent with new urbanist land planning as approved in the Ellicott Town Center PUD. Minimum travel lane widths of 12 feet are provided in accordance with current ECM standards.

The proposed deviations will reduce traffic speeds and provide for enhance traffic calming.

LIMITS OF CONSIDERATION

(At least one of the conditions listed below must be met for this deviation request to be considered.)

- ☐ The ECM standard is inapplicable to the particular situation.
- ☐ Topography, right-of-way, or other geographical conditions or impediments impose an undue hardship and an equivalent alternative that can accomplish the same design objective is available and does not compromise public safety or accessibility.
- ☒ A change to a standard is required to address a specific design or construction problem, and if not modified, the standard will impose an undue hardship on the applicant with little or no material benefit to the public.

Provide justification:

The requested deviations are justified by the previously approved Ellicott Town Center PUD and LSC Traffic Study, which demonstrates that traffic operations will provide acceptable levels of service.

Denial of the deviation request would result in significant revisions to the previously approved PUD development plan, requiring PC and Board of County Commissioners re-approvals.

CRITERIA FOR APPROVAL

Per ECM section 5.8.7 the request for a deviation may be considered if the request is **not based exclusively on financial considerations**. The deviation must not be detrimental to public safety or surrounding property. The applicant must include supporting information demonstrating compliance with **all of the following criteria**:

The deviation will achieve the intended result with a comparable or superior design and quality of improvement.

The proposed deviations will result in a comparable or superior roadway design, consistent with El Paso County standards and the approved Ellicott Town Center PUD. The previously approved PUD seeks to create a high-quality community enhancing property values in eastern El Paso County. The proposed deviations support the pedestrian-friendly nature of the overall development plan, resulting in a superior design.

The deviation will not adversely affect safety or operations.

The proposed roadway improvements will be constructed to County standards, and the requested deviations will not adversely affect safety or operations. The LSC Traffic Study for this project demonstrates that traffic operations through the proposed couplet will provide and acceptable level of service while creating the desired Town Center entry to the project. The proposed roadway deviations will generally improve pedestrian safety and will not adversely affect traffic operations.

The proposed deviations will result in decreased traffic speeds and enhanced traffic calming, improving traffic safety.

The deviation will not adversely affect maintenance and its associated cost.

Maintenance will not be adversely affected based on the proposed deviations. The proposed road cross sections and site layout will provide ample access and clearance for maintenance, and all pavement designs will be subject to County approval.

The deviation will not adversely affect aesthetic appearance.

Aesthetic appearance will not be adversely affected based on the proposed deviations. The proposed deviations in typical road cross sections will enhance the streetscape resulting in improved aesthetic appearance.

The deviation meets the design intent and purpose of the ECM standards.

The proposed deviations consist of relatively minor changes to County standard road sections, consistent with the previously approved Ellicott Town Center PUD.

The deviation meets the control measure requirements of Part I.E.3 and Part I.E.4 of the County's MS4 permit, as applicable.

This deviation request has no impact on control measure requirements of the County's MS4 permit.

REVIEW AND RECOMMENDATION:

Approved by the ECM Administrator

This request has been determined to have met the criteria for approval. A deviation from Section 2.3.2 of the ECM is hereby granted based on the justification provided.

r

L



Denied by the ECM Administrator

This request has been determined not to have met criteria for approval. A deviation from Section _____ of the ECM is hereby denied.

r

1

L

J

ECM ADMINISTRATOR COMMENTS/CONDITIONS:

The interim gravel segment shall be paved to a 20-foot minimum width, plus 2-foot gravel shoulders, upon traffic counts exceeding 200 ADT.

Paving of Village Main Street shall be provided by the developer at the time traffic counts exceed 200 ADT. Traffic counts shall be performed upon buildout of each phase/filing of the overall development or sooner if determined by the ECM Administrator.

1.1. PURPOSE

The purpose of this resource is to provide a form for documenting the findings and decision by the ECM Administrator concerning a deviation request. The form is used to document the review and decision concerning a requested deviation. The request and decision concerning each deviation from a specific section of the ECM shall be recorded on a separate form.

1.2. BACKGROUND

A deviation is a critical aspect of the review process and needs to be documented to ensure that the deviations granted are applied to a specific development application in conformance with the criteria for approval and that the action is documented as such requests can point to potential needed revisions to the ECM.

1.3. APPLICABLE STATUTES AND REGULATIONS

Section 5.8 of the ECM establishes a mechanism whereby an engineering design standard can be modified when if strictly adhered to, would cause unnecessary hardship or unsafe design because of topographical or other conditions particular to the site, and that a departure may be made without destroying the intent of such provision.

1.4. APPLICABILITY

All provisions of the ECM are subject to deviation by the ECM Administrator provided that one of the following conditions is met:

- The ECM standard is inapplicable to a particular situation.
- Topography, right-of-way, or other geographical conditions or impediments impose an undue hardship on the applicant, and an equivalent alternative that can accomplish the same design objective is available and does not compromise public safety or accessibility.
- A change to a standard is required to address a specific design or construction problem, and if not modified, the standard will impose an undue hardship on the applicant with little or no material benefit to the public.

1.5. TECHNICAL GUIDANCE

The review shall ensure all criteria for approval are adequately considered and that justification for the deviation is properly documented.

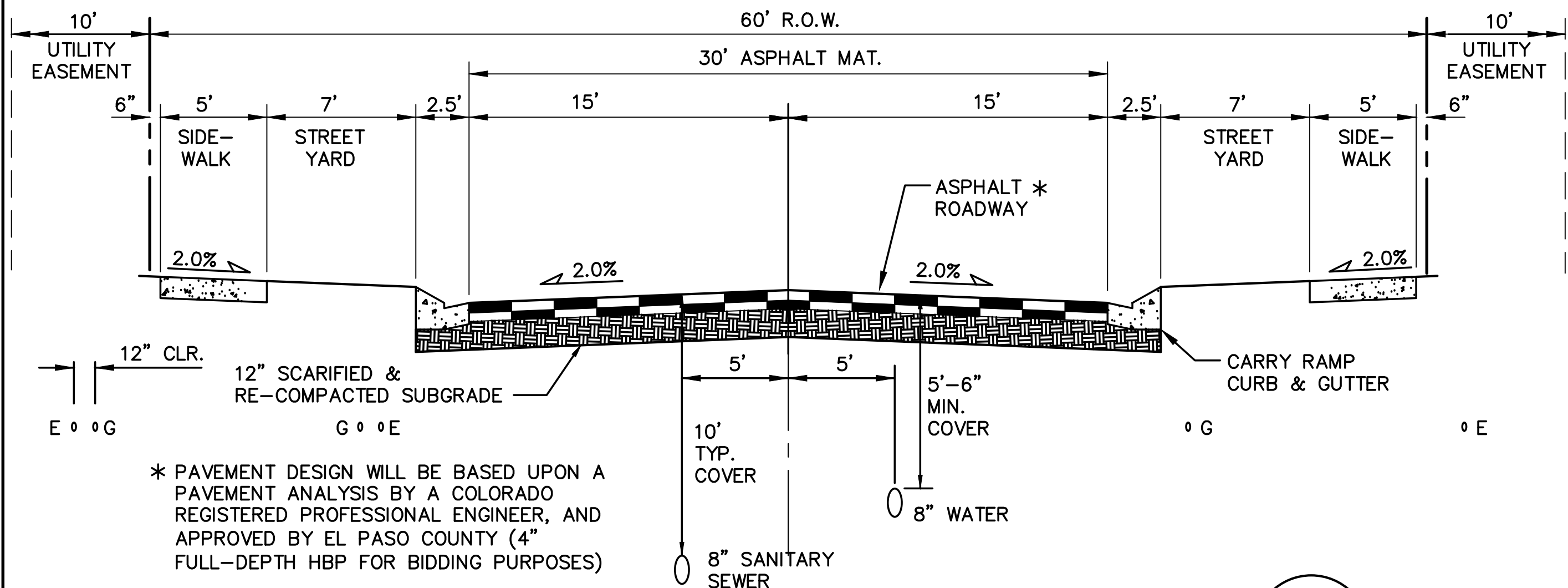
1.6. LIMITS OF APPROVAL

Whether a request for deviation is approved as proposed or with conditions, the approval is for project-specific use and shall not constitute a precedent or general deviation from these Standards.

1.7. REVIEW FEES

A Deviation Review Fee shall be paid in full at the time of submission of a request for deviation. The fee for Deviation Review shall be as determined by resolution of the BoCC.

NOTE: STREET TREES MAY BE PLANTED IN STREET YARD WITHIN ROW SUBJECT TO COUNTY STANDARDS

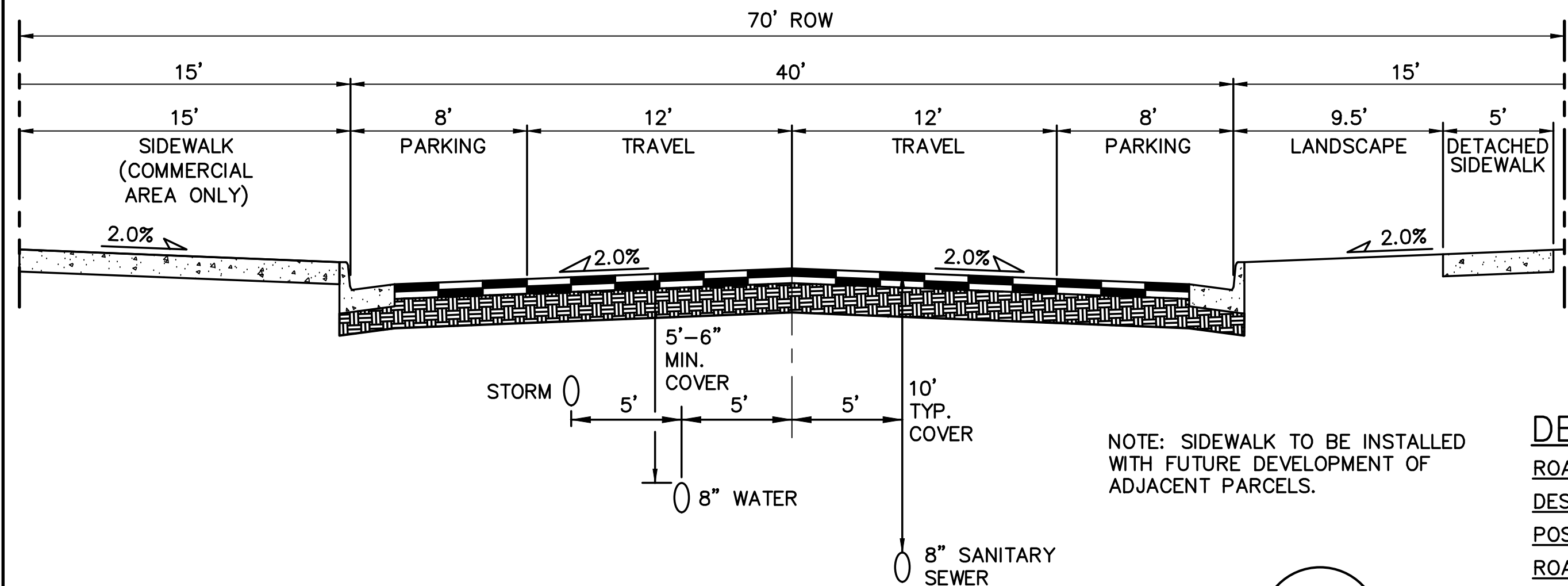


TYPICAL RESIDENTIAL MINOR COLLECTOR ROAD SECTION

A

(URBAN LOCAL)
*ON-STREET PARKING ALLOWED

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



(VILLAGE MAIN STREET) TYPICAL COMMERCIAL SECTION

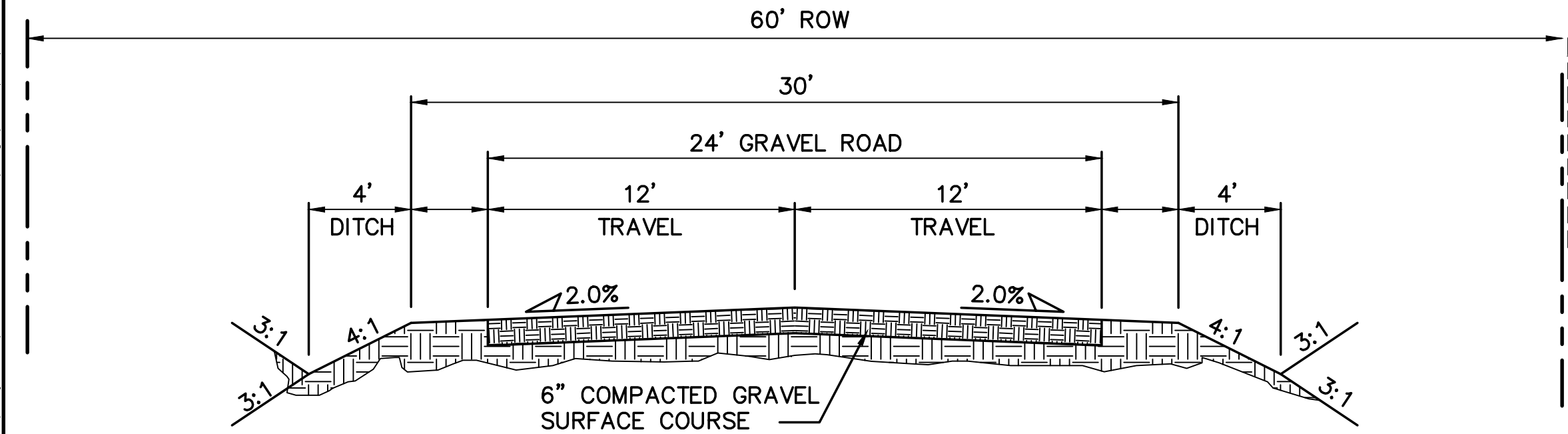
B

(NON-RESIDENTIAL COLLECTOR)

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

DESIGN DATA

ROAD CLASSIFICATION:	URBAN/LOCAL
DESIGN SPEED:	25 MPH
POSTED SPEED:	25 MPH
ROADWAY WIDTH:	30'
MIN. HORIZONTAL RADIUS:	200'
MIN. GRADE:	0.5%
MAX. GRADE:	8.0%
MIN. K-VALUE (CREST):	12
MIN. K-VALUE (SAG):	26



TEMPORARY GRAVEL SECONDARY ACCESS ROAD

C

(VILLAGE MAIN STREET - PHASE 1)

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



Planning and Community
Development Department
2880 International Circle
Colorado Springs, Colorado 80910
Phone: 719.520.6300
Fax: 719.520.6695
Website www.elpasoco.com

DEVIATION REQUEST AND DECISION FORM

Updated: 6/26/2019

PROJECT INFORMATION – NEW LOG ROAD DEVIATION REQUEST

Project Name : Mayberry, Colorado Springs Filing No. 1
Schedule No.(s) : 34000-00-259, -260, -349, -350, -356, -362
Legal Description : Mayberry, Colorado Springs Filing No. 1

APPLICANT INFORMATION

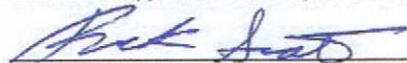
Company : Colorado Springs Mayberry, LLC
Name : Rick Scott
☒ Owner ☐ Consultant ☐ Contractor
Mailing Address : 32823 Temecula Parkway
Temecula, CA 92592.
Phone Number : 951-296-5070
FAX Number : 951-296-5071
Email Address : rick@cormanleigh.com

ENGINEER INFORMATION

Company : JPS Engineering, Inc.
Name : John P. Schwab, P.E. Colorado P.E. Number : 29891
Mailing Address : 19 E. Willamette Avenue
Colorado Springs, CO 80903
Phone Number : 719-477-9429
FAX Number : 719-471-0766
Email Address : john@jpsengr.com

OWNER, APPLICANT, AND ENGINEER DECLARATION

To the best of my knowledge, the information on this application and all additional or supplemental documentation is true, factual and complete. I am fully aware that any misrepresentation of any information on this application may be grounds for denial. I have familiarized myself with the rules, regulations and procedures with respect to preparing and filing this application. I also understand that an incorrect submittal will be cause to have the project removed from the agenda of the Planning Commission, Board of County Commissioners and/or Board of Adjustment or delay review until corrections are made, and that any approval of this application is based on the representations made in the application and may be revoked on any breach of representation or condition(s) of approval.


Signature of owner (or authorized representative)

4.27.2020

Date

Engineer's Seal, Signature
And Date of Signature



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

A deviation from the standards of or in Section **2.3.2** of the Engineering Criteria Manual (ECM) is requested.

Identify the specific ECM standard which a deviation is requested:

ECM Section 2.3.2 Design Standards by Functional Class (Table 2-6 Roadway Design Standards):

New Log Road is ultimately classified as an Urban Minor Arterial roadway. The proposed deviations consist of modified cross-section elements including 15-foot attached sidewalks, bike lanes permitted, and on-street parking allowed for the ultimate road section, as well as an interim rural asphalt road section during the initial phase of development. The proposed deviations are depicted on the Typical Road Section Drawings (Sh. TY1-TY2).

The ECM-prescribed minimum horizontal centerline radius for an urban minor arterial is 565 feet. This deviation request also allows for a slightly reduced minimum centerline radius of 527 feet at couplet transitions as depicted on the attached Plan & Profile Drawing (Sh. PP1).

State the reason for the requested deviation:

The proposed roadway design deviations are requested based on the new urbanist development program which seeks to create a pedestrian-friendly community. The proposed typical road cross-sections were included in the previously approved Ellicott Town Center PUD.

Explain the proposed alternative and compare to the ECM standards (May provide applicable regional or national standards used as basis):

The ultimate road section of New Log Road consists of a 2-lane, 1-way Couplet through the Town Center area in accordance with the approved Ellicott Town Center PUD, as depicted in Section A, Sheet TY2.

The interim road cross section consists of a 2-lane rural residential road section during Filing No. 1. The interim rural road section depicted on Section F, Sheet TY1 conforms to County standards for rural local roads.

The proposed minimum centerline radius of 527 feet is only a slight reduction compared to the standard minimum radius of 565 feet.

The proposed deviation will reduce traffic speed and provide for enhanced traffic calming.

The proposed access spacing along Log Road will be further evaluated and approved by the County in conjunction with future development of the adjoining commercial tracts.

LIMITS OF CONSIDERATION

(At least one of the conditions listed below must be met for this deviation request to be considered.)

- ☐ The ECM standard is inapplicable to the particular situation.
- ☐ Topography, right-of-way, or other geographical conditions or impediments impose an undue hardship and an equivalent alternative that can accomplish the same design objective is available and does not compromise public safety or accessibility.
- ☒ A change to a standard is required to address a specific design or construction problem, and if not modified, the standard will impose an undue hardship on the applicant with little or no material benefit to the public.

Provide justification:

The requested deviations are justified by the previously approved LSC Traffic Study and the Ellicott Town Center PUD. The traffic study demonstrates that traffic operations will provide acceptable levels of service.

Denial of the deviation request would result in significant revisions to the previously approved PUD development plan, requiring PC and Board of County Commissioners re-approvals.

CRITERIA FOR APPROVAL

Per ECM section 5.8.7 the request for a deviation may be considered if the request is **not based exclusively on financial considerations**. The deviation must not be detrimental to public safety or surrounding property. The applicant must include supporting information demonstrating compliance with **all of the following criteria**:

The deviation will achieve the intended result with a comparable or superior design and quality of improvement.

The proposed deviations will result in a comparable or superior roadway design, consistent with El Paso County standards and the approved Ellicott Town Center PUD. The previously approved PUD seeks to create a high-quality community enhancing property values in eastern El Paso County. The proposed deviations support the pedestrian-friendly nature of the overall development plan, resulting in a superior design.

The deviation will not adversely affect safety or operations.

The proposed roadway improvements will be constructed to County standards, and the requested deviations will not adversely affect safety or operations. The LSC Traffic Study for this project demonstrates that traffic operations through the proposed couplet will provide an acceptable level of service while creating the desired Town Center entry to the project. The proposed roadway deviations will generally improve pedestrian safety and will not adversely affect traffic operations.

The proposed deviations will reduce traffic speed and provide for enhanced traffic calming, resulting in improved traffic safety.

The deviation will not adversely affect maintenance and its associated cost.

Maintenance will not be adversely affected based on the proposed deviations. The proposed road cross sections and site layout will provide ample access and clearance for maintenance, and all pavement designs will be subject to County approval.

The deviation will not adversely affect aesthetic appearance.

Aesthetic appearance will not be adversely affected based on the proposed deviations. The proposed deviations in typical road cross sections will enhance the streetscape resulting in improved aesthetic appearance.

The deviation meets the design intent and purpose of the ECM standards.

The proposed deviations consist of relatively minor changes to County standard road sections, consistent with the previously approved Ellicott Town Center PUD.

The deviation meets the control measure requirements of Part I.E.3 and Part I.E.4 of the County's MS4 permit, as applicable.

This deviation request has no impact on control measure requirements of the County's MS4 permit.

REVIEW AND RECOMMENDATION:

Approved by the ECM Administrator

This request has been determined to have met the criteria for approval. A deviation from Section 2.3.2 of the ECM is hereby granted based on the justification provided

r

L



Denied by the ECM Administrator

This request has been determined not to have met criteria for approval. A deviation from Section _____ of the ECM is hereby denied.

r

7

L

J

ECM ADMINISTRATOR COMMENTS/CONDITIONS:

1.1. PURPOSE

The purpose of this resource is to provide a form for documenting the findings and decision by the ECM Administrator concerning a deviation request. The form is used to document the review and decision concerning a requested deviation. The request and decision concerning each deviation from a specific section of the ECM shall be recorded on a separate form.

1.2. BACKGROUND

A deviation is a critical aspect of the review process and needs to be documented to ensure that the deviations granted are applied to a specific development application in conformance with the criteria for approval and that the action is documented as such requests can point to potential needed revisions to the ECM.

1.3. APPLICABLE STATUTES AND REGULATIONS

Section 5.8 of the ECM establishes a mechanism whereby an engineering design standard can be modified when if strictly adhered to, would cause unnecessary hardship or unsafe design because of topographical or other conditions particular to the site, and that a departure may be made without destroying the intent of such provision.

1.4. APPLICABILITY

All provisions of the ECM are subject to deviation by the ECM Administrator provided that one of the following conditions is met:

- The ECM standard is inapplicable to a particular situation.
- Topography, right-of-way, or other geographical conditions or impediments impose an undue hardship on the applicant, and an equivalent alternative that can accomplish the same design objective is available and does not compromise public safety or accessibility.
- A change to a standard is required to address a specific design or construction problem, and if not modified, the standard will impose an undue hardship on the applicant with little or no material benefit to the public.

1.5. TECHNICAL GUIDANCE

The review shall ensure all criteria for approval are adequately considered and that justification for the deviation is properly documented.

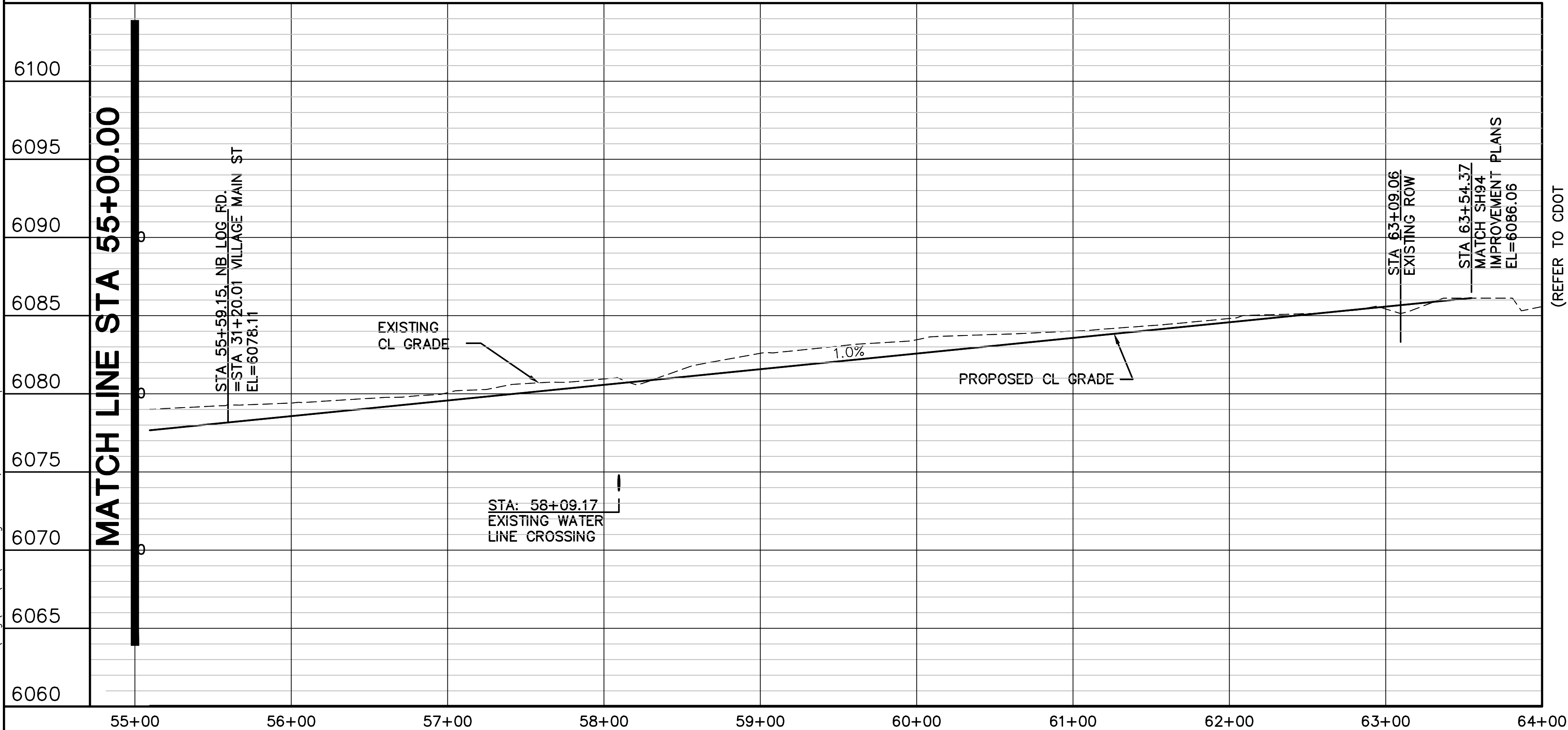
1.6. LIMITS OF APPROVAL

Whether a request for deviation is approved as proposed or with conditions, the approval is for project-specific use and shall not constitute a precedent or general deviation from these Standards.

1.7. REVIEW FEES

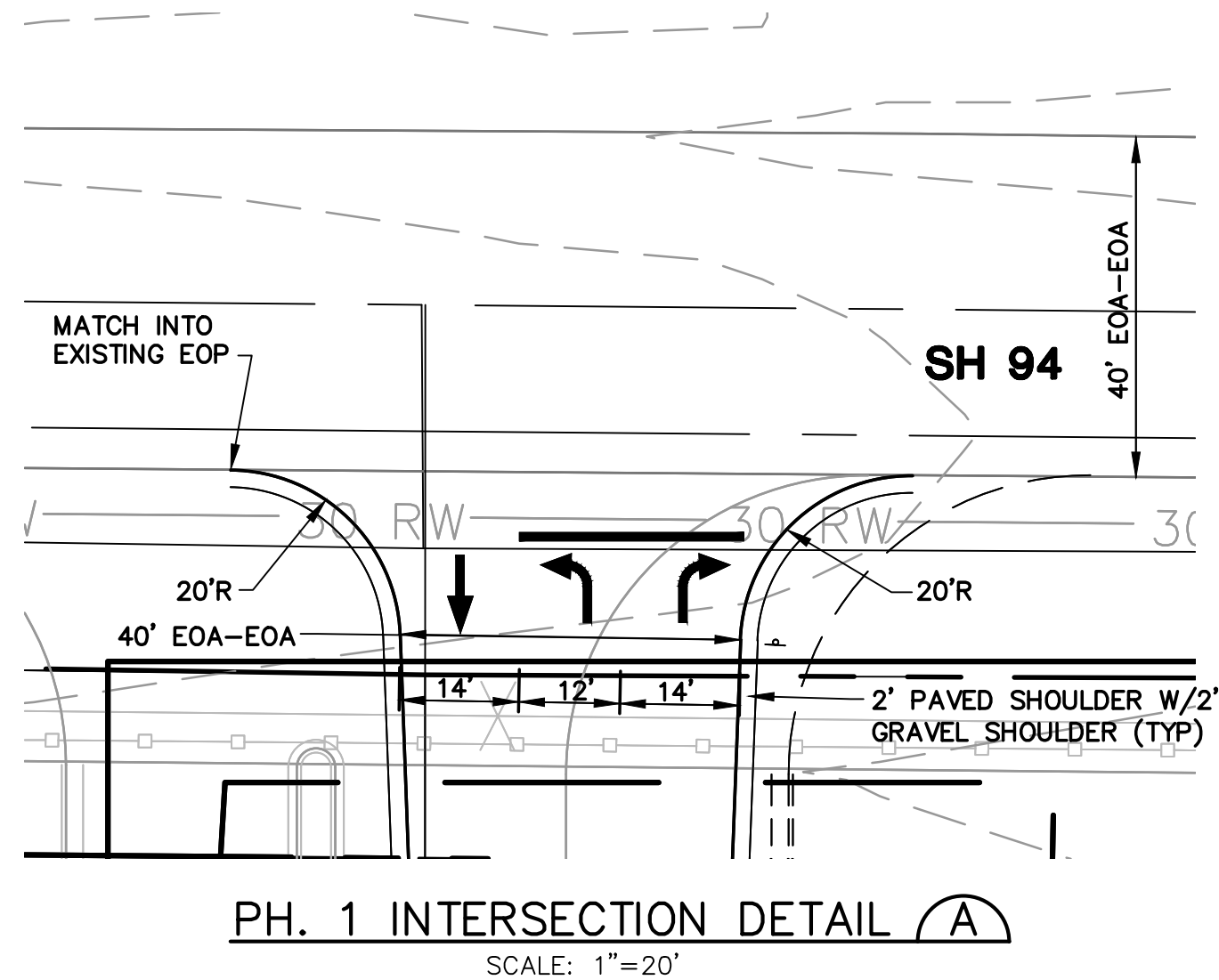
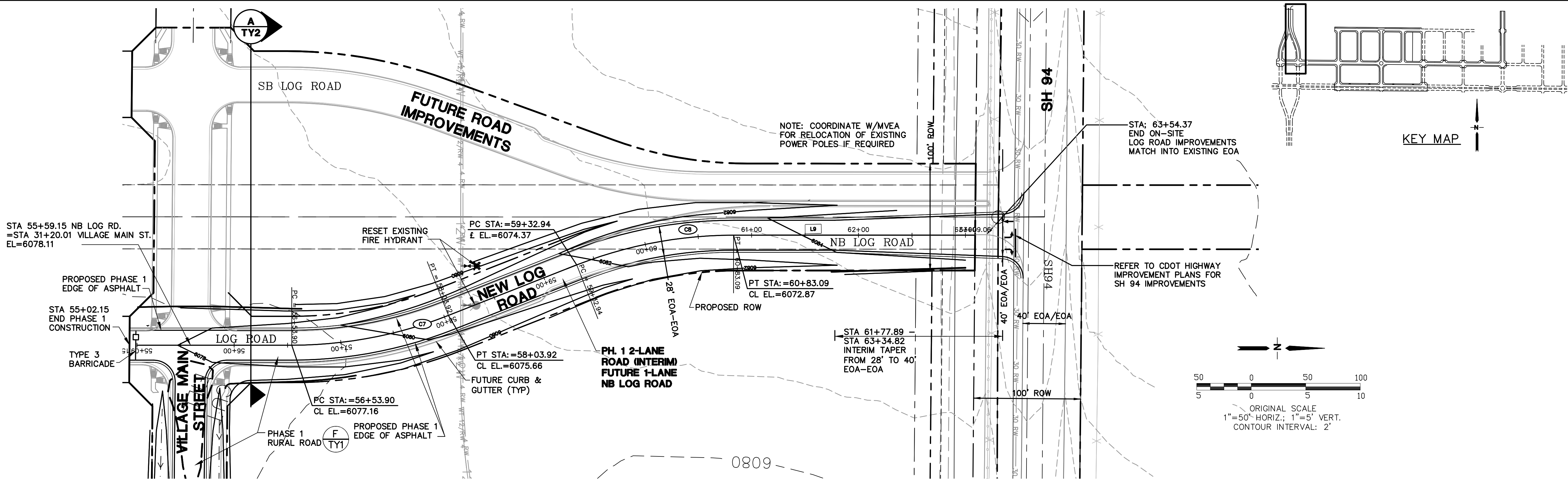
A Deviation Review Fee shall be paid in full at the time of submission of a request for deviation. The fee for Deviation Review shall be as determined by resolution of the BoCC.

Z:_090001.Elliot\TTC\dwg\Civil\FT\PP1.dwg Jan 28, 2020 - 3:55pm

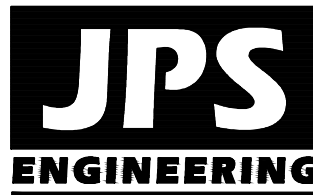


LINE TABLE		
LINE	LENGTH	BEARING
L9	287.37	N00°01'08"E

CURVE TABLE			
CURVE	LENGTH	RADIUS	DELTA
C7	235.15	545.00	24°43'16"
C8	227.56	527.00	24°44'24"



MAYBERRY, COLORADO SPRINGS - FILING NO. 1



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



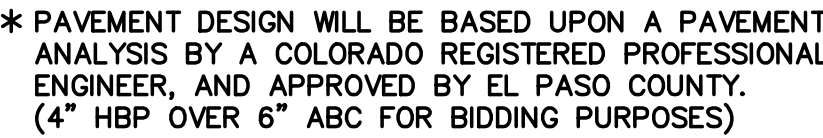
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1-800-922-1987
CALL BEFORE YOU DIG
BEFORE YOUR GRAVE OR EXCAVATE
FOR THE MARKING OF UNDERGROUND
FOR THE MEMBER UTILITIES.

No.	REVISION	BY	DATE
1	EPC COMMENTS	JPS	7/25/06
2	EPC COMMENTS	JPS	1/15/07
3	2018 SUBMITTAL	JPS	8/22/18
4	EPC COMMENTS	JPS	1/15/19
5	EPC COMMENTS	JPS	1/31/20

NB NEW LOG ROAD
PLAN & PROFILE
(STA: 55+00 TO STA: 64+00.00)

HORZ. SCALE: 1"=50'	DRAWN: RMD
VERT. SCALE: 1"=5'	DESIGNED: JPS
SURVEYED: UP&E	CHECKED: JPS
CREATED: 3/26/06	LAST MODIFIED: 1/31/20
PROJECT NO: 090001	MODIFIED BY: BJJ

SHEET: PP1



(ULTIMATE LOG ROAD AT COUPLET)

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

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

ROAD CLASSIFICATION:	URBAN MINOR ARTERIAL
DESIGN SPEED:	40 MPH
POSTED SPEED:	35 MPH
MIN. HORIZONTAL RADIUS: (STANDARD)	565'
MIN. HORIZONTAL RADIUS: (PER APPROVED DEVIATION)	527'
MIN. GRADE:	0.5%
MAX. GRADE:	6.0%
MIN. K-VALUE (CREST):	44
MIN. K-VALUE (SAG):	64



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CALL 2-BUSINESS DAYS IN ADVANCE
BEFORE YOU DIG, GRADE, OR EXCAVATE
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MEMBER UTILITIES.

No.	REVISION	BY	DATE
D	2018 SUBMITTAL	JPS	8/22/18
E	EPC COMMENTS	JPS	1/15/19
F	EPC COMMENTS	JPS	9/12/19
G	EPC COMMENTS	JPS	1/31/20
H	EPC COMMENTS	JPS	4/17/20

TYPICAL ROAD SECTIONS

HORZ. SCALE:	1"=5'	DRAWN:	RMD
VERT. SCALE:	AS SHOWN	DESIGNED:	JPS
SURVEYED:		CHECKED:	JPS
CREATED:	5/5/05	LAST MODIFIED:	4/17/20
PROJECT NO:	090001	MODIFIED BY:	BJJ

SHEET

TY2



Planning and Community
Development Department
2880 International Circle
Colorado Springs, Colorado 80910
Phone: 719.520.6300
Fax: 719.520.6695
Website www.elpasoco.com

DEVIATION REQUEST AND DECISION FORM

Updated: 6/26/2019

PROJECT INFORMATION – NON-STANDARD FSD FACILITY

Project Name : Mayberry, Colorado Springs Filing No. 1
Schedule No.(s) : 34000-00-259, -260, -349, -350, -356, -362
Legal Description : Mayberry, Colorado Springs Filing No. 1

APPLICANT INFORMATION

Company : Colorado Springs Mayberry, LLC
Name : Rick Scott
☒ Owner ☐ Consultant ☐ Contractor
Mailing Address : 32823 Temecula Parkway
Temecula, CA 92592

Phone Number : 951-296-5070
FAX Number : 951-296-5071
Email Address : rick@cormanleigh.com

ENGINEER INFORMATION

Company : JPS Engineering, Inc.
Name : John P. Schwab, P.E. Colorado P.E. Number : 29891
Mailing Address : 19 E. Willamette Avenue
Colorado Springs, CO 80903

Phone Number : 719-477-9429
FAX Number : 719-471-0766
Email Address : john@jpsengr.com

OWNER, APPLICANT, AND ENGINEER DECLARATION

To the best of my knowledge, the information on this application and all additional or supplemental documentation is true, factual and complete. I am fully aware that any misrepresentation of any information on this application may be grounds for denial. I have familiarized myself with the rules, regulations and procedures with respect to preparing and filing this application. I also understand that an incorrect submittal will be cause to have the project removed from the agenda of the Planning Commission, Board of County Commissioners and/or Board of Adjustment or delay review until corrections are made, and that any approval of this application is based on the representations made in the application and may be revoked on any breach of representation or condition(s) of approval.

Signature of owner (or authorized representative)

Date

Engineer's Seal, Signature
And Date of Signature



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

A deviation from the standards of or in Section **1.7.3** of the Engineering Criteria Manual (ECM) is requested.

Identify the specific ECM standard which a deviation is requested:

Appendix I - Stormwater Quality Policy & Procedures

Section 1.7.3 - Stormwater Detention Basins

This deviation request accounts for non-standard design aspects of the proposed Temporary Detention Basin C2.8. This detention basin has been designed as a temporary full-spectrum detention basin which will mitigate developed drainage impacts from parts of Filing No. 1 and No. 2 during the initial phases of development. Once the downstream Detention Basin D is constructed during future phases of development, this temporary detention basin will no longer be needed. Based on the temporary nature of this interim detention pond, the design does not include a forebay that would be included in a permanent detention pond, but a concrete trickle channel will be provided. The non-standard design components are justified by the temporary nature of this detention basin.

State the reason for the requested deviation:

Temporary Detention Basin C2.8 has been designed as an interim full-spectrum detention basin which will mitigate developed drainage impacts from parts of Filing No. 1 and No. 2 during the initial phases of development. Once the downstream Detention Basin D is constructed during future phases of development, this temporary detention basin will no longer be needed. The non-standard design components are justified by the temporary nature of this detention basin.

Explain the proposed alternative and compare to the ECM standards (May provide applicable regional or national standards used as basis):

Based on the temporary nature of this interim detention pond, the design does not include a forebay that would be included in a permanent detention pond, but a concrete trickle channel will be provided. The non-standard design components are justified by the temporary nature of this detention basin.

LIMITS OF CONSIDERATION

(At least one of the conditions listed below must be met for this deviation request to be considered.)

- ☒ The ECM standard is inapplicable to the particular situation.
- ☐ Topography, right-of-way, or other geographical conditions or impediments impose an undue hardship and an equivalent alternative that can accomplish the same design objective is available and does not compromise public safety or accessibility.
- ☐ A change to a standard is required to address a specific design or construction problem, and if not modified, the standard will impose an undue hardship on the applicant with little or no material benefit to the public.

Provide justification:

Forebays are standard requirements for permanent detention basins, but construction of these features would be wasteful for an interim detention basin, which will ultimately be removed when the larger downstream detention pond is constructed. The proposed temporary detention basin will include a concrete trickle channel, standard FSD outlet structure, and associated discharge facilities to properly mitigate drainage impacts from the applicable development area.

CRITERIA FOR APPROVAL

Per ECM section 5.8.7 the request for a deviation may be considered if the request is **not based exclusively on financial considerations**. The deviation must not be detrimental to public safety or surrounding property. The applicant must include supporting information demonstrating compliance with **all of the following criteria**:

The deviation will achieve the intended result with a comparable or superior design and quality of improvement.

The proposed temporary detention basin will include a concrete trickle channel, standard FSD outlet structure, and associated discharge facilities to properly mitigate developed drainage impacts from the applicable development area.

The deviation will not adversely affect safety or operations.

The requested deviation will not adversely affect safety or operations.

The deviation will not adversely affect maintenance and its associated cost.

The proposed stormwater detention facilities will be privately owned and maintained by the metropolitan district. The proposed deviation will have no impact on County maintenance.

The deviation will not adversely affect aesthetic appearance.

Aesthetic appearance will not be adversely affected based on the proposed deviation.

The deviation meets the design intent and purpose of the ECM standards.

The proposed deviation meets the design intent and purpose of the ECM standards by providing appropriate stormwater detention and water quality facilities. No deviations are proposed to the pond outlet structure and discharge facilities.

The deviation meets the control measure requirements of Part I.E.3 and Part I.E.4 of the County's MS4 permit, as applicable.

The proposed deviation meets applicable control measure requirements.

REVIEW AND RECOMMENDATION:

Approved by the ECM Administrator

This request has been determined to have met the criteria for approval. A deviation from Section 1.7.3 of the ECM is hereby granted based on the justification provided.

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APPROVED
Engineering Department

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11/05/2020 2:29:48 PM

dsdnijkamp

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**EPC Planning & Community
Development Department**

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Denied by the ECM Administrator

This request has been determined not to have met criteria for approval. A deviation from Section _____ of the ECM is hereby denied.

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ECM ADMINISTRATOR COMMENTS/CONDITIONS:

1.1. PURPOSE

The purpose of this resource is to provide a form for documenting the findings and decision by the ECM Administrator concerning a deviation request. The form is used to document the review and decision concerning a requested deviation. The request and decision concerning each deviation from a specific section of the ECM shall be recorded on a separate form.

1.2. BACKGROUND

A deviation is a critical aspect of the review process and needs to be documented to ensure that the deviations granted are applied to a specific development application in conformance with the criteria for approval and that the action is documented as such requests can point to potential needed revisions to the ECM.

1.3. APPLICABLE STATUTES AND REGULATIONS

Section 5.8 of the ECM establishes a mechanism whereby an engineering design standard can be modified when if strictly adhered to, would cause unnecessary hardship or unsafe design because of topographical or other conditions particular to the site, and that a departure may be made without destroying the intent of such provision.

1.4. APPLICABILITY

All provisions of the ECM are subject to deviation by the ECM Administrator provided that one of the following conditions is met:

- The ECM standard is inapplicable to a particular situation.
- Topography, right-of-way, or other geographical conditions or impediments impose an undue hardship on the applicant, and an equivalent alternative that can accomplish the same design objective is available and does not compromise public safety or accessibility.
- A change to a standard is required to address a specific design or construction problem, and if not modified, the standard will impose an undue hardship on the applicant with little or no material benefit to the public.

1.5. TECHNICAL GUIDANCE

The review shall ensure all criteria for approval are adequately considered and that justification for the deviation is properly documented.

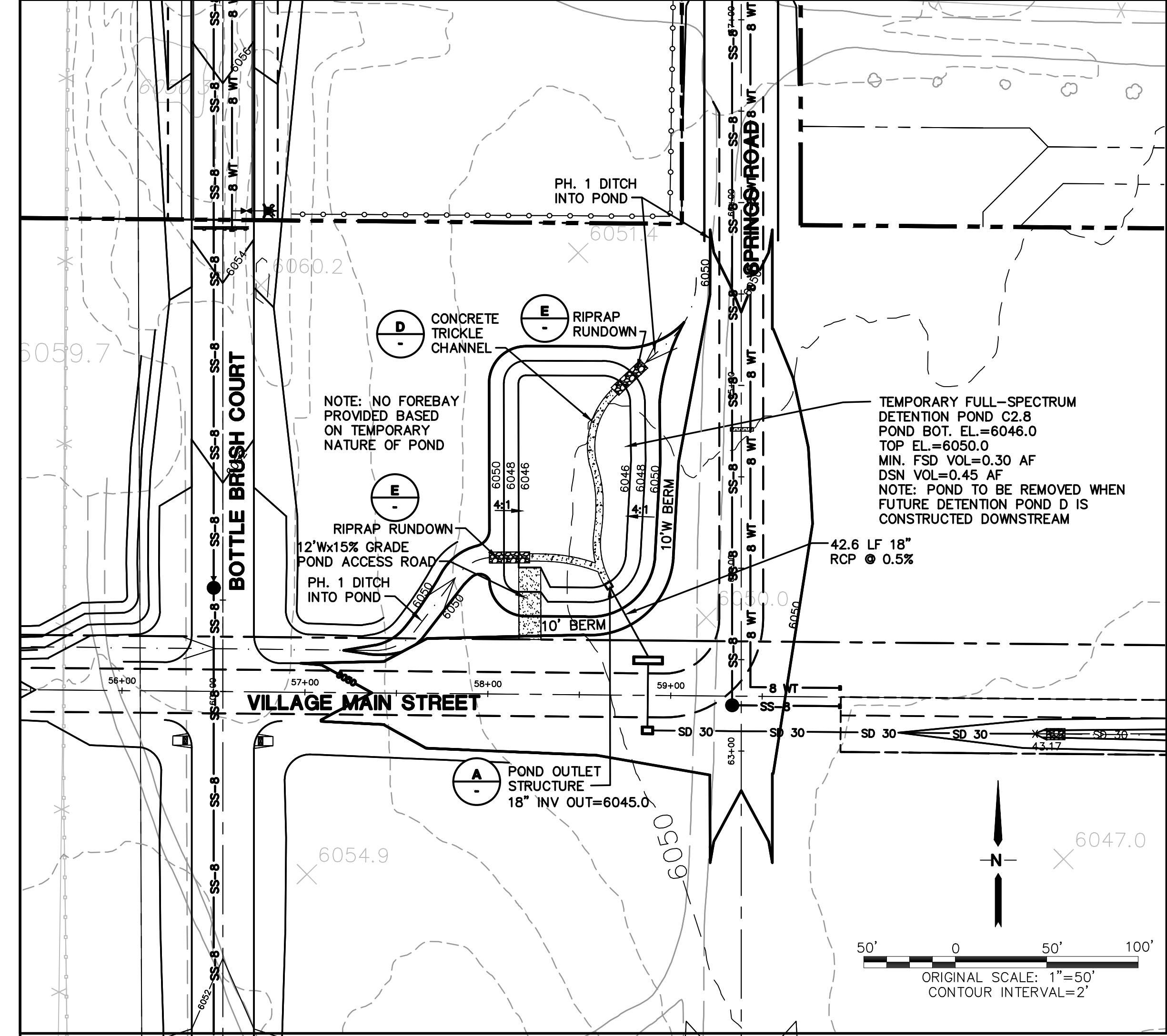
1.6. LIMITS OF APPROVAL

Whether a request for deviation is approved as proposed or with conditions, the approval is for project-specific use and shall not constitute a precedent or general deviation from these Standards.

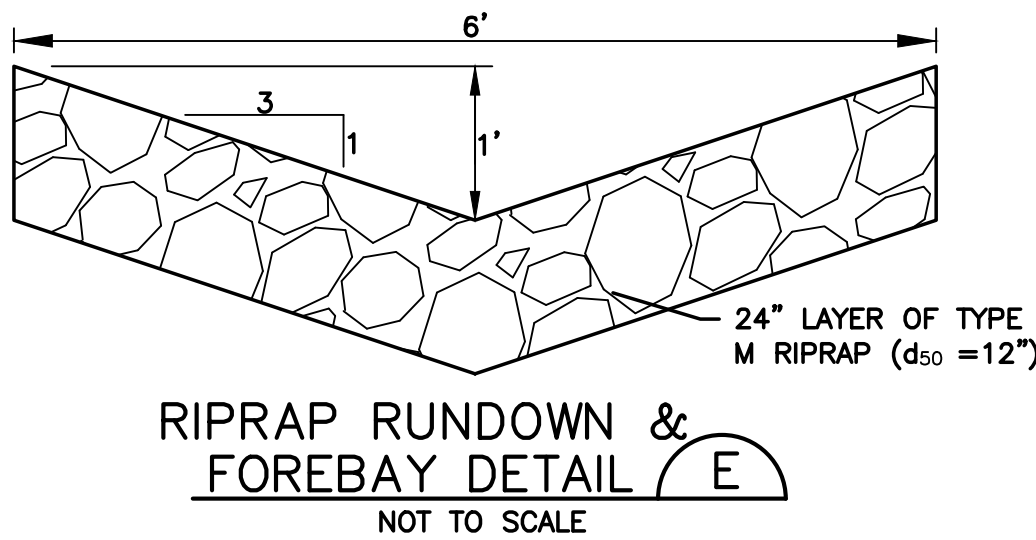
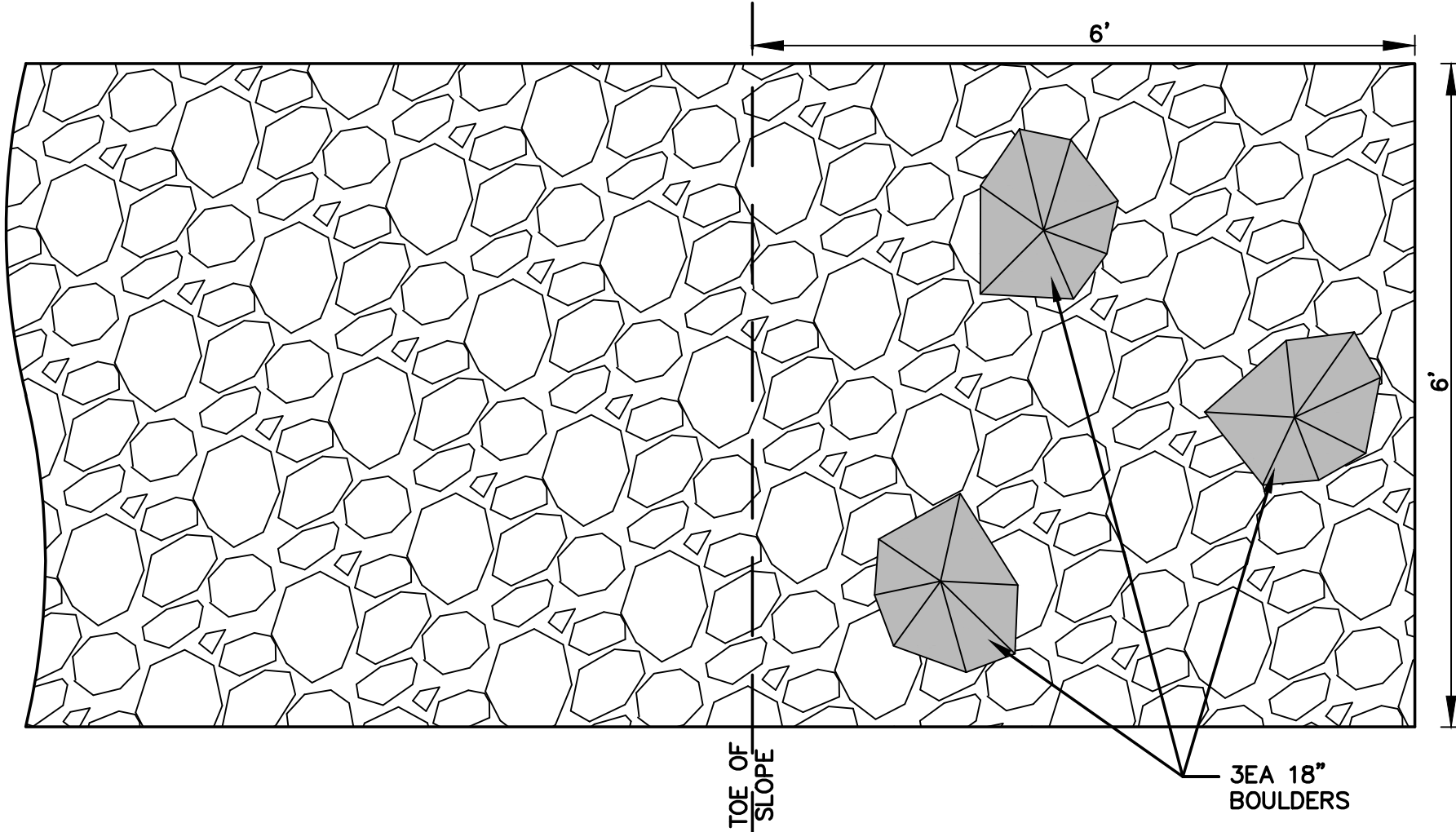
1.7. REVIEW FEES

A Deviation Review Fee shall be paid in full at the time of submission of a request for deviation. The fee for Deviation Review shall be as determined by resolution of the BoCC.

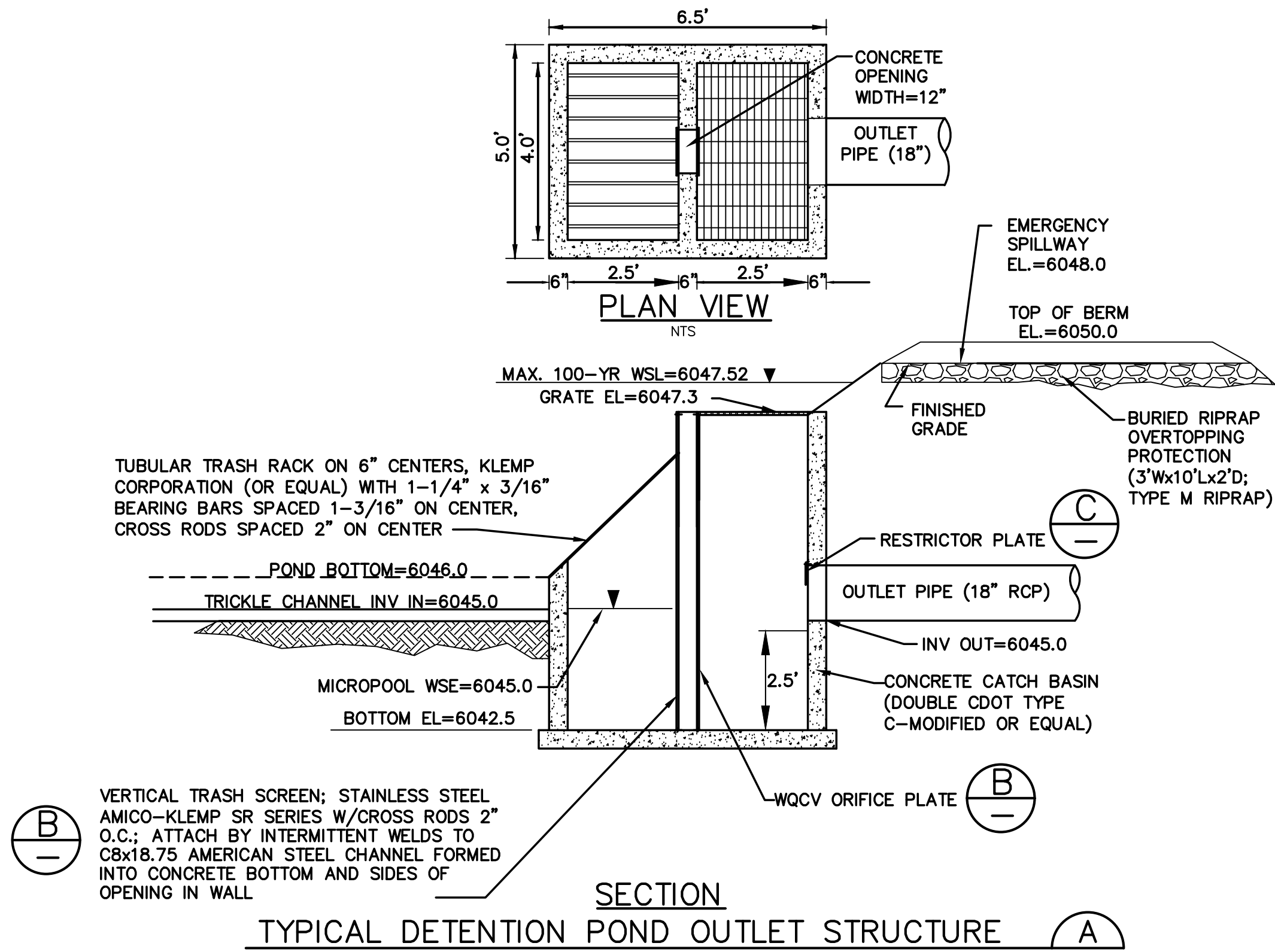
C:\Users\Owner\Dropbox\psprojects\090001\Ellicott\110.dwg\Civil\GEC\C1.6.dwg Sep 17, 2020 -- 2:44pm



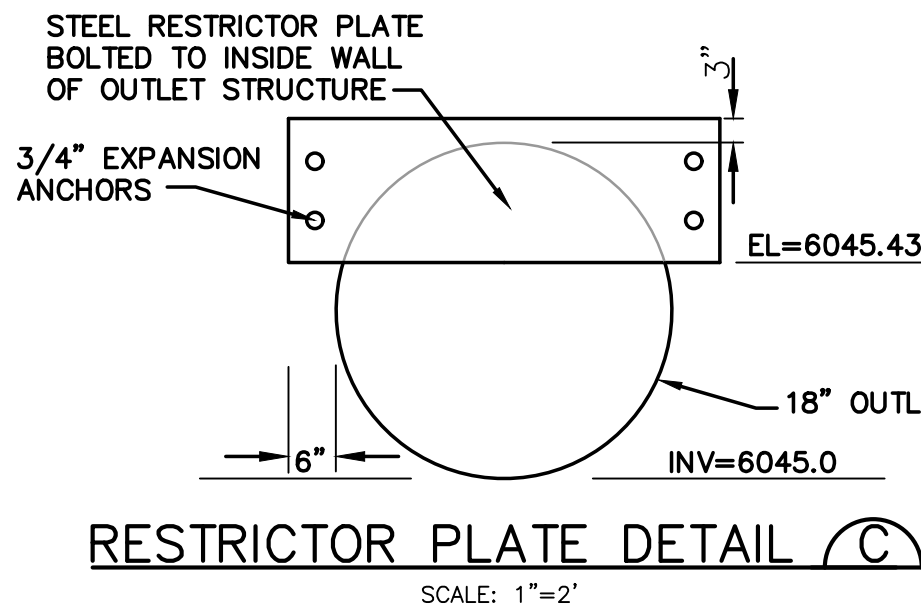
TEMPORARY POND C2.8 PLAN



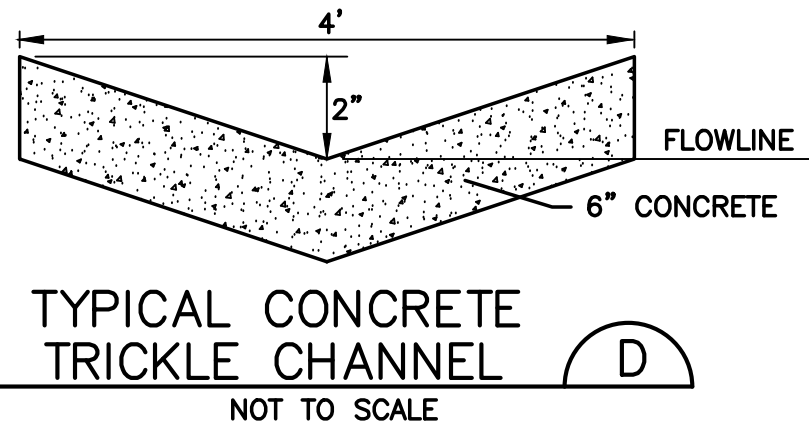
RIPRAP RUNDOWN & FOREBAY DETAIL (E)
NOT TO SCALE



TYPICAL DETENTION POND OUTLET STRUCTURE (A)
SCALE: NTS



RESTRICTOR PLATE DETAIL (C)
SCALE: 1"=2'

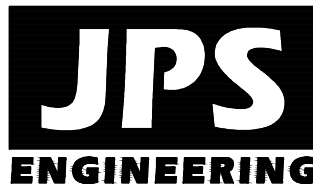


TYPICAL CONCRETE TRICKLE CHANNEL (D)
NOT TO SCALE

- ORIFICE PLATE NOTES:
1. MINIMIZE THE NUMBER OF COLUMNS.
 2. PROVIDE GASKET MATERIAL BETWEEN THE ORIFICE PLATE AND CONCRETE.
 3. BOLT PLATE TO CONCRETE 12" MAX. ON CENTER.
- EURV AND WQCV TRASH RACKS:
1. WELL-SCREEN TRASH RACKS (FOR CIRCULAR ORIFICES) SHALL BE STAINLESS STEEL AND SHALL BE ATTACHED BY INTERMITTENT WELDS ALONG THE EDGE OF THE MOUNTING FRAME.
 2. STRUCTURAL DESIGN OF TRASH RACKS BASED ON FULL HYDROSTATIC HEAD WITH ZERO HEAD DOWNSTREAM OF THE RACK.
- OVERFLOW TRASH RACKS:
1. ALL TRASH RACKS SHALL BE MOUNTED USING STAINLESS STEEL HARDWARE AND PROVIDED WITH HINGED AND LOCKABLE OR BOLTABLE ACCESS PANELS.
 2. TRASH RACKS SHALL BE STAINLESS STEEL, ALUMINUM, OR STEEL. STEEL TRASH RACKS SHALL BE HOT DIP GALVANIZED AND MAY BE HOT POWDER COATED AFTER GALVANIZING.
 3. TRASH RACKS SHALL BE DESIGNED SUCH THAT THE DIAGONAL DIMENSION OF EACH OPENING IS SMALLER THAN THE DIAMETER OF THE OUTLET PIPE.
 4. STRUCTURAL DESIGN OF TRASH RACKS SHALL BE BASED ON FULL HYDROSTATIC HEAD WITH ZERO HEAD DOWNSTREAM OF THE RACK.

ORIFICE PLATE AND TRASH RACK DETAILS AND NOTES (B)
NTS

MAYBERRY, COLORADO SPRINGS - FILING NO. 1



19 E. Willamette Ave.
Colorado Springs, CO
80903
PH: 719-477-9429
FAX: 719-471-0766
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MEMBER UTILITIES

No.	REVISION	DATE	BY
1	EPC COMMENTS	1/15/19	JPS
2	EPC COMMENTS	9/12/19	JPS
3	EPC COMMENTS	1/31/20	JPS
4	EPC COMMENTS	4/17/20	JPS
5	EPC COMMENTS	9/17/20	JPS

POND C2.8 PLAN & DETAILS

HORZ. SCALE: 1"=50'	DRAWN: RMD
VERT. SCALE: N/A	DESIGNED: JPS
SURVEYED: UP&E	CHECKED: JPS
CREATED: 1/15/19	LAST MODIFIED: 9/17/20
PROJECT NO: 090001	MODIFIED BY: BJJ

SHEET:

C1.6



Planning and Community
Development Department
2880 International Circle
Colorado Springs, Colorado 80910
Phone: 719.520.6300
Fax: 719.520.6695
Website www.elpasoco.com

DEVIATION REQUEST AND DECISION FORM

Updated: 6/26/2019

PROJECT INFORMATION – MAYBERRY DRIVE DEVIATION REQUEST

Project Name : Mayberry, Colorado Springs Filing No. 1
Schedule No.(s) : 34000-00-259, -260, -349, -350, -356, -362
Legal Description : Mayberry, Colorado Springs Filing No. 1

APPLICANT INFORMATION

Company : Colorado Springs Mayberry, LLC
Name : Rick Scott
☒ Owner ☐ Consultant ☐ Contractor
Mailing Address : 32823 Temecula Parkway
Temecula, CA 925922.

Phone Number : 951-296-5070
FAX Number : 951-296-5071
Email Address : rick@cormanleigh.com


ENGINEER INFORMATION

Company : JPS Engineering, Inc.
Name : John P. Schwab, P.E. Colorado P.E. Number : 29891
Mailing Address : 19 E. Willamette Avenue
Colorado Springs, CO 80903

Phone Number : 719-477-9429
FAX Number : 719-471-0766
Email Address : john@jpsengr.com

OWNER, APPLICANT, AND ENGINEER DECLARATION

To the best of my knowledge, the information on this application and all additional or supplemental documentation is true, factual and complete. I am fully aware that any misrepresentation of any information on this application may be grounds for denial. I have familiarized myself with the rules, regulations and procedures with respect to preparing and filing this application. I also understand that an incorrect submittal will be cause to have the project removed from the agenda of the Planning Commission, Board of County Commissioners and/or Board of Adjustment or delay review until corrections are made, and that any approval of this application is based on the representations made in the application and may be revoked on any breach of representation or condition(s) of approval.


Signature of owner (or authorized representative)

4-27-2020

Date

Engineer's Seal, Signature
And Date of Signature



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

A deviation from the standards of or in Section **2.3.2** of the Engineering Criteria Manual (ECM) is requested.

Identify the specific ECM standard which a deviation is requested:

ECM Section 2.3.2 Design Standards by Functional Class (Table 2-7 Roadway Design Standards):

Mayberry Boulevard is classified as an Urban Residential Collector. The proposed deviations consist of modified cross-section elements including an ultimate divided section with landscaped median, and a Phase 1 half-section with a 29-foot asphalt width. The proposed deviations are depicted on the Typical Road Section Drawings (Sections B-C, Sh. TY2).

State the reason for the requested deviation:

The proposed roadway design deviations are requested based on the new urbanist development program which seeks to create a pedestrian-friendly community. The proposed typical road cross-sections were included in the previously approved Ellicott Town Center PUD.

Explain the proposed alternative and compare to the ECM standards (May provide applicable regional or national standards used as basis):

Mayberry Drive is classified as an Urban Residential Collector. The proposed deviations consist of modified cross-section elements including an ultimate divided section with landscaped median, and a Phase 1 half-section with a 29-foot asphalt width. The proposed deviations are depicted on the Typical Road Section Drawings (Sections B-C, Sh. TY2).

The current ECM standard is a 36-foot asphalt width for an Urban Residential Collector. The narrower road widths are consistent with new urbanist land planning as approved in the Ellicott Town Center PUD. Minimum travel lane widths of 12 feet are provided in accordance with current ECM standards.

LIMITS OF CONSIDERATION

(At least one of the conditions listed below must be met for this deviation request to be considered.)

- ☐ The ECM standard is inapplicable to the particular situation.
- ☐ Topography, right-of-way, or other geographical conditions or impediments impose an undue hardship and an equivalent alternative that can accomplish the same design objective is available and does not compromise public safety or accessibility.
- ☒ A change to a standard is required to address a specific design or construction problem, and if not modified, the standard will impose an undue hardship on the applicant with little or no material benefit to the public.

Provide justification:

The requested deviations are justified by the previously approved Ellicott Town Center PUD and LSC Traffic Study, which demonstrates that traffic operations will provide acceptable levels of service.

CRITERIA FOR APPROVAL

Per ECM section 5.8.7 the request for a deviation may be considered if the request is **not based exclusively on financial considerations**. The deviation must not be detrimental to public safety or surrounding property. The applicant must include supporting information demonstrating compliance with **all of the following criteria**:

The deviation will achieve the intended result with a comparable or superior design and quality of improvement.

The proposed deviations will result in a comparable or superior roadway design, consistent with El Paso County standards and the approved Ellicott Town Center PUD. The previously approved PUD seeks to create a high-quality community enhancing property values in eastern El Paso County. The proposed deviations support the pedestrian-friendly nature of the overall development plan, resulting in a superior design.

The deviation will not adversely affect safety or operations.

The proposed roadway improvements will be constructed to County standards, and the requested deviations will not adversely affect safety or operations. The LSC Traffic Study for this project demonstrates that traffic operations through the proposed couplet will provide and acceptable level of service while creating the desired Town Center entry to the project. The proposed roadway deviations will generally improve pedestrian safety and will not adversely affect traffic operations.

The deviation will not adversely affect maintenance and its associated cost.

Maintenance will not be adversely affected based on the proposed deviations. The proposed road cross sections and site layout will provide ample access and clearance for maintenance, and all pavement designs will be subject to County approval.

The deviation will not adversely affect aesthetic appearance.

Aesthetic appearance will not be adversely affected based on the proposed deviations. The proposed deviations in typical road cross sections will enhance the streetscape resulting in improved aesthetic appearance.

The deviation meets the design intent and purpose of the ECM standards.

The proposed deviations consist of relatively minor changes to County standard road sections, consistent with the previously approved Ellicott Town Center PUD.

The deviation meets the control measure requirements of Part I.E.3 and Part I.E.4 of the County's MS4 permit, as applicable.

This deviation request has no impact on control measure requirements of the County's MS4 permit.

REVIEW AND RECOMMENDATION:

Approved by the ECM Administrator

2.3.2

This request has been determined to have met the criteria for approval. A deviation from Section _____ of the ECM is hereby granted based on the justification provided.

APPROVED

Engineering Department

11/05/2020 2:16:12 PM

dsdnijkamp

**EPC Planning & Community
Development Department**

Denied by the ECM Administrator

This request has been determined not to have met criteria for approval. A deviation from Section _____ of the ECM is hereby denied.

ECM ADMINISTRATOR COMMENTS/CONDITIONS:

All median cover designs shall be submitted to PCD Engineering for approval prior to installation. No loose rock or other loose material will be allowed. All medians less than 10' shall provide plow-able median noses per EPC criteria. Approval of this deviation does not constitute approval of the installation of trees in the public ROW (either in the median or adjacent to the road at the sidewalk). If trees are to be approved in the public ROW specific sight visibility criteria will be required to be addressed.

The median cover shall be installed and maintained by the Metro District, and a License agreement for such plantings shall be required prior to installation of the plantings, and preliminary acceptance of the street improvements.

1.1. PURPOSE

The purpose of this resource is to provide a form for documenting the findings and decision by the ECM Administrator concerning a deviation request. The form is used to document the review and decision concerning a requested deviation. The request and decision concerning each deviation from a specific section of the ECM shall be recorded on a separate form.

1.2. BACKGROUND

A deviation is a critical aspect of the review process and needs to be documented to ensure that the deviations granted are applied to a specific development application in conformance with the criteria for approval and that the action is documented as such requests can point to potential needed revisions to the ECM.

1.3. APPLICABLE STATUTES AND REGULATIONS

Section 5.8 of the ECM establishes a mechanism whereby an engineering design standard can be modified when if strictly adhered to, would cause unnecessary hardship or unsafe design because of topographical or other conditions particular to the site, and that a departure may be made without destroying the intent of such provision.

1.4. APPLICABILITY

All provisions of the ECM are subject to deviation by the ECM Administrator provided that one of the following conditions is met:

- The ECM standard is inapplicable to a particular situation.
- Topography, right-of-way, or other geographical conditions or impediments impose an undue hardship on the applicant, and an equivalent alternative that can accomplish the same design objective is available and does not compromise public safety or accessibility.
- A change to a standard is required to address a specific design or construction problem, and if not modified, the standard will impose an undue hardship on the applicant with little or no material benefit to the public.

1.5. TECHNICAL GUIDANCE

The review shall ensure all criteria for approval are adequately considered and that justification for the deviation is properly documented.

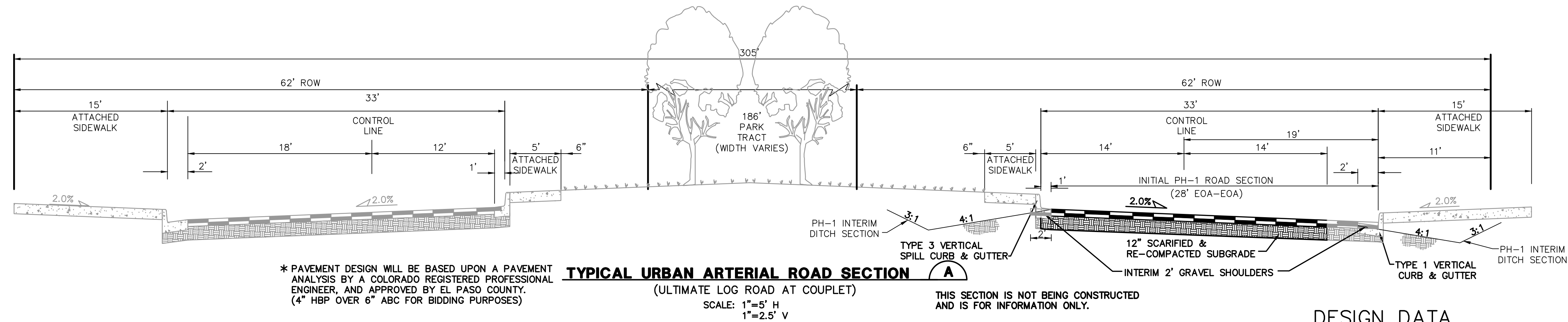
1.6. LIMITS OF APPROVAL

Whether a request for deviation is approved as proposed or with conditions, the approval is for project-specific use and shall not constitute a precedent or general deviation from these Standards.

1.7. REVIEW FEES

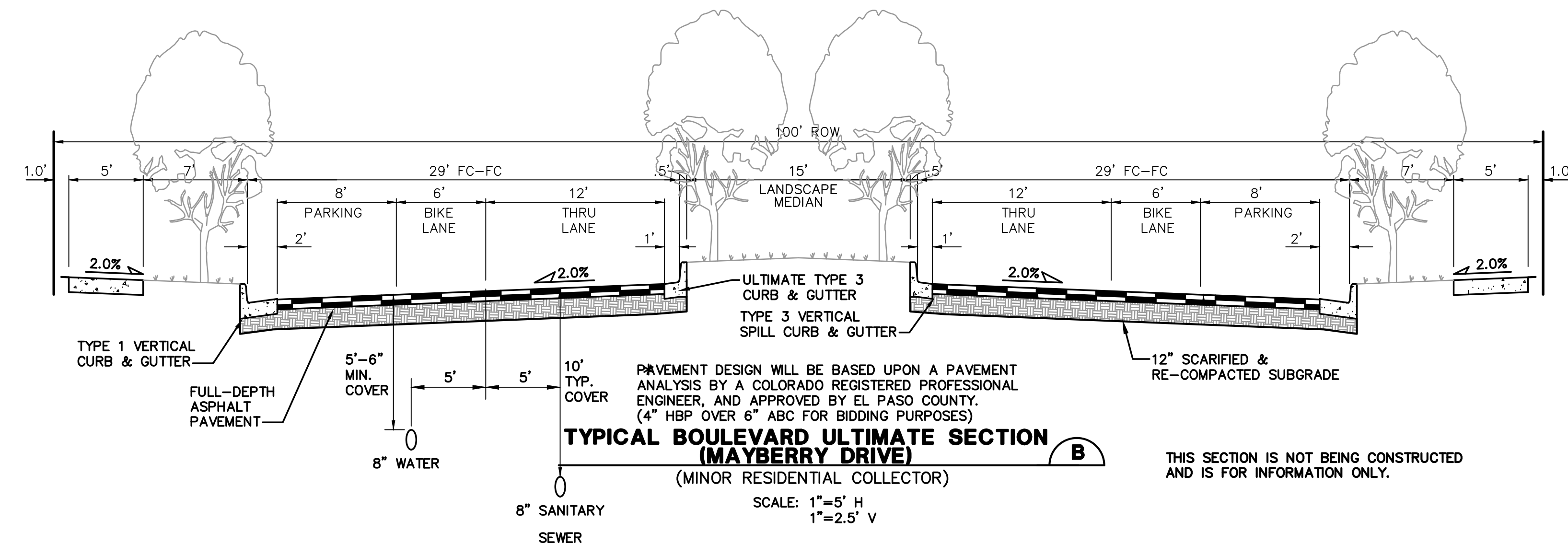
A Deviation Review Fee shall be paid in full at the time of submission of a request for deviation. The fee for Deviation Review shall be as determined by resolution of the BoCC.

G:\Users\Owner\Dropbox\jpsprojects\090001\Ellicott\TY2.dwg Oct 27, 2020 - 1:17pm



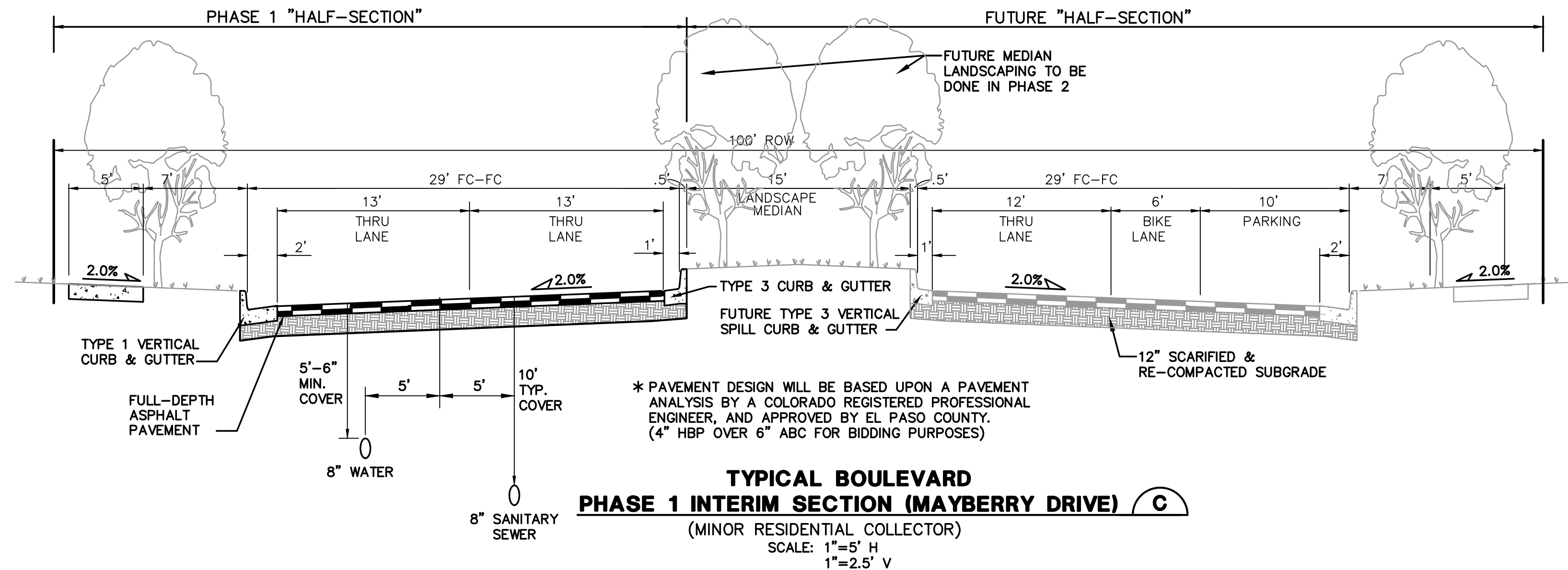
DESIGN DATA

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



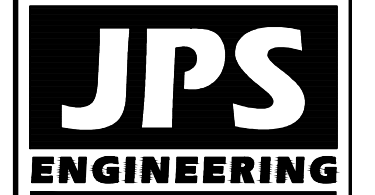
DESIGN DATA

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

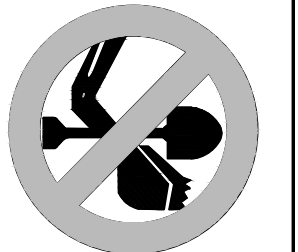


NOTE: LANE WIDTHS ARE IN ACCORDANCE WITH DEVIATIONS APPROVED AS PART OF PUD

MAYBERRY, COLORADO SPRINGS - FILING NO. 1



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 OR VISIT US IN ADVANCE
BEFORE YOU DIG, GRADE, OR EXCAVATE
FOR THE MARKING OF UNDERGROUND
MEMBER UTILITIES

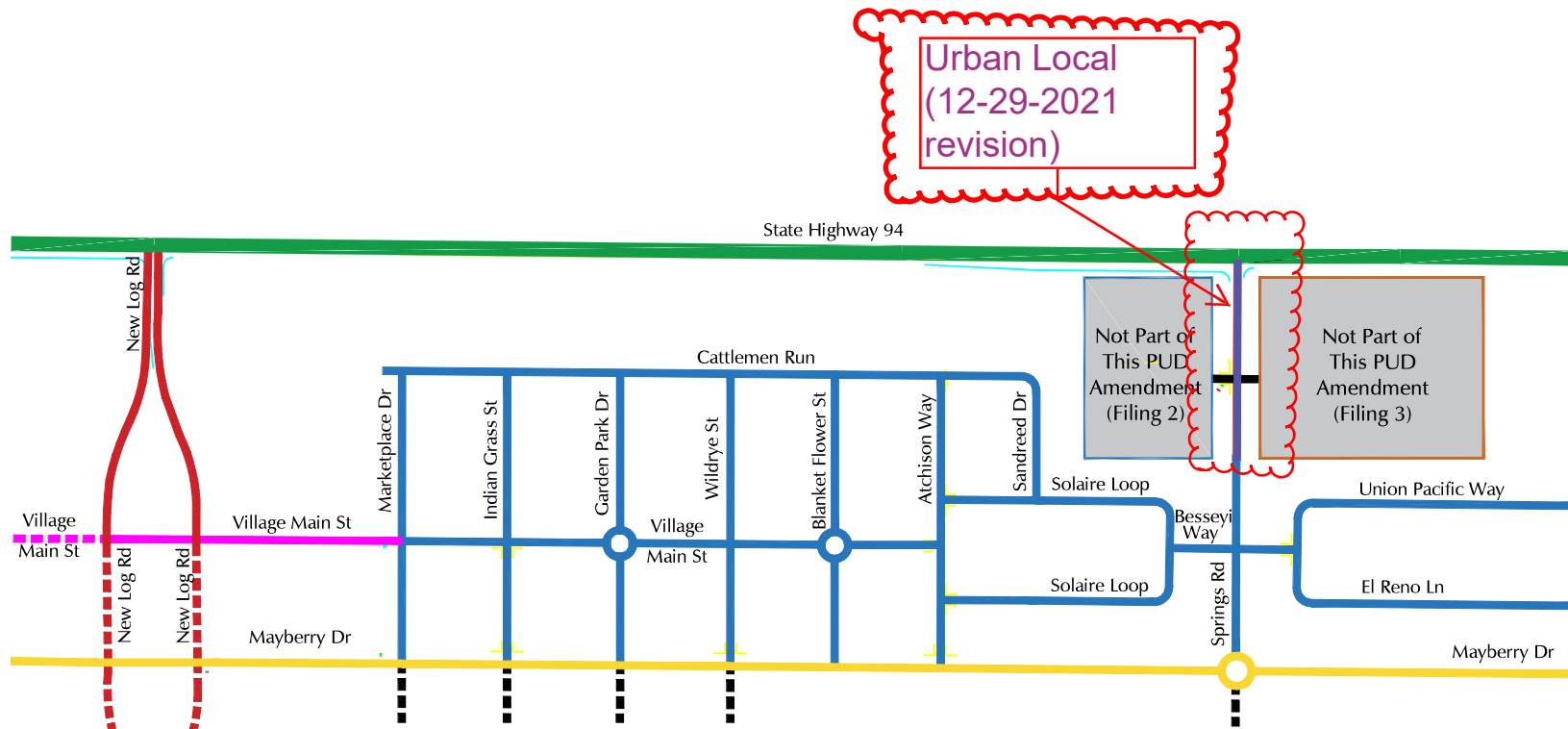
No.	REVISION	BY	DATE
1	EPC COMMENTS	JPS	9/12/19
2	EPC COMMENTS	JPS	1/31/20
3	EPC COMMENTS	JPS	4/17/20
4	EPC COMMENTS	JPS	9/18/20
5	EPC COMMENTS	JPS	10/27/20

TYPICAL ROAD SECTIONS

HORZ. SCALE: 1"=5'	DRAWN: BJJ
VERT. SCALE: AS SHOWN	DESIGNED: JPS
SURVEYED:	CHECKED: JPS
CREATED: 5/5/05	LAST MODIFIED: 10/27/20
PROJECT NO: 090001	MODIFIED BY: BJJ

SHEET:

TY2



- Principal Arterial (CDOT NR-A)
- Urban Minor Arterial
- Urban Residential Collector
- Urban Local
- Urban Non-Residential Collector
- Minor Collector (65' ROW)
- ■ ■ ■ Future Roadway (Classification TBD)



Not to Scale

Urban Local
(12-29-2021
revision)

Not Part of
This PUD
Amendment
(Filing 2)

Not Part of
This PUD
Amendment
(Filing 3)

Rev. 12-29-2021

Exhibit 1

Modified version of Figure 13 from: **Ellicott Town Center Filing 2 Traffic Impact Study** dated March 31, 2020 w/minor revision 6-2-2020.
PCD File No.: CS192 & SF1910

Roadway Functional Classifications
Ellicott Town Center Rezone (LSC# 194060)



Mayberry Phase 1 PUD Amendment plan sheet



DEVELOPMENT GUIDELINES

- A1. Applicability
The provisions of this PUD shall run with the land. The landowners, their successors, heirs, or assigns shall be bound by this Development Plan, as amended and approved by the Planning and Community Development Department Director or Board of County Commissioners.
- A2. PUD District Purpose & Intent
Mayberry is a new community based upon smart growth principles to create a vibrant and attractive community. The pedestrian friendly focus of the design is intended to allow for residents to live, work, and play within reasonable walking distance. The community will have residential, retail, civic, and park features that will enhance the quality of life for the residents as well as surrounding community.
- 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
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):
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):
1. Maximum lot coverage: 70%
 2. Maximum building height: 40 feet.
 3. Setback minimums:
 - a. Front yard: ten (10) feet.
 - b. Side yard: five (5) feet.
 - c. Corner lot: the side yard setback for the side street side shall be seven and one half (7.5) feet.
 - d. Rear yard: seven and one half (7.5) feet.
 4. Accessory building must comply with the setbacks established above, except that the rear yard setback may be reduced to seven and one half (7.5) feet for any lots that do not abut a public street. Accessory structures shall be governed by architectural covenants regarding building colors and materials to be consistent with the primary structure of the site.

- D. Lot Sizes
The Preliminary Plan | PUD Development Plan and the Final Plat establish the lot sizes for each lot.
- E. Streets
Streets within Mayberry Phase 1 PUD provide general vehicular circulation throughout the development. All streets shall be publicly owned and maintained. Construction will be to El Paso County Standards except for deviations approved separately by Planning and Community Development. Sidewalks shall be provided on both sides of all streets illustrated on this plan unless specifically excluded.

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

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

- H. Adoption
The adoption of this development plan shall evidence the findings and decisions of the El Paso County Board of County Commissioners that this Development Plan for Mayberry Phase 1 PUD is in general conformity with the El Paso County Master Plan, El Paso County Policy Plan and applicable Small Area Plan(s); is authorized under the provision of the El Paso County Land Development Code; and that the El Paso County Land Development Code and this development plan complies with the Colorado Planned Unit Development Act of 1972, as amended.

- I. Relationship to County Regulations
The provisions of this Development Plan shall prevail and govern the development of Mayberry Phase 1 PUD, provided, however, that where the provisions of this Development Plan do not address a particular subject, the relevant provisions of the El Paso County Land Development Code, as amended and in effect at the time of the PUD plan approval (or owner acknowledge the PUD changes with the Code), or any other applicable resolutions or regulations of El Paso County, shall be applicable. To further the mutual interest of the residents, occupants, and owners of the PUD and of the public in the preservation of the integrity of this development plan, the provisions of this plan relating to the use of land and the location of common open space shall run in favor of El Paso County and shall be enforceable at law or in equity by the County without limitation on any power or regulation otherwise granted by law.

- 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 area 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

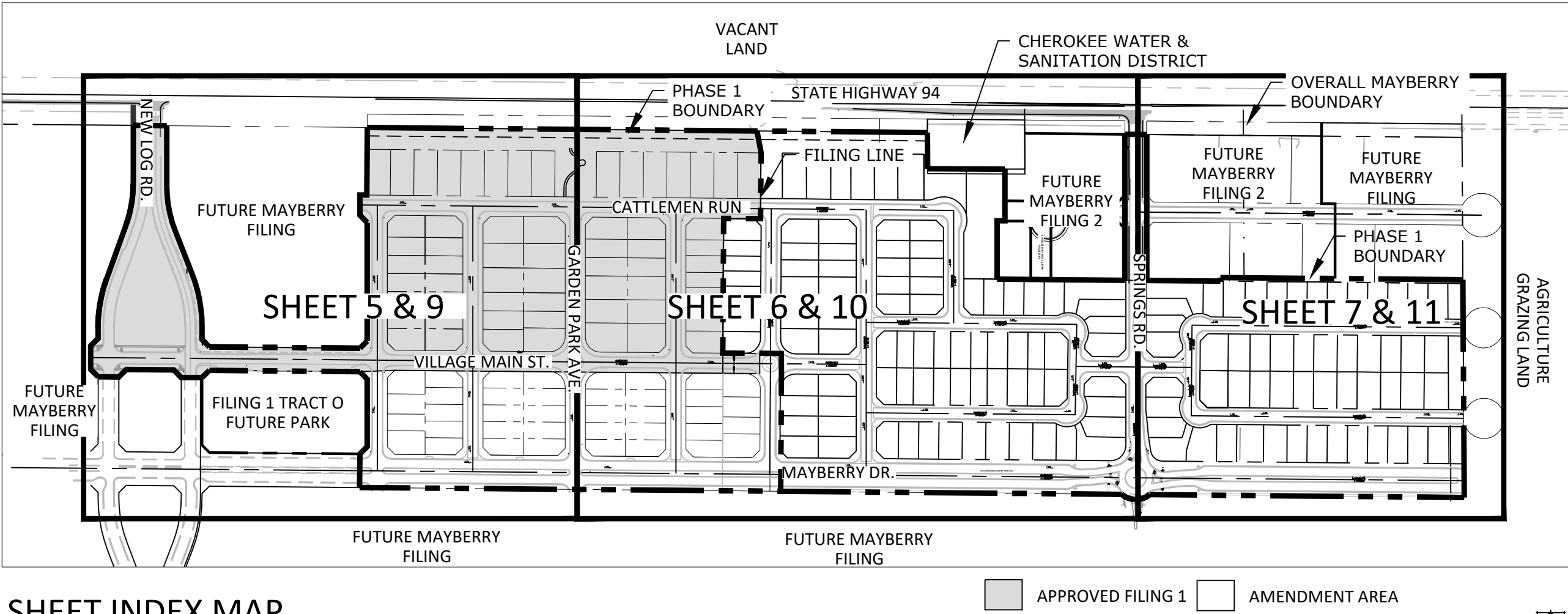
MAYBERRY PHASE 1

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

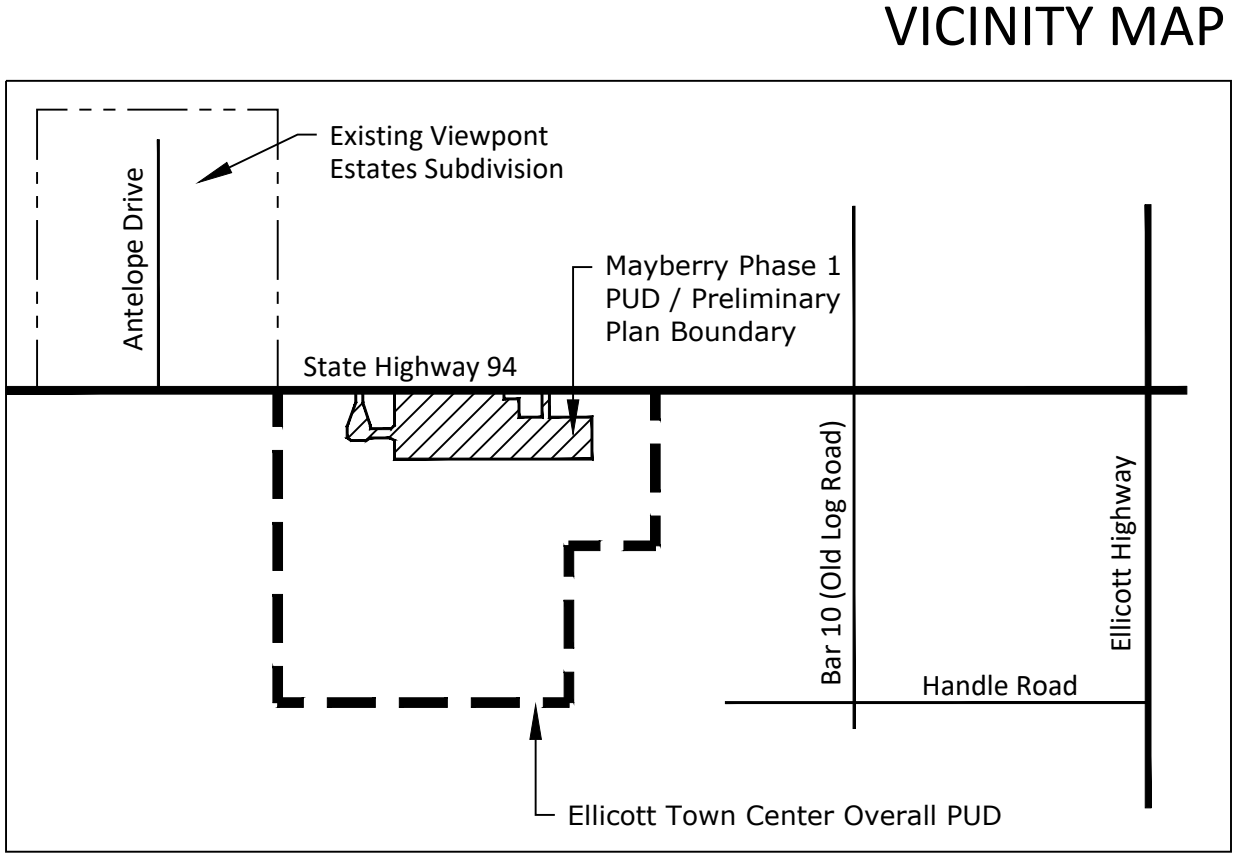
AN AMENDMENT TO ELLICOTT TOWN CENTER PHASE 1 PUD / PRELIMINARY PLAN



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 shall be maintained by El Paso County Department of Transportation except landscaping as indicated in note #2.
2. Landscape entry features, open space tracts, parks and trails shall be owned (when appropriate) and maintained by the Home Owners Association or Metropolitan District. All double frontage lots shall receive a combination of berming, fencing, and landscape between the property line and the curb. All medians shall be landscaped and maintained by the Home Owners Association or Metropolitan District. All double frontage streets shall have a minimum of one tree per 30 feet of frontage. These trees can be clustered along the frontage as determined by the subdivider.
3. Contour interval shown on plan 2'.
4. No residential lots shall have access to State Highway 94.
5. Minimum public utility/drainage easements shall be provided on all lots as follows:
 - a. Front: eight (8) feet.
 - b. Side: Four (4) feet.
 - c. Rear: seven and one-half (7.5) feet
6. All open space/trail/landscape tracts shall be limited to non-motorized use only, except for maintenance and emergency vehicles.
7. This site, State Highway 94 and New Log Road is not within a designated F.E.M.A. Floodplain as determined by the flood insurance rate map, community panel number 08041C0810G, effective 12.07.2018.
8. The parties responsible for this plan have familiarized themselves with all current accessibility criteria and specifications and the proposed plan reflects all site elements required by the applicable ADA design standards and guidelines as published by the United States Department of Justice. Approval of this plan by El Paso County does not assure compliance with the ADA or any regulations or guidelines enacted or promulgated under or with respect to such laws.
9. Geologic Hazard Note:-
The site has been found to be impacted by geologic hazards. Mitigation measures and a map of the hazard area can be found in the 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. These can be mitigated by Site-specific, design level Soils and Foundation Investigation to provide design criteria for foundations and floor systems for proposed residential buildings. Subgrade investigation and design after grading. Construction testing and observation during site development and residential building construction. Foundations drains should be anticipated for all basement areas. Due to high groundwater in the area, all foundations shall incorporate an underground drainage system.
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 I shall be limited to a total maximum density as illustrated on the plan.
13. Access to lots adjacent to the traffic circles shall be located as far away from the traffic circles as possible.



SITE DATA

Tax ID Number:	3400000362, 3400000437, 3400000438, 3400000441, 3400000440, 3400000442 & 3400000444
Total Area:	71.39 AC
Development Schedule:	2021
Small Area Plan:	The Ellicott Valley Comprehensive Plan
Sketch Plan:	Ellicott Town Center Overall PUD Plan (SKP 05-005)
Current Zoning:	PUD
Current Use:	Vacant
Proposed Use:	Single Family Residential
Average Lot Size:	6,936 SF
Minimum Lot Size:	4,900 SF
Minimum Lot Width:	40 FT
Maximum Lot Coverage:	70%
Gross Density:	3.3 DU/AC
R.O.W.:	27.374 AC
Total Tract Area:	5.8 AC
Maximum Building Height:	40 FT

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:	8.55 AC (Tracts A,B,C,D,E & O)
Usable:	8.55 AC (Tracts A,B,C,D,E & O)

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

PHASE 1 LAND USE DATA TABLE

LAND USE	NET DENSITY	UNITS	ACRES	% OF LAND
SINGLE FAMILY	6.28 DU/AC	240 Lots	38.216	54%
ROAD R.O.W	N/A	N/A	27.374	38%
OPEN SPACE TRACTS	N/A	N/A	5.8	8%

AMENDMENT HISTORY

County File Number	Date	Amendment Description
PUDSP-21-009	10-20-2021	Revise Lots, Tracts & Streets

PROJECT HISTORY

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

PROJECT TEAM

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

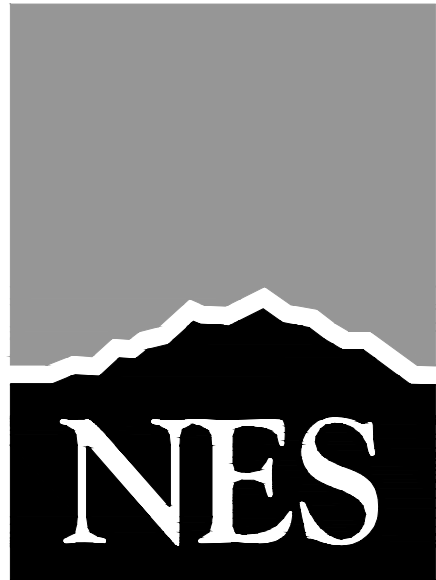
APPLICANT: N.E.S. Inc.
619 N. Cascade Ave., Suite 200
Colorado Springs, CO 80903
719.471.0073

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

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

SHEET INDEX

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

COVER

1 OF 13

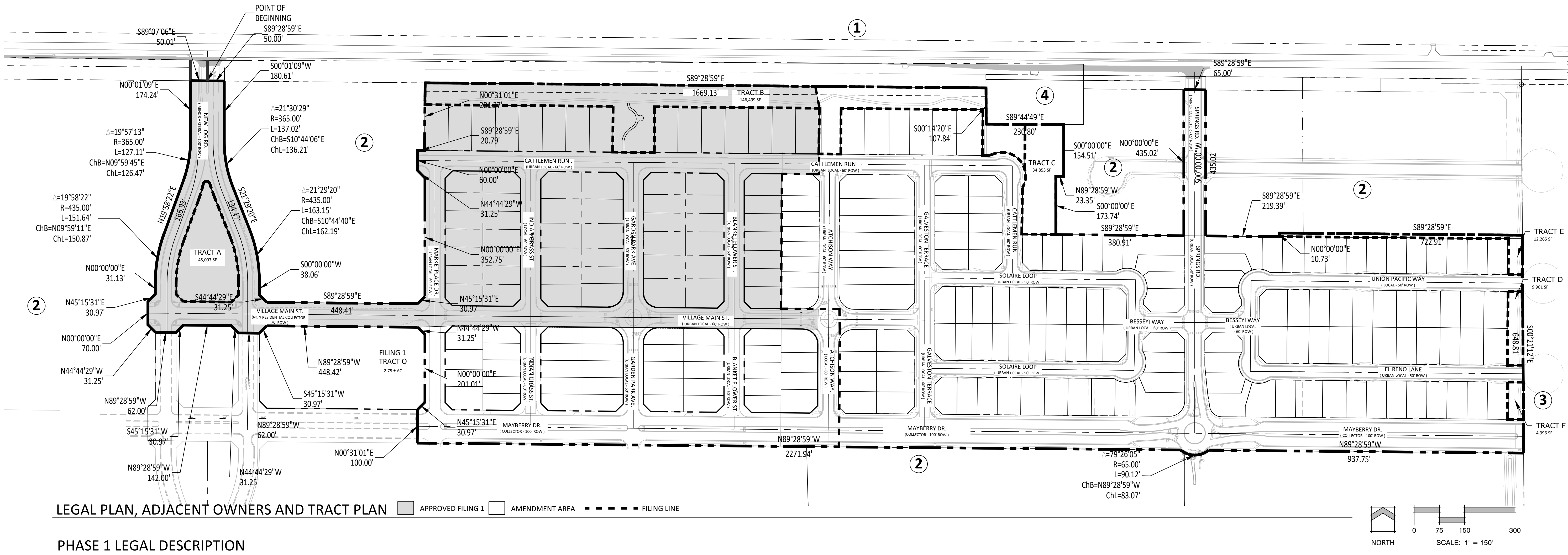
PUDSP-21-009

P:\CS Mayberry\Mayberry (Drawings)\Planning\Phase 1 PUD PP Amendment\Mayberry Phase 1 Amendment_RUDP.dwg [2-Legal] 10/21/2021 10:06:39 AM Babin

MAYBERRY PHASE 1

EL PASO COUNTY, COLORADO

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



PHASE 1 LEGAL DESCRIPTION

A TRACT OF LAND LOCATED IN 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, AND BEING MORE PARTICULARLY DESCRIBED AS FOLLOWS:

COMMENCING AT THE NORTHWEST CORNER OF SAID SECTION 14, SAID POINT ALSO BEING THE NORTHEAST CORNER OF SAID SECTION 15, AS MONUMENTED BY A REBAR AND 3-1/2" ALUMINUM CAP STAMPED "U.P.&E. PLS 116, 4 1999", FROM WHICH THE NORTH ONE-QUARTER CORNER OF SAID SECTION 14, AS MONUMENTED BY A REBAR AND 2" ALUMINUM CAP IN A RANGE BOX STAMPED "U.P.&E. PLS 11624 1999", BEARS S89°44'49"E, A DISTANCE OF 2606.55 FEET AND IS THE BASIS OF BEARINGS USED HEREIN;

THENCE S00°01'09"W ALONG THAT LINE COMMON TO SAID SECTION 15 AND SAID SECTION 14, A DISTANCE OF 61.50 FEET TO THE POINT OF BEGINNING OF THE TRACT HEREIN DESCRIBED;

THENCE S89°28'59"E, A DISTANCE OF 50.00 FEET TO A POINT ON THE EASTERLY RIGHT-OF-WAY LINE OF NEW LOG ROAD AS SHOWN ON THE PLAT OF MAYBERRY, COLORADO SPRINGS FILING NO. 1, AS RECORDED UNDER RECEPTION NO. 220714655 OF THE RECORDS OF THE EL PASO COUNTY CLERK AND RECORDER, SAID POINT ALSO BEING THE SOUTHWEST CORNER OF THAT CDOT RIGHT-OF-WAY DESCRIBED AS TRACT NO. 1, AS RECORDED UNDER RECEPTION NO. 220211233 OF SAID COUNTY RECORDS AND THE NORTHWEST CORNER OF TRACT K, OF SAID MAYBERRY, COLORADO SPRINGS FILING NO. 1;

THENCE ALONG THAT LINE COMMON TO SAID EASTERLY RIGHT-OF-WAY LINE AND THE WESTERLY LINE OF SAID TRACT K, THE FOLLOWING FIVE (5) COURSES;

1.) THENCE S00°01'09"W, A DISTANCE OF 180.61 FEET TO A POINT OF CURVATURE;

2.) THENCE ALONG THE ARC OF A 365.00 FOOT RADIUS CURVE TO THE LEFT, THROUGH A CENTRAL ANGLE OF 21°30'29", AN ARC LENGTH OF 137.02 FEET (THE LONG CHORD OF WHICH BEARS S10°44'06"E, A LONG CHORD DISTANCE OF 136.21 FEET) TO A POINT OF TANGENCY;

3.) THENCE S21°29'20"E, A DISTANCE OF 134.47 FEET TO A POINT OF CURVATURE;

4.) THENCE ALONG THE ARC OF A 435.00 FOOT RADIUS CURVE TO THE RIGHT, THROUGH A CENTRAL ANGLE OF 21°29'20", AN ARC LENGTH OF 163.15 FEET (THE LONG CHORD OF WHICH BEARS S10°44'40"E, A LONG CHORD DISTANCE OF 162.19 FEET) TO A POINT OF TANGENCY;

5.) THENCE S00°00'00"W, A DISTANCE OF 38.06 FEET;

THENCE S44°44'29"E ALONG THE SOUTHWESTERLY LINE OF SAID TRACT K, A DISTANCE OF 31.25 FEET TO A POINT ON THE NORTHERLY RIGHT-OF-WAY LINE OF VILLAGE MAIN STREET AS SHOWN ON SAID PLAT OF MAYBERRY, COLORADO SPRINGS FILING NO. 1;

THENCE S89°28'59"E ALONG THAT LINE COMMON TO SAID TRACT K AND SAID NORTHERLY RIGHT-OF-WAY LINE, A DISTANCE OF 448.41 FEET;

THENCE N45°15'31"E ALONG THE SOUTHEASTERLY LINE OF SAID TRACT K, A DISTANCE OF 30.97 FEET TO A POINT ON THE WESTERLY RIGHT-OF-WAY LINE OF MARKETPLACE DRIVE AS SHOWN ON SAID PLAT OF MAYBERRY, COLORADO SPRINGS FILING NO. 1;

THENCE N00°00'00"E ALONG THAT LINE COMMON TO SAID TRACT K AND SAID MARKETPLACE DRIVE, A DISTANCE OF 352.75 FEET;

THENCE N44°44'29"W ALONG THE EASTERLY LINE OF SAID TRACT K, A DISTANCE OF 31.25 FEET TO THE SOUTHWESTERLY POINT OF TERMINUS OF CATTLEMEN RUN AS SHOWN ON SAID PLAT OF MAYBERRY, COLORADO SPRINGS FILING NO. 1;

THENCE ALONG THAT LINE COMMON TO SAID TRACT K AND SAID CATTLEMEN RUN, THE FOLLOWING TWO (2) COURSES;

1.) THENCE N00°00'00"E, A DISTANCE OF 60.00 FEET;

2.) THENCE N89°28'59"E, A DISTANCE OF 20.79 TO THE SOUTHWEST CORNER OF LOT 1, OF SAID PLAT OF MAYBERRY, COLORADO SPRINGS FILING NO. 1;

THENCE N00°31'01"E ALONG THAT LINE COMMON TO SAID TRACT K, SAID LOT 1 AND TRACT B OF SAID PLAT OF MAYBERRY, COLORADO SPRINGS FILING NO. 1, A DISTANCE OF 201.27 FEET TO THE NORTHERLY CORNER COMMON TO SAID TRACT K AND SAID TRACT B, SAID POINT ALSO BEING A POINT ON THE SOUTHERLY RIGHT-OF-WAY LINE OF SAID CDOT TRACT NO. 1;

THENCE S89°28'59"E ALONG THAT LINE COMMON TO SAID SOUTHERLY RIGHT-OF-WAY LINE, SAID TRACT B AND TRACT L OF SAID PLAT OF MAYBERRY, COLORADO SPRINGS FILING NO. 1, A DISTANCE OF 1669.13 FEET TO THE SOUTHEASTERLY CORNER OF SAID CDOT TRACT NO. 1, SAID POINT ALSO BEING A POINT ON THE WESTERLY LINE OF THAT TRACT OF LAND AS DESCRIBED IN BOOK 5527 AT PAGE 376 OF SAID COUNTY RECORDS;

THENCE ALONG THAT LINE COMMON TO SAID TRACT K AND SAID TRACT L, THE FOLLOWING TWO (2) COURSES;

1.) THENCE S00°14'20"E, A DISTANCE OF 107.84 FEET;

2.) THENCE S89°44'49"E, A DISTANCE OF 230.80 FEET;

THENCE S00°00'00"E, A DISTANCE OF 154.51 FEET;

THENCE N89°28'59"W, A DISTANCE OF 23.35 FEET;

THENCE S00°00'00"E, A DISTANCE OF 173.74 FEET;

THENCE S89°28'59"E, A DISTANCE OF 380.91 FEET TO A POINT ON THE WESTERLY RIGHT-OF-WAY LINE OF SPRINGS ROAD AS SHOWN ON SAID PLAT OF MAYBERRY, COLORADO SPRINGS FILING NO. 1;

THENCE N00°00'00"E ALONG SAID WESTERLY RIGHT-OF-WAY LINE, A DISTANCE OF 435.02 FEET TO THE SOUTHEAST CORNER OF THAT CDOT RIGHT-OF-WAY DESCRIBED AS TRACT NO. 2, AS RECORDED UNDER SAID RECEPTION NO. 220211233;

THENCE S89°28'59"E, A DISTANCE OF 65.00 FEET TO A POINT ON THE EASTERLY RIGHT-OF-WAY LINE OF SAID SPRINGS ROAD;

THENCE S00°00'00"W ALONG SAID EASTERLY RIGHT-OF-WAY LINE, A DISTANCE OF 435.02 FEET;

THENCE S89°28'59"E, A DISTANCE OF 219.39 FEET;

THENCE N00°00'00"E, A DISTANCE OF 10.73 FEET;

THENCE S89°28'59"E, A DISTANCE OF 722.91 FEET TO A POINT ON THE EAST LINE OF THE WEST ONE-HALF OF THE NORTHEAST ONE-QUARTER (W1/2 NE1/4) OF SAID SECTION 14;

THENCE S00°21'12"E ALONG SAID EAST LINE, A DISTANCE OF 648.81 FEET;

THENCE N89°28'59"W, A DISTANCE OF 937.75 FEET;

THENCE ALONG THE ARC OF A 65.00 FOOT RADIUS CURVE TO THE RIGHT, THROUGH A CENTRAL ANGLE OF 79°26'05", AN ARC LENGTH OF 90.12 FEET (THE LONG CHORD OF WHICH BEARS N89°28'59"W, A LONG CHORD DISTANCE OF 83.07 FEET);

THENCE N89°28'59"W, A DISTANCE OF 2271.94 FEET TO THE SOUTHWESTERLY POINT OF TERMINUS OF MAYBERRY DRIVE AS SHOWN ON SAID PLAT OF MAYBERRY, COLORADO SPRINGS FILING NO. 1;

THENCE N00°31'01"E ALONG THE WESTERLY LINE OF SAID MAYBERRY DRIVE, A DISTANCE OF 100.00 FEET TO A POINT ON THE SOUTHERLY LINE OF TRACT O, AS SHOWN ON SAID PLAT OF MAYBERRY, COLORADO SPRINGS FILING NO. 1;

THENCE ALONG THE SOUTHERLY, EASTERLY, AND NORTHERLY LINES OF SAID TRACT O, THE FOLLOWING FIVE (5) COURSES;

1.) THENCE N45°15'31"E, A DISTANCE OF 30.97 FEET TO A POINT ON THE WESTERLY RIGHT-OF-WAY LINE OF SAID MARKETPLACE DRIVE;

2.) THENCE N00°00'00"E ALONG SAID WESTERLY RIGHT-OF-WAY LINE, A DISTANCE OF 201.01 FEET;

3.) THENCE N44°44'29"W, A DISTANCE OF 31.25 FEET TO A POINT ON THE SOUTHERLY RIGHT-OF-WAY LINE OF SAID VILLAGE MAIN STREET;

4.) THENCE N89°28'59"W ALONG SAID SOUTHERLY RIGHT-OF-WAY LINE, A DISTANCE OF 448.42 FEET;

5.) THENCE S45°15'31"W, A DISTANCE OF 30.97 FEET;

THENCE CONTINUING ALONG THE SOUTHERLY AND WESTERLY RIGHT-OF-WAY LINES OF SAID VILLAGE MAIN STREET, THE FOLLOWING SEVEN (7) COURSES;

1.) THENCE N89°28'59"W, A DISTANCE OF 62.00 FEET;

2.) THENCE N44°44'29"W, A DISTANCE OF 31.25 FEET;

3.) THENCE N89°28'59"W, A DISTANCE OF 142.00 FEET;

4.) THENCE S45°15'31"W, A DISTANCE OF 30.97 FEET;

5.) THENCE N89°28'59"W, A DISTANCE OF 62.00 FEET;

6.) THENCE N44°44'29"W, A DISTANCE OF 31.25 FEET;

7.) THENCE N00°00'00"E, A DISTANCE OF 70.00 FEET;

THENCE N45°15'31"E, A DISTANCE OF 30.97 FEET TO A POINT ON THE WESTERLY RIGHT-OF-WAY LINE OF SAID NEW LOG ROAD;

THENCE ALONG SAID WESTERLY RIGHT-OF-WAY LINE, THE FOLLOWING FIVE (5) COURSES;

1.) THENCE N00°00'00"E, A DISTANCE OF 31.13 FEET TO A POINT OF CURVATURE;

2.) THENCE ALONG THE ARC OF A 435.00 FOOT RADIUS CURVE TO THE RIGHT, THROUGH A CENTRAL ANGLE OF 19°58'22", AN ARC LENGTH OF 151.64 FEET (THE LONG CHORD OF WHICH BEARS N09°59'11"E, A LONG CHORD DISTANCE OF 150.87 FEET) TO A POINT OF TANGENCY;

3.) THENCE N19°58'22"E, A DISTANCE OF 166.93 FEET TO A POINT OF CURVATURE;

4.) THENCE ALONG THE ARC OF A 365.00 FOOT RADIUS CURVE TO THE LEFT, THROUGH A CENTRAL ANGLE OF 19°57'13", AN ARC LENGTH OF 127.11 FEET (THE LONG CHORD OF WHICH BEARS N09°59'45"E, A LONG CHORD DISTANCE OF 126.47 FEET) TO A POINT OF TANGENCY;

5.) THENCE N00°01'09"E, A DISTANCE OF 174.24 FEET;

THENCE S89°07'06"E, A DISTANCE OF 50.01 FEET TO THE POINT OF BEGINNING.

SAID TRACT CONTAINS 71.39 ACRES OF LAND, MORE OR LESS.

TRACT TABLE

NAME	SIZE (SF)	SIZE (AC)	USE	OWNERSHIP	MAINTENANCE
Tract A	45,097	1.0	Open Space, Landscape, Public Utilities	Mayberry Metropolitan District	Mayberry Metropolitan District
Tract B	146,499	3.4	Open Space, Landscape, Public Utilities, and Private Utilities	Mayberry Metropolitan District	Mayberry Metropolitan District
Tract C	34,853	0.8	Open Space, Landscape, Public Utilities, and Private Utilities	Mayberry Metropolitan District	Mayberry Metropolitan District
Tract D	9,901	0.2	Open Space, Landscape, Public Utilities, and Private Utilities	Mayberry Metropolitan District	Mayberry Metropolitan District
Tract E	12,265	0.3	Open Space, Landscape, Public Utilities, and Private Utilities	Mayberry Metropolitan District	Mayberry Metropolitan District
Tract F	4,996	0.1	Open Space, Landscape, Public Utilities, and Private Utilities	Mayberry Metropolitan District	Mayberry Metropolitan District
Filing 1 Tract O	119,674	2.75	Open Space, Landscape, Public Utilities, and Private Utilities	Mayberry Metropolitan District	Mayberry Metropolitan District
Total Tract Area	373,285	8.55			

ADJACENT OWNERS

	Name	Mailing Address	City, State, Zip
1	LORRAINE, ANDERSON & GAIL J. HELLMANN	5242 FOSSIL CREEK DR	FORT COLLINS CO, 80526-4313
2	COLORADO SPRINGS MAYBERRY LLC	32823 TEMECULA PKWY	TEMECULA CA, 92592-8348
3	WAYNE K & KATHY A. GILLESPIE	22775 STATE HIGHWAY 94	CALHAN CO, 80808-8534
4	CHEROKEE WATER &, SANITATION DISTRICT	1335 VALLEY ST	COLORADO SPRINGS, CO 80915



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

Tel. 719.471.0073
Fax 719.471.0267

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PLANNER / LANDSCAPE ARCHITECT

IN ASSOCIATION WITH

MAYBERRY PHASE 1

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

EL PASO COUNTY, CO

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

ENTITLEMENT

ISSUE INFO
DATE: 10.20.2021
BY: B.I.
DESCRIPTION: Per County Comments

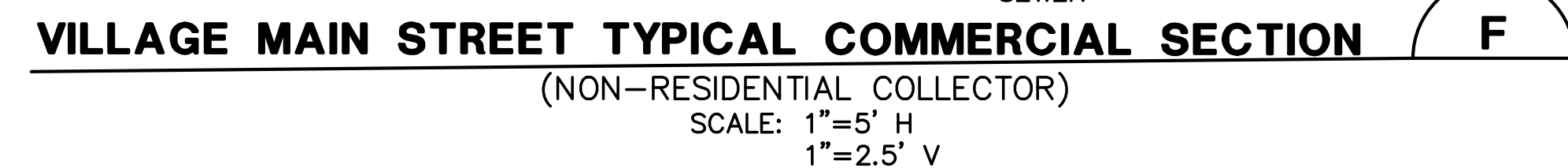
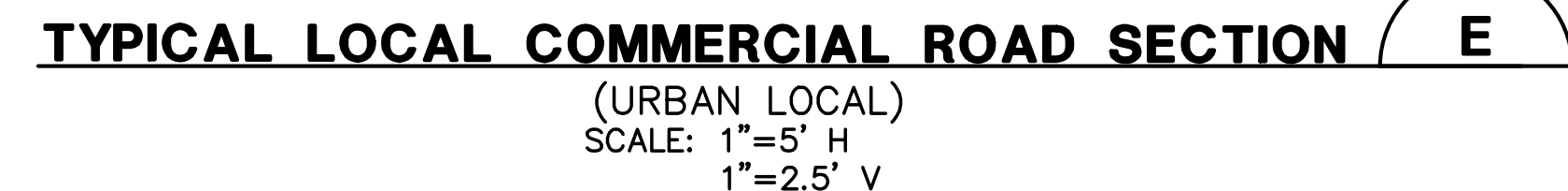
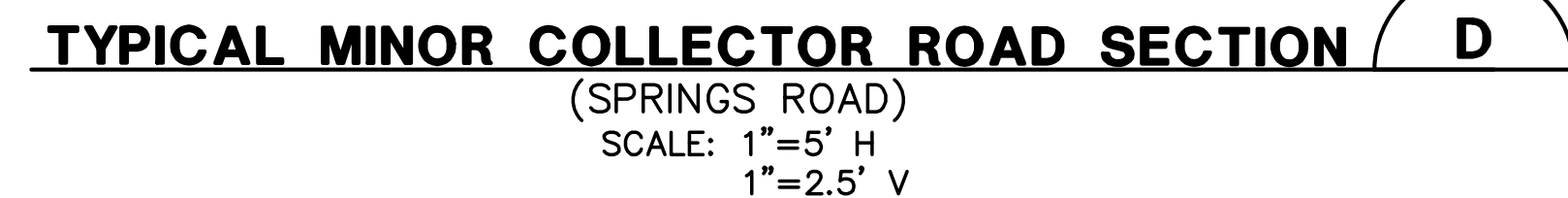
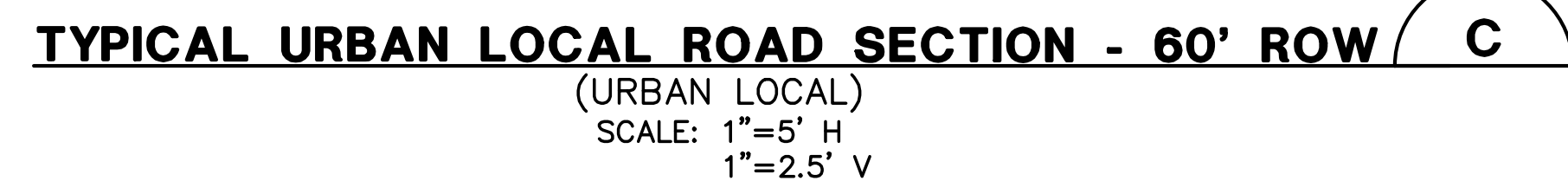
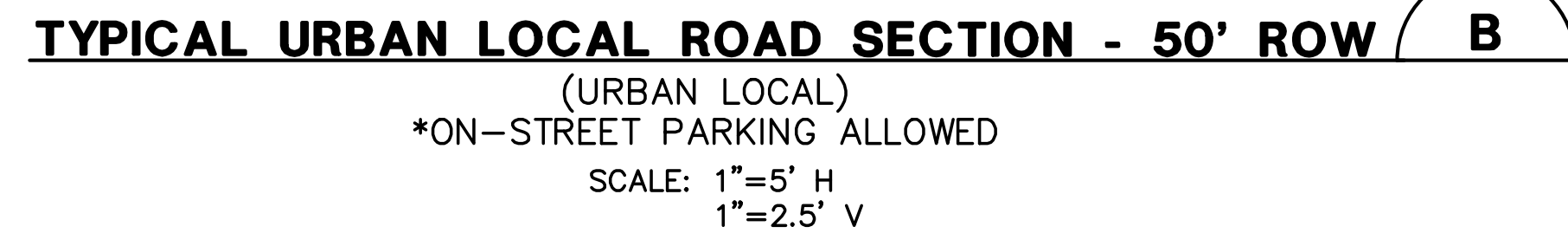
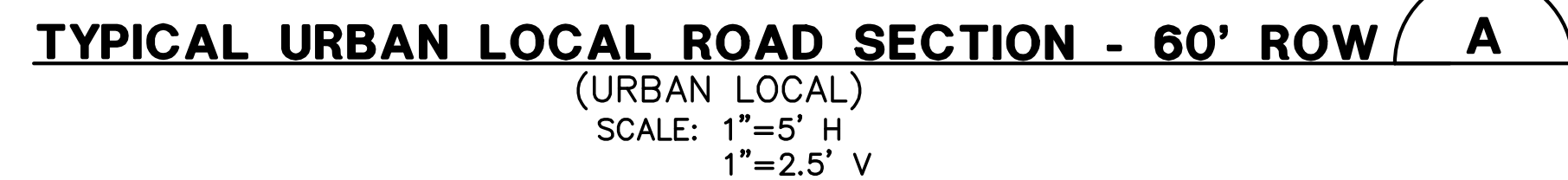
ISSUE / REVISION
SHEET TITLE

LEGAL BOUNDARY / TRACT EXHIBIT

SHEET NUMBER

2 OF 13

PUDSP-21-009



DESIGN DATA	
ROAD CLASSIFICATION:	URBAN/LOCAL
DESIGN SPEED:	25 MPH
POSTED SPEED:	25 MPH
ROADWAY WIDTH:	30'
MIN. HORIZONTAL RADIUS:	200'
MIN. GRADE:	0.5%
MAX. GRADE:	8.0%
MIN. K-VALUE (CREST):	12
MIN. K-VALUE (SAG):	26

NOTES:

1. A LANDSCAPE AGREEMENT IS REQUIRED FOR LANDSCAPING IN COUNTY ROW.
2. STREET TREES MAY BE PLANTED IN STREET WITHIN ROW SUBJECT TO COUNTY STANDARDS

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FAX: 719-471-0766
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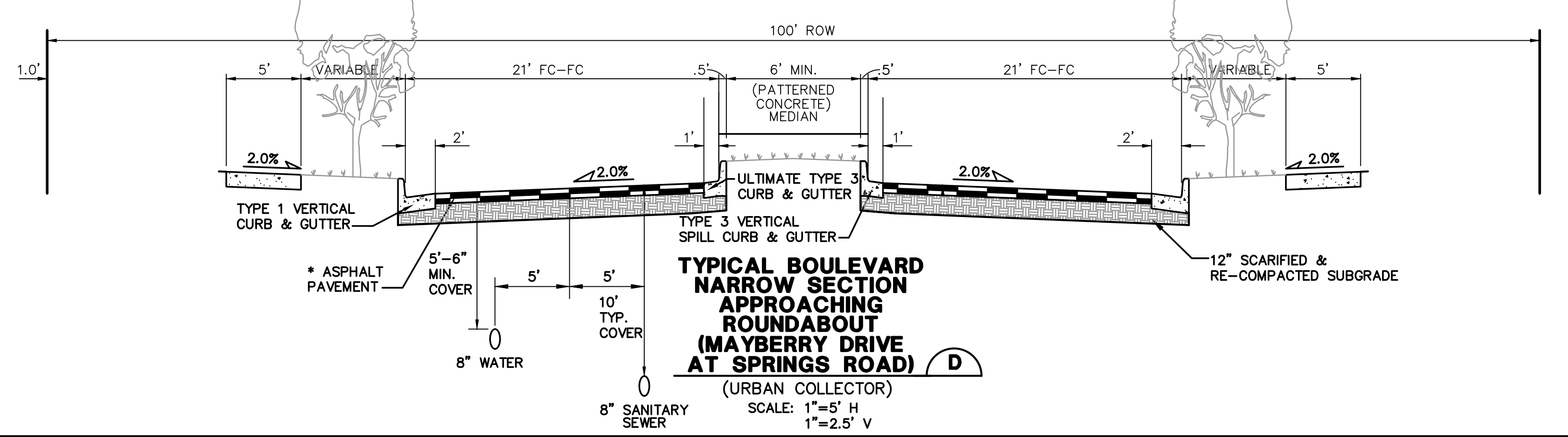
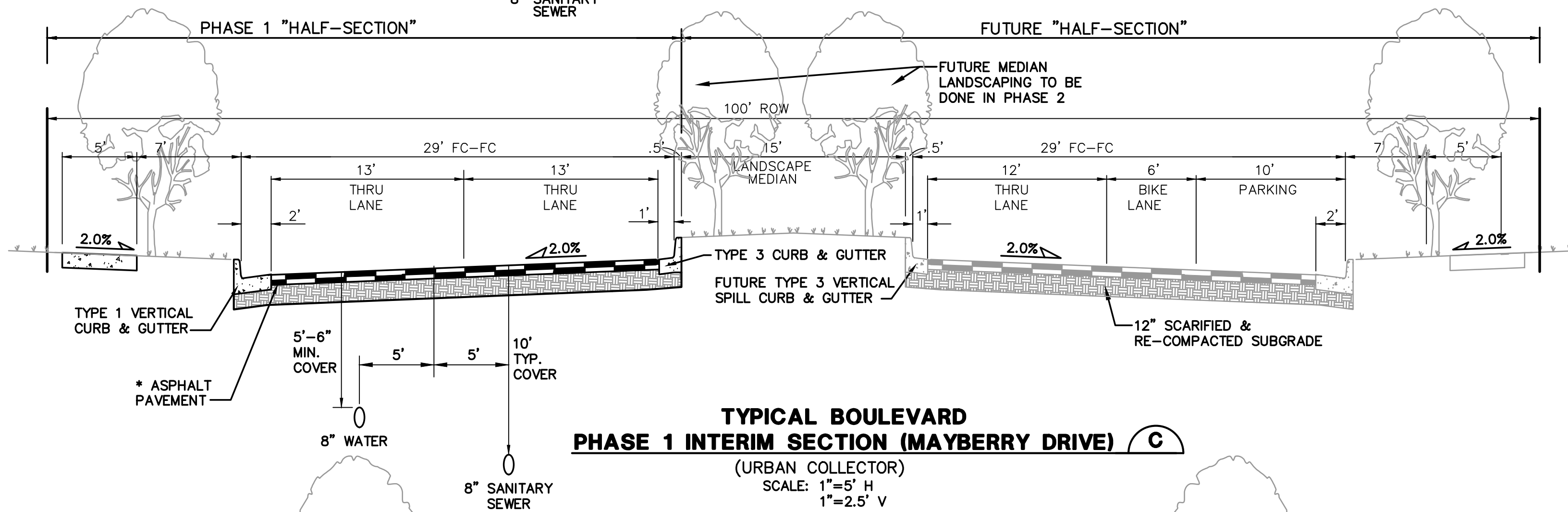
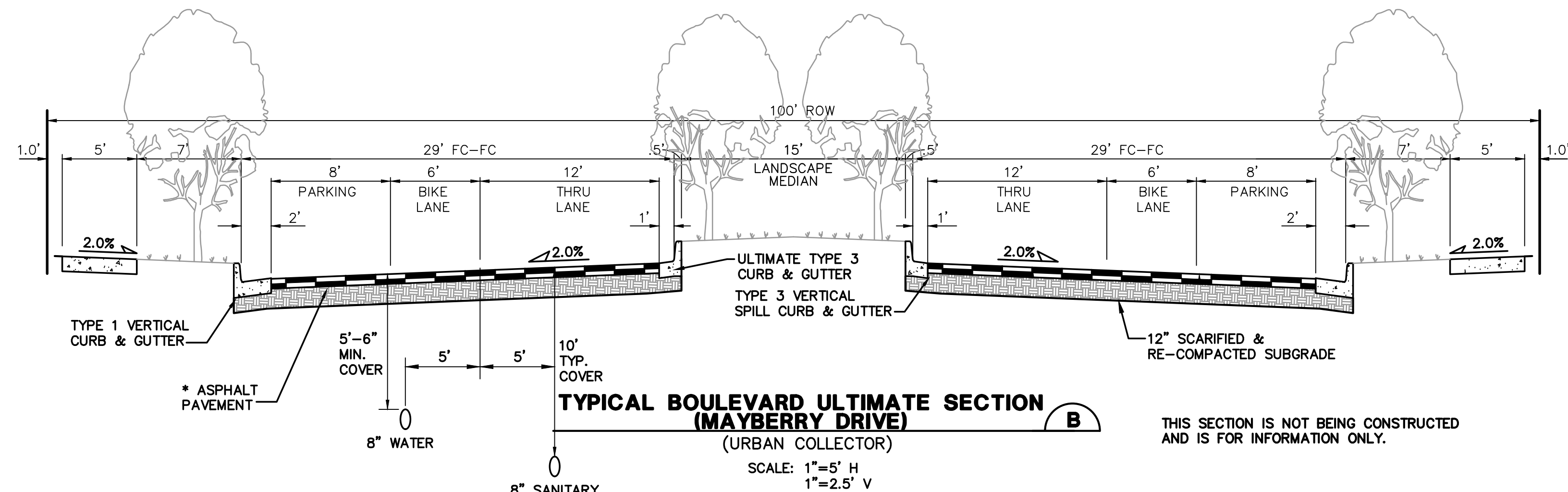
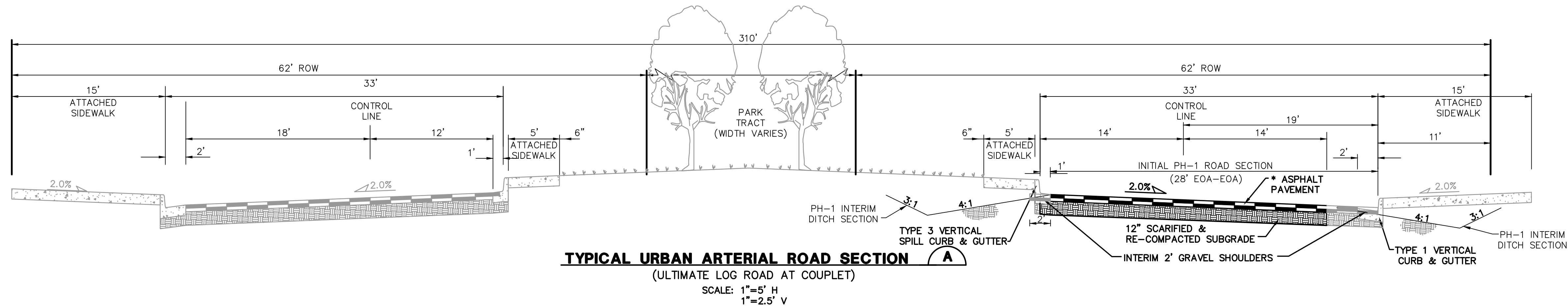
CALL UTILITY NOTIFICATION
CENTER OF COLORADO
1-800-922-1987
CALL 2-BUSINESS DAYS IN ADVANCE
BEFORE YOU DIG, GRADE, OR EXCAVATE
FOR THE MARKING OF UNDERGROUND
MEMBER UTILITIES.

N _o	REVISION	BY	DATE

TYPICAL ROAD SECTION & DETAILS

HORIZ. SCALE:	1"=5'	DRAWN:	BJJ
VERT. SCALE:	AS SHOWN	DESIGNED:	JPS
SURVEYED:	UP&E	CHECKED:	JPS
CREATED:	5/5/05	LAST MODIFIED:	10/11/21
PROJECT NO:	090001	MODIFIED BY:	BJJ
SHEET:			
TY1			
3 OF 11			

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DESIGN DATA

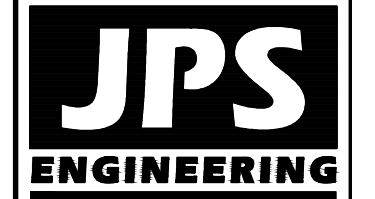
ROAD CLASSIFICATION:	URBAN MINOR ARTERIAL
DESIGN SPEED:	40 MPH
POSTED SPEED:	35 MPH
MIN. HORIZONTAL RADIUS: (STANDARD)	565'
MIN. HORIZONTAL RADIUS: (PER APPROVED DEVIATION)	400'
MIN. GRADE:	0.5%
MAX. GRADE:	6.0%
MIN. K-VALUE (CREST):	44
MIN. K-VALUE (SAG):	64

DESIGN DATA

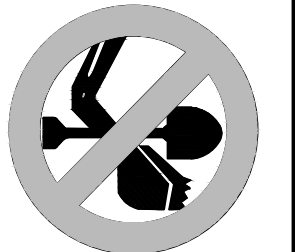
ROAD CLASSIFICATION:	URBAN COLLECTOR
DESIGN SPEED:	40 MPH
POSTED SPEED:	35 MPH
MIN. HORIZONTAL RADIUS:	565'
MIN. GRADE:	1.0%
MAX. GRADE:	8.0%
MIN. K-VALUE (CREST):	44
MIN. K-VALUE (SAG):	64

* 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



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FOR THE MARKING OF UNDERGROUND
FOR THE MEMBER UTILITIES

No.	DATE	BY	REVISION

MAYBERRY, COLORADO SPRINGS - PHASE 1

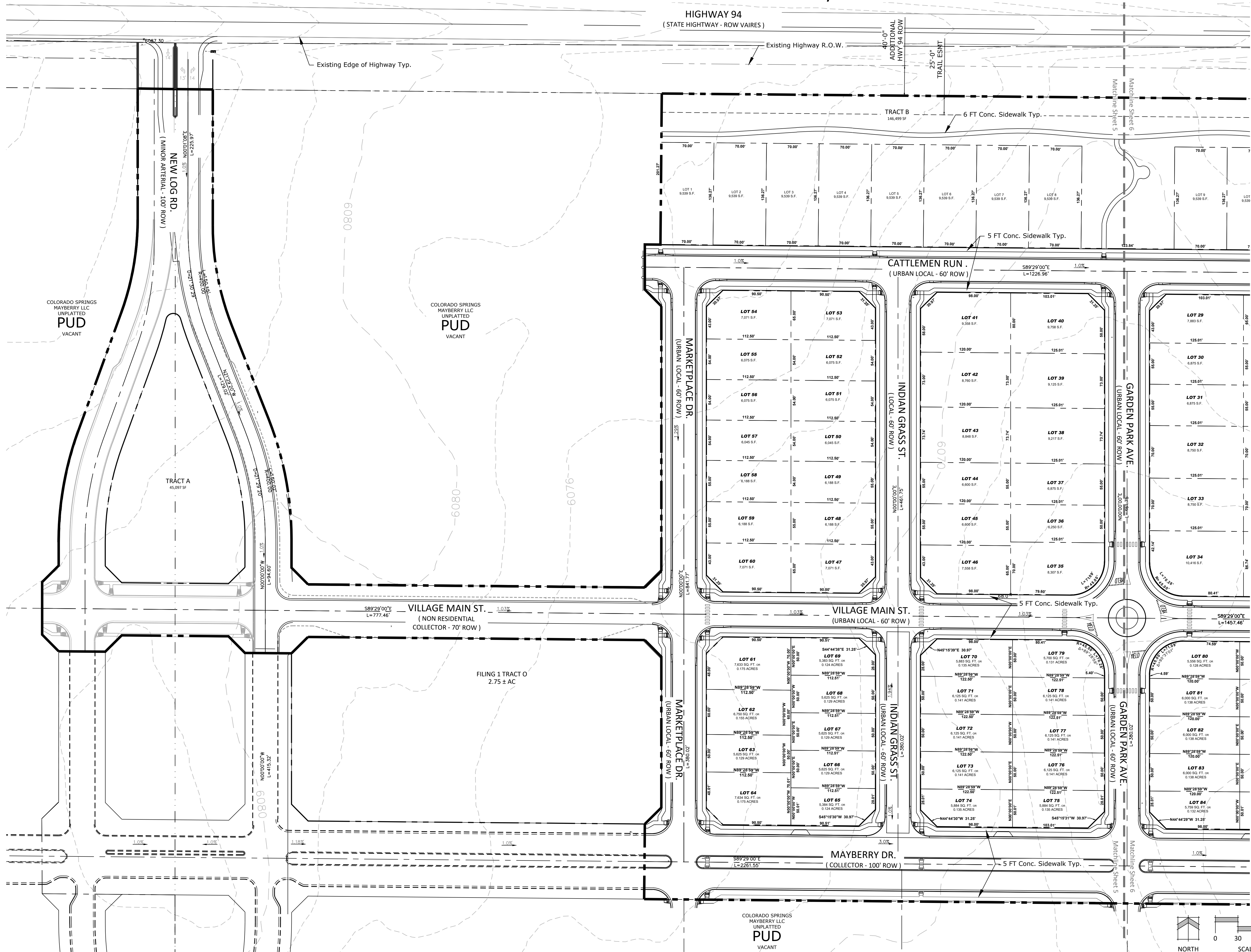
TYPICAL ROAD SECTIONS

HORZ. SCALE: 1"=5'	DRAWN: BJJ
VERT. SCALE: AS SHOWN	DESIGNED: JPS
SURVEYED: RAMPART	CHECKED: JPS
CREATED: 10/30/20	LAST MODIFIED: 8/16/21
PROJECT NO: 090001	MODIFIED BY: BJJ
SHEET: TY2	
4 OF 11	

MAYBERRY PHASE 1

EL PASO COUNTY, COLORADO

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



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Fax 719.471.0267

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PLANNER / LANDSCAPE ARCHITECT

IN ASSOCIATION WITH

PROJECT INFO

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

STAMP

ISSUE INFO

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

ISSUE / REVISION

PUD PRELIMINARY
SITE PLAN

SHEET TITLE

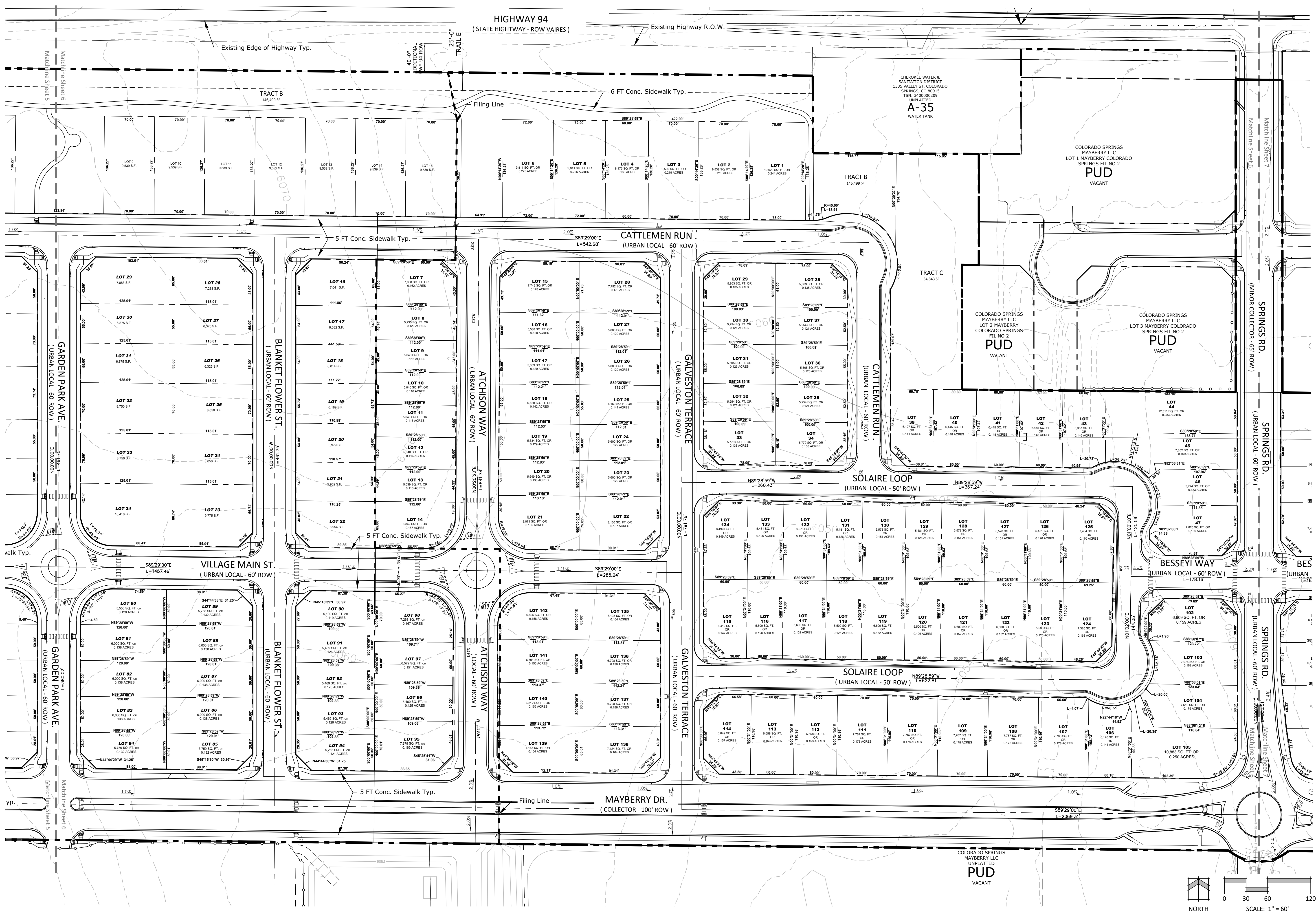
SHEET NUMBER

5 OF 13

PUDSP-21-009

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MAYBERRY PHASE 1
EL PASO COUNTY, COLORADO
AN AMENDMENT TO ELLICOTT TOWN CENTER PHASE 1 PUD / PRELIMINARY PLAN



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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

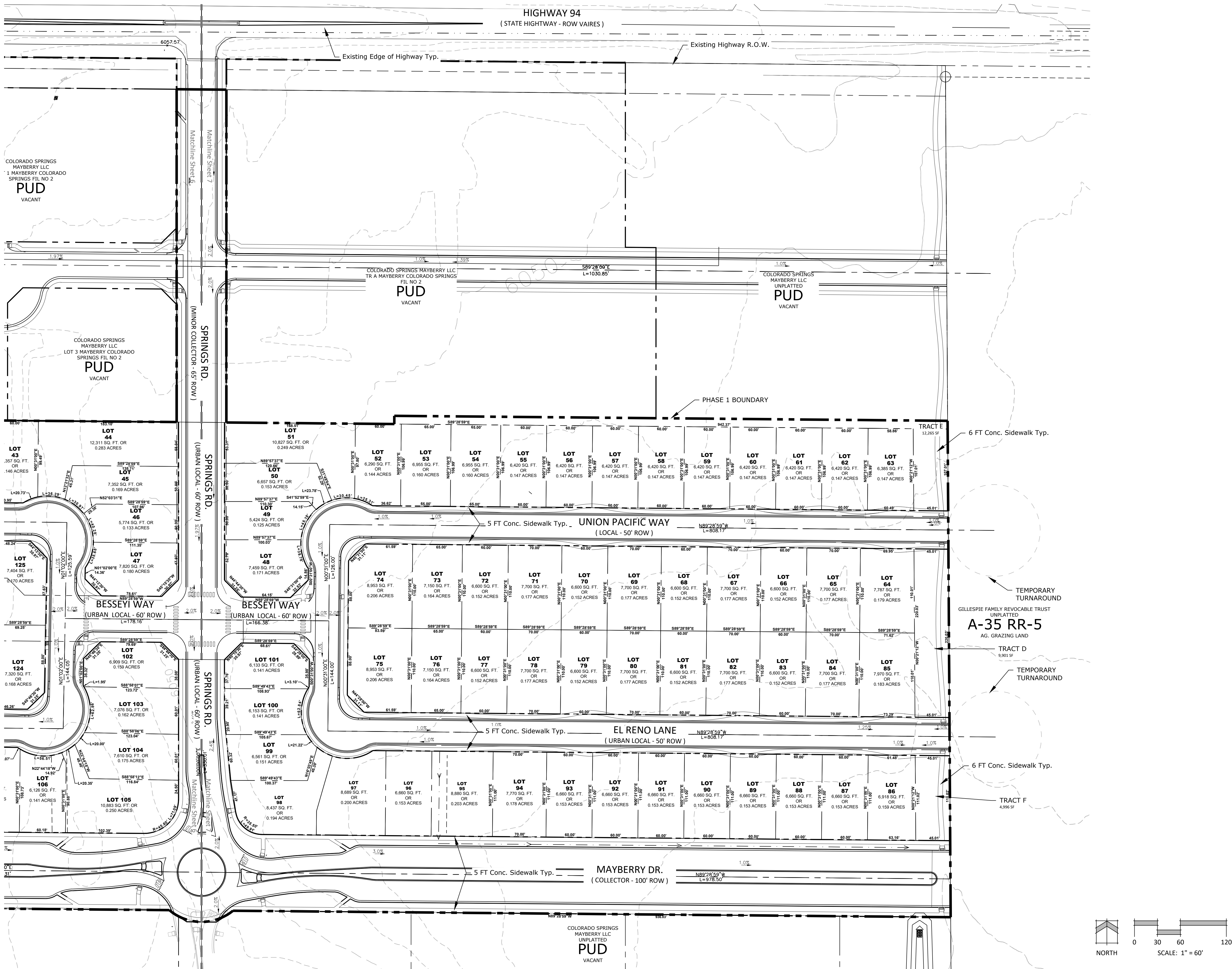
DATE: 10.20.2021 BY: B.I. DESCRIPTION: Per County Comments

PUD PRELIMINARY
SITE PLAN

MAYBERRY PHASE 1

EL PASO COUNTY, COLORADO

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



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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

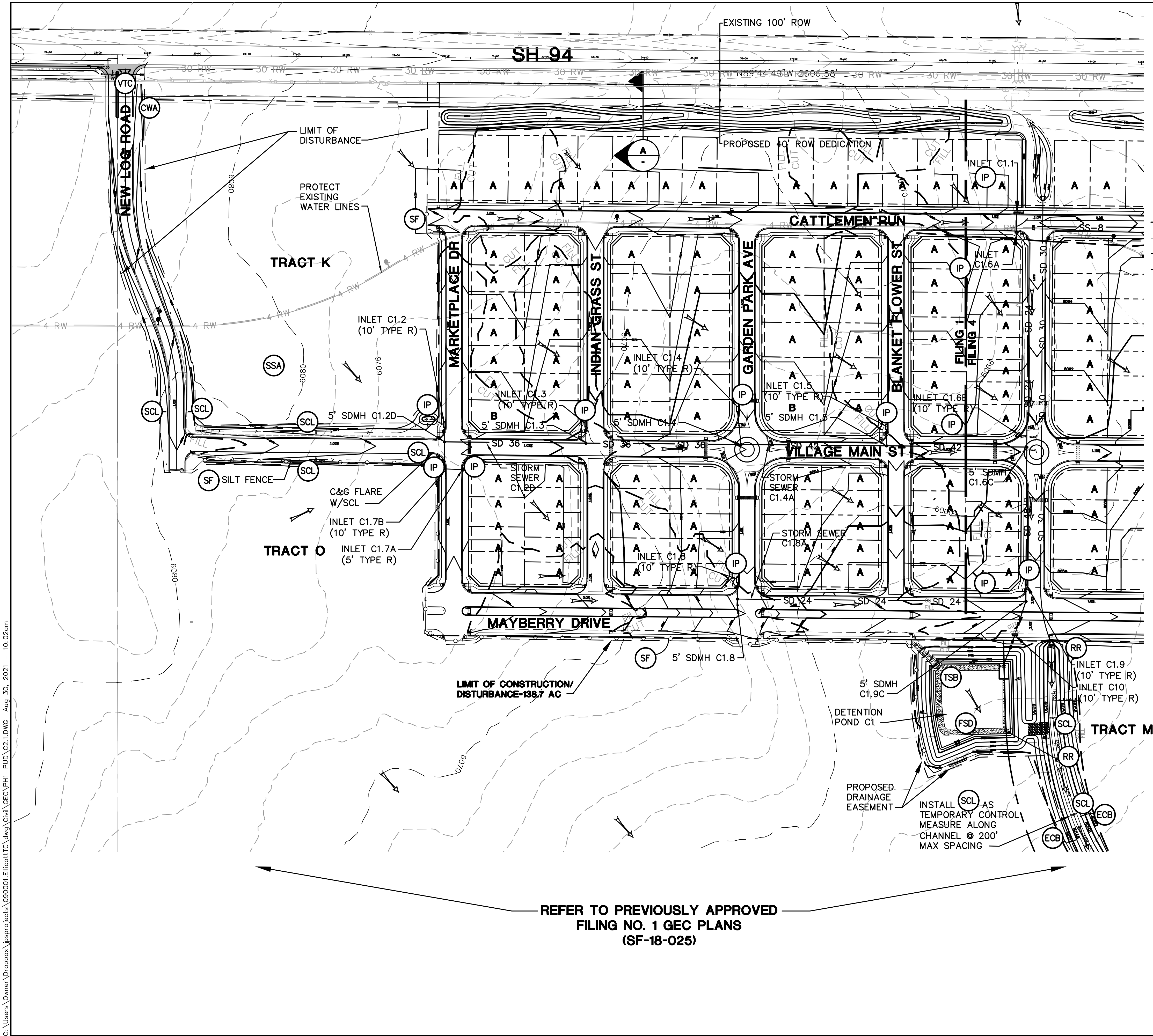
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PUD PRELIMINARY SITE PLAN

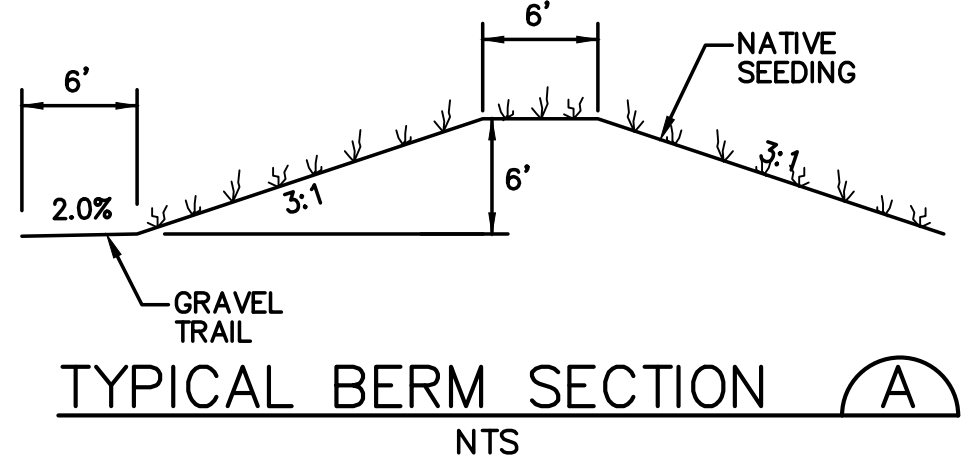
7 OF 13

PUDSP-21-009

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REFER TO PREVIOUSLY APPROVED
FILING NO. 1 GEC PLANS
(SF-18-025)

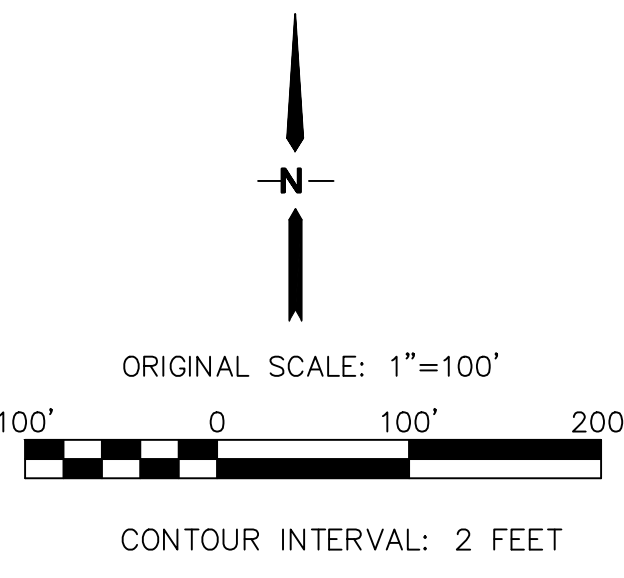


LEGEND:

- PROPERTY LINES
- EXISTING CONTOURS
- PROPOSED CONTOURS
- LIMIT OF DISTURBANCE
- PROPOSED SPOT ELEVATION (FLOWLINE)
- PROPOSED STREET PROFILE GRADE
- OVERLOT GRADING LOT TYPE (SEE SH. C2.1)

EROSION CONTROL LEGEND:

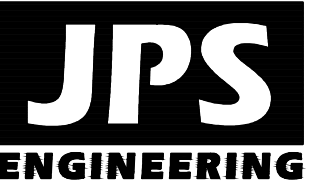
- INLET PROTECTION (GRAVEL FILTER)
- SILT FENCE
- VEHICLE TRACKING CONTROL PAD
- TEMPORARY SEED AND MULCH ON DISTURBED SLOPES
- STRAW BALE BARRIER
- TEMPORARY SEDIMENT BASIN
- RIPRAP
- FULL-SPECTRUM DETENTION BASIN
- SEDIMENT CONTROL LOG
- EROSION CONTROL BLANKETS
- CONCRETE WASHOUT AREA
- STABILIZED STAGING AREA



MAYBERRY, COLORADO SPRINGS - FILING NO. 1

FILING 1 PRE-DEVELOPMENT
GRADING & EROSION CONTROL PLAN

HORZ. SCALE: 1"=100'	DRAWN: RMD
VERT. SCALE: N/A	DESIGNED: JPS
SURVEYED: RAMPART	CHECKED: JPS
CREATED: 12/03/00	LAST MODIFIED: 8/30/21
PROJECT NO: 090001	MODIFIED BY: BJJ
SHEET:	C2.1



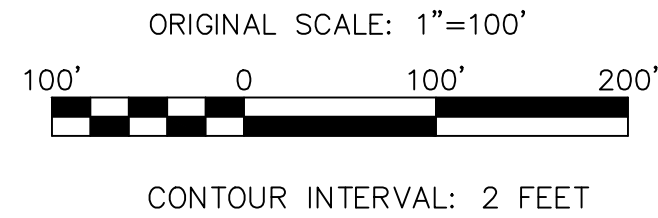
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Colorado Springs, CO
80903
PH: 719-477-9429
FAX: 719-471-0766
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CENTER OF COLORADO
1-800-922-1987
CALL 24 HOURS BEFORE ANY
EXCAVATION, GRADING, OR
EARTHWORK TO AVOID
DAMAGE TO UNDERGROUND
UTILITIES.

BY	DATE	REVISION
JPS	1/31/20	EPC COMMENTS
JPS	4/17/20	EPC COMMENTS
JPS	9/22/20	EPC COMMENTS
JPS	10/21/20	EPC COMMENTS
JPS	8/30/21	EPC COMMENTS

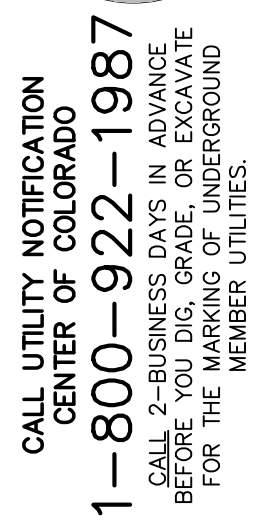
KEYED NOTE:
① PROVIDE TEMPORARY DITCH AT FUTURE STORM DRAIN LOCATIONS (MIN. 2' DEEP; 3:1 SIDE SLOPES)



A / B

SALE BARRIER 

C2.2



P:\CS Mayberry\Mayberry\CDrawings\Planning\Final-land\Phase 1 Amendment\Mayberry Phase 1 Amendment_RUDELE.dwg [10-Cover] 10/20/2021 7:39:29 AM lten

MAYBERRY PHASE 1

EL PASO COUNTY, COLORADO

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

LANDSCAPE NOTES

- ALL PRESERVATION AREAS CONTAINING VEGETATION DESIGNATED TO BE PRESERVED, SHALL BE FENCED OFF DURING CONSTRUCTION TO MINIMIZE DISTURBANCE IN THESE AREAS. ALL FENCING SHALL BE INSTALLED AROUND PRESERVED VEGETATION PRIOR TO ANY GRADING ON THE PROPERTY. A 4-FOOT, ORANGE, CONSTRUCTION SAFETY FENCE SHALL BE USED IN THIS APPLICATION.
- SOIL AMENDMENT - INCORPORATE 3 CUBIC YARDS/1000 SF AREA OF "PREMIUM 3 ORGANIC COMPOST", OR APPROVED EQUAL, ON BLUEGRASS TURF AREAS. INCORPORATE 2 CUBIC YARDS/1000 SF AREA OF ORGANIC COMPOST (DECOMPOSED MANURE) TO ALL NATIVE SEED AREAS. TILL INTO TOP 8" OF SOIL. FOR PLANTING PIT AMENDMENTS, SEE RECOMMENDED SOILS AMENDMENT BELOW: .


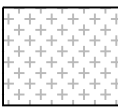
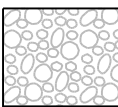
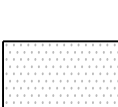

RECOMMENDED SOIL AMENDMENT:
TRI-MIX III as supplied by C&C Sand
-To be applied as backfill in planting pits
- CONTRACTOR TO APPLY EROSION CONTROL BLANKET TO ALL SEED AREAS WITH GREATER THAN 3:1 SLOPES.
- FOR ALL SEED AREAS REFER TO SEED MIXES SPECIFIED ON THIS SHEET.
- ALL NATIVE SEED AREAS SHALL HAVE A TEMPORARY ABOVE-GROUND SPRAY IRRIGATION SYSTEM UTILIZED UNTIL SEED IS ESTABLISHED, AND ALL TREES AND SHRUBS WITHIN NATIVE SEED AREAS SHALL HAVE A PERMANENT DRIP IRRIGATION SYSTEM.
- A FULLY AUTOMATED SPRINKLER IRRIGATION SYSTEM WILL DRIP IRRIGATE ALL TREE, SHRUB, AND GROUND COVER PLANTINGS, AND SPRAY ALL TALL FESCUE SOD AND LOW ALTERNATIVE TURF AREAS. AN IRRIGATION PLAN WILL BE PREPARED AT A LATER DATE AND WILL INCLUDE AN IRRIGATION SCHEDULE THAT NOTES APPLICATION RATES BASED ON TURF TYPE, RATES FOR NEWLY INSTALLED PLANTS VS. ESTABLISHED PLANTS, AND GENERAL RECOMMENDATIONS REGARDING SEASONAL ADJUSTMENTS.
- SOD TO BE TALL FESCUE BLEND.
- NO SOD SHALL BE PLANTED ON SLOPES IN EXCESS OF 6:1 GRADIENT.
- CONTRACTOR TO UTILIZE STOCKPILED TOPSOIL FROM GRADING OPERATION AS AVAILABLE. TILL INTO TOP 6" OF SOIL.
- FOR GRADES REFER TO CIVIL ENGINEERING DRAWINGS.
- NO TREES AND NO PLANTS OVER 2 FEET TALL SHALL BE INSTALLED WITHIN 5 FEET OF ANY FIRE HYDRANTS.
- ALL PLANTS TO RECEIVE 3 INCH DEPTH OF GORILLA HAIR SHREDDED CEDAR WOOD MULCH UNLESS OTHERWISE SPECIFIED. FOLLOW PLANTING DETAILS FOR MULCH RING DIMENSIONS WITHIN ROCK, SOD, OR SEED AREAS.
- COBBLE: 2-4" WHITE SPECKLED RIVER ROCK, AT 3-4" DEPTH, AT ALL INTERSECTION CORNERS BETWEEN HANDICAP RAMPS. INSTALL GEOTEXTILE FABRIC UNDER ALL COBBLE AREAS.
- ROCK: 3/4" SADDLEBACK SWIRL, AT 3-4" DEPTH. INSTALL GEOTEXTILE FABRIC UNDER ALL ROCK AREAS.
- ALL SHRUB BEDS TO BE ENCLOSED BY SOLID STEEL EDGING, AS A SEPARATOR FROM SOD, SEED, AND ALTERNATIVE TURF. SEPARATION BETWEEN SOD AND SEED, AND BETWEEN ALTERNATIVE TURF AND SEED SHALL BE A MOWED STRIP, WITHOUT STEEL EDGING.
- SE: SOLID STEEL EDGING TO BE: "DURAEDGE" (1/8" THICK x 4" WIDE) STEEL LANDSCAPE EDGING, DARK GREEN COLOR, WITH ROLLED EDGE AND STEEL STAKES. USE SOLID STEEL EDGING EXCEPT WHERE NOTED ON THE PLANS.
- ALL PLANTS NOT LABELED AS FULFILLING A COUNTY LANDSCAPE REQUIREMENT ARE "EXTRA" PER COUNTY STANDARDS, AND WILL BE INSTALLED AT THE OWNER'S DISCRETION.
- ANY FIELD CHANGES OR DEVIATIONS TO THESE PLANS WITHOUT PRIOR COUNTY APPROVAL OF AN AMENDED SITE DEVELOPMENT PLAN MAY RESULT IN A DELAY OF FINAL APPROVAL AND ISSUANCE OF A CERTIFICATE OF OCCUPANCY.
- THESE PLANS ARE FOR COUNTY APPROVALS ONLY AND ARE NOT TO BE UTILIZED FOR CONSTRUCTION.
- ALL TREES TO BE STAKED FOR A MINIMUM OF 18 MONTHS. REMOVE STAKING MATERIALS ONCE TREE IS ESTABLISHED, WHICH MAY DEPEND ON TREE SPECIES, MATURITY AND SITE CONDITIONS.

Landscape Setbacks

See Code Section 6.2.2.B.1

Street Name or Zone Boundary	Street Classification	Linear Footage	Tree/Feet Required	No. of Trees Req./ Prov.
STATE HWY 94	EXP/PRINCIPAL ARTERIAL	1,669	1 / 20'	84 / 84
MAYBERRY DR	MAJOR COLLECTOR	3,291	1 / 25'	132 / 125
VILLAGE MAIN ST	MINOR COLLECTOR	1,457	1 / 25'	59 / 59
Shrub Substitutes Required / Provided	Ornamental Grass Sub. Required / Provided	Plant Abbr. Denoted on Plan	Percent Ground Plane Veg. Req. / Provided	
0/0	0/0	SH	75% / 75%	
0/0	0/0	MD	75% / 75%	
0/0	70/70	VM	75% / 75%	

GROUND COVER SCHEDULE

	SEED MIX B W/ WILDFLOWERS	49,138 sf
	SEED MIX A	244,887 sf
	COBBLE 2"-4" Speckled White River Rock	4,405 sf
	TURF Kentucky Bluegrass Sod	32,424 sf
	ROCK 3/4" Saddleback Swirl	18,060 sf

Seed Mix A

15% Western Wheatgrass
15% Big Bluestem
15% Thickspike Wheatgrass
10% Sideoats Grama
15% Little Bluestem
15% Blue Grama
15% Annual Rye

APPLICATION RATE: Native Grass Mix: 3 lbs./1,000s.f. or 130 lbs./acre
Hydromulch: 2200 lbs./acre mulch, 100 lbs./acre tackifier

APPLICATION METHOD: Broadcast seed by hand or with a drop spreader.
Manually rake seed into prepared soil.
After seeding apply green hydromulch and tackifier.




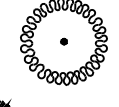





Seed Mix B with Wildflowers

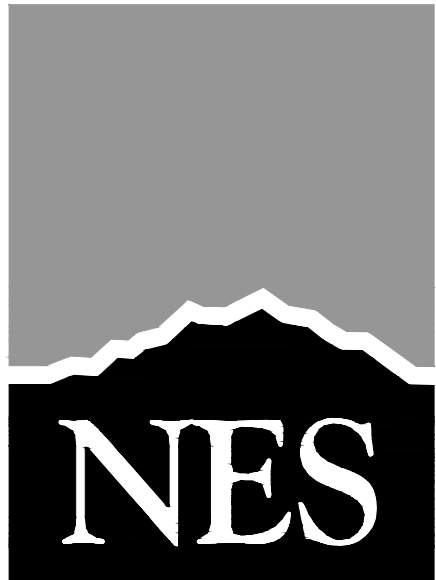
30% Ephraim Crested Wheatgrass Note: Low Gro Mix available from
25% Dwarf Perennial Ryegrass Arkansas Valley Seed Solutions
20% SR3200 Blue Fescue (877) 957-3337
15% Ruebens Canada Bluegrass
10% Chewings Fescue Wildflower Mix available from:
15% Blue Grama Applewood Seed Co.
Wildflowers: 615 Western Mix (303) 431-7333

APPLICATION RATE: Native Grass Mix: 40 lbs./acre (or as recommended by supplier)
Wildflower Mix: 6 oz./1,000 s.f. or 8- 10 lbs./acre
Hydromulch: 2200 lbs./acre mulch, 100 lbs./acre tackifier.

APPLICATION METHOD: Broadcast seed by hand or with a drop spreader.
Manually rake seed into prepared soil.
After seeding apply green hydromulch and tackifier.

PLANT SCHEDULE

DECIDUOUS TREES	CODE	QTY	BOTANICAL / COMMON NAME	HEIGHT	WIDTH	SIZE	COND
	Ag	6	Acer tataricum `GarAnn` TM / Hot Wings Tatarian Maple	20'	20'	1.5" Cal.	B&B
	As	51	Acer x freemanii `Sienna` TM / Sienna Glen Maple	50'	40'	2" Cal.	B&B
	Ms	32	Malus x `Spring Snow` / Spring Snow Crabapple	20'	20'	1.5" Cal.	B&B
EVERGREEN TREES	CODE	QTY	BOTANICAL / COMMON NAME	HEIGHT	WIDTH	SIZE	COND
	Pc	112	Picea abies `Columnaris` / Columnar Norway Spruce	30'	6'	6' HT	CONT
	Pu	46	Picea pungens `Baby Blue Eyes` / Baby Blue Eyes Colorado Blue Spruce	25'	15'	6' HT	B&B
	Pn	14	Pinus nigra / Austrian Black Pine	60'	40'	6' HT	B&B
	Pa	76	Pinus nigra `Arnold Sentinel` / Arnold Sentinel Austrian Black Pine	25'	6'	6' HT	B&B
GRASSES	CODE	QTY	BOTANICAL / COMMON NAME	HEIGHT	WIDTH	SIZE	COND
	Ck	88	Calamagrostis x acutiflora `Karl Foerster` / Karl Foerster Feather Reed Grass	4'	3'	#1 CONT	CONT
	Ps2	174	Panicum virgatum `Shenandoah` / Shenandoah Switch Grass	4'	2'	#1 CONT	CONT



N.E.S. Inc.
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Colorado Springs, CO 80903

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Fax 719.471.0267

www.nescolorado.com

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PLANNER / LANDSCAPE ARCHITECT

IN ASSOCIATION WITH

PROJECT INFO

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

STAMP

ISSUE INFO

DATE:	BY:	DESCRIPTION:
10.20.2021	B.I.	PER COUNTY COMMENTS

ISSUE / REVISION

LANDSCAPE NOTES & DETAILS

SHEET NUMBER

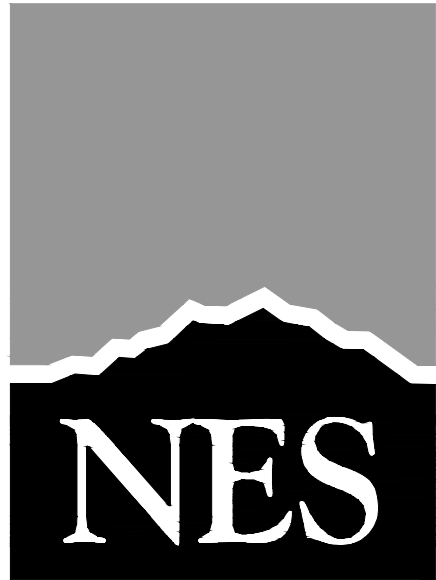
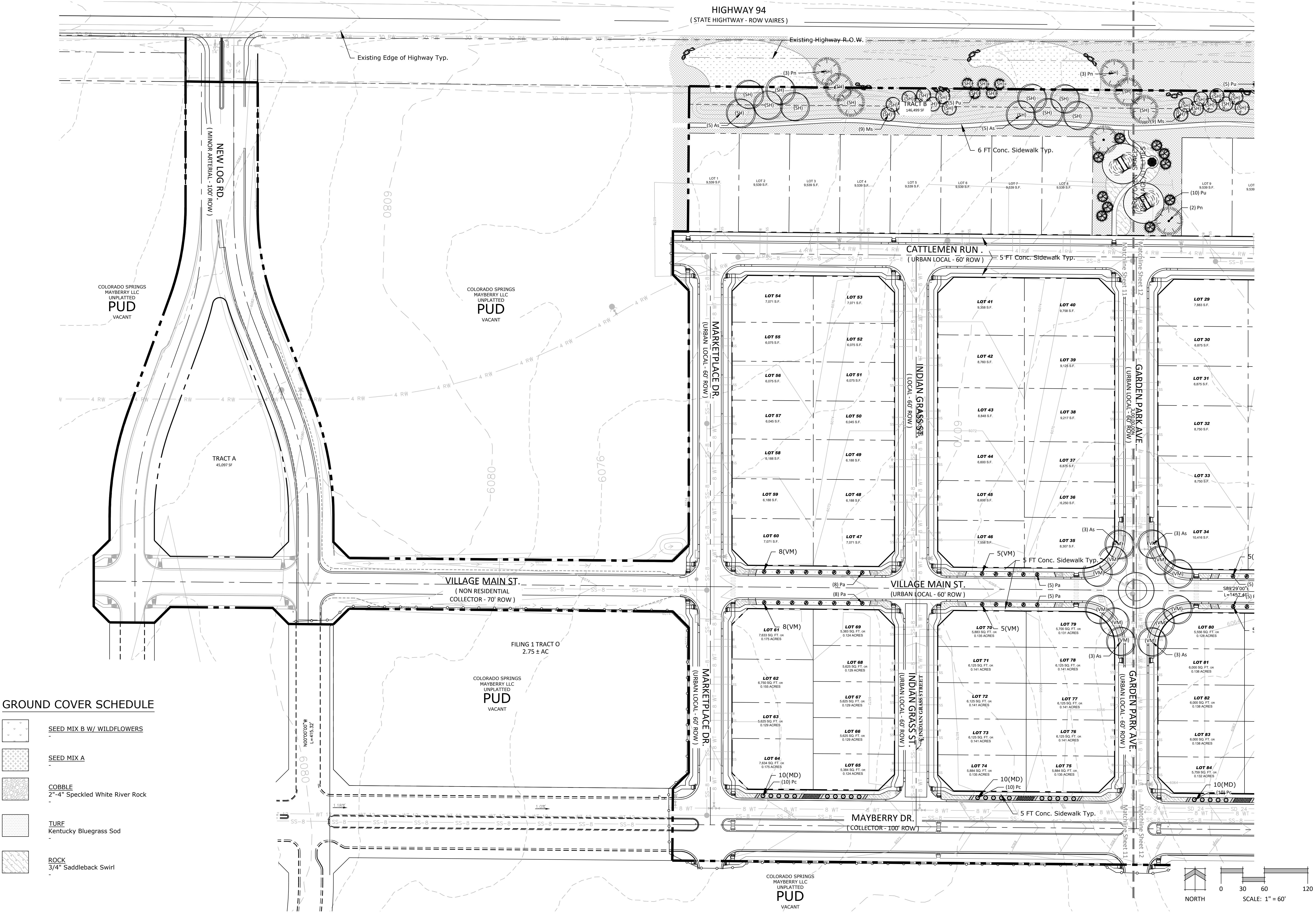
10 OF 13

PLAN FILE #

MAYBERRY PHASE 1

EL PASO COUNTY, COLORADO

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



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

EL PASO COUNTY, CO

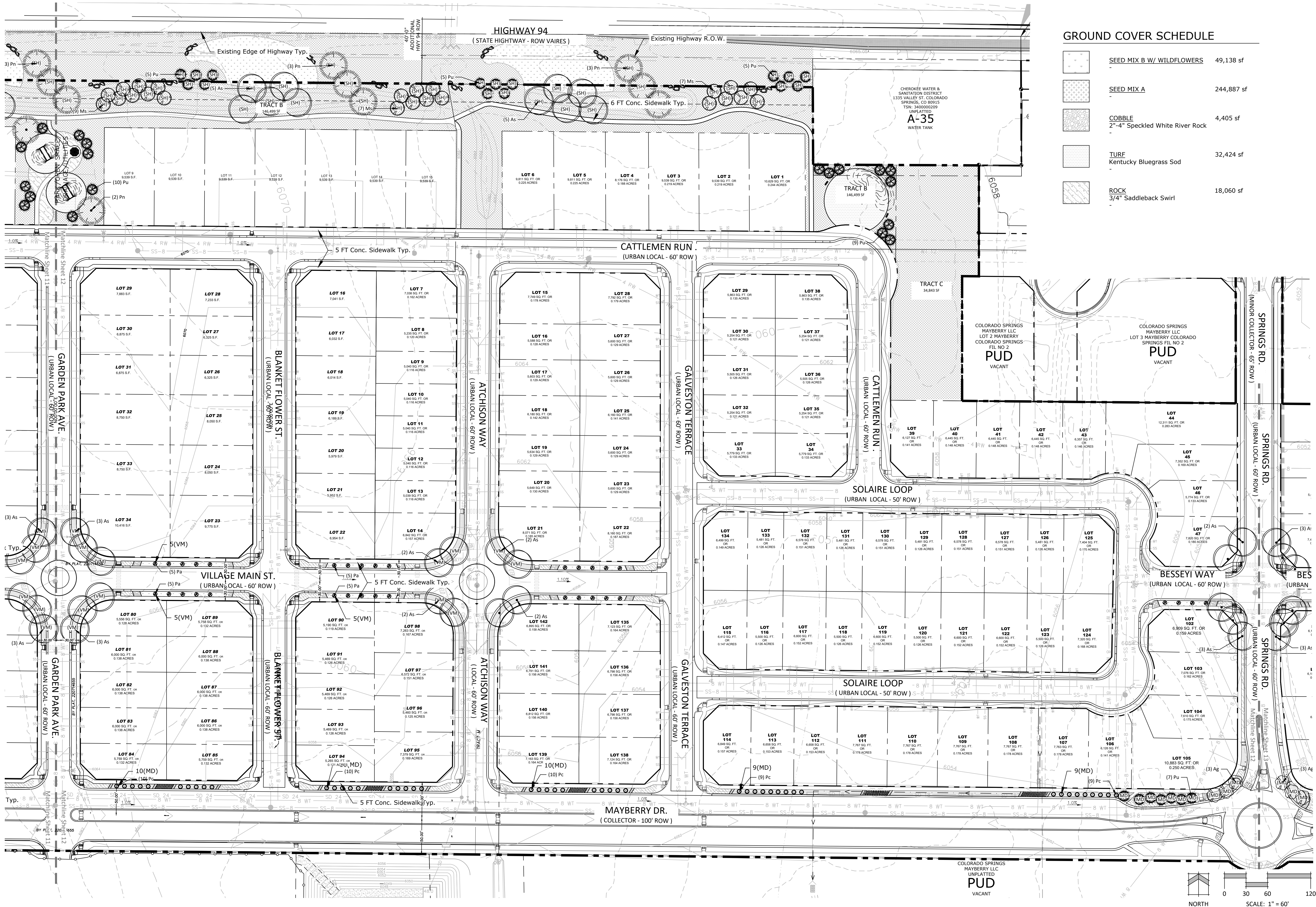
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ENTITLEMENT

DATE: 10.20.2021 BY: B.I. DESCRIPTION: PER COUNTY COMMENTS

LANDSCAPE PLAN

MAYBERRY PHASE 1
EL PASO COUNTY, COLORADO
AN AMENDMENT TO ELLICOTT TOWN CENTER PHASE 1 PUD / PRELIMINARY PLAN



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PHASE 1 PUD
DEVELOPMENT /
PRELIMINARY PLAN
EL PASO COUNTY, CO

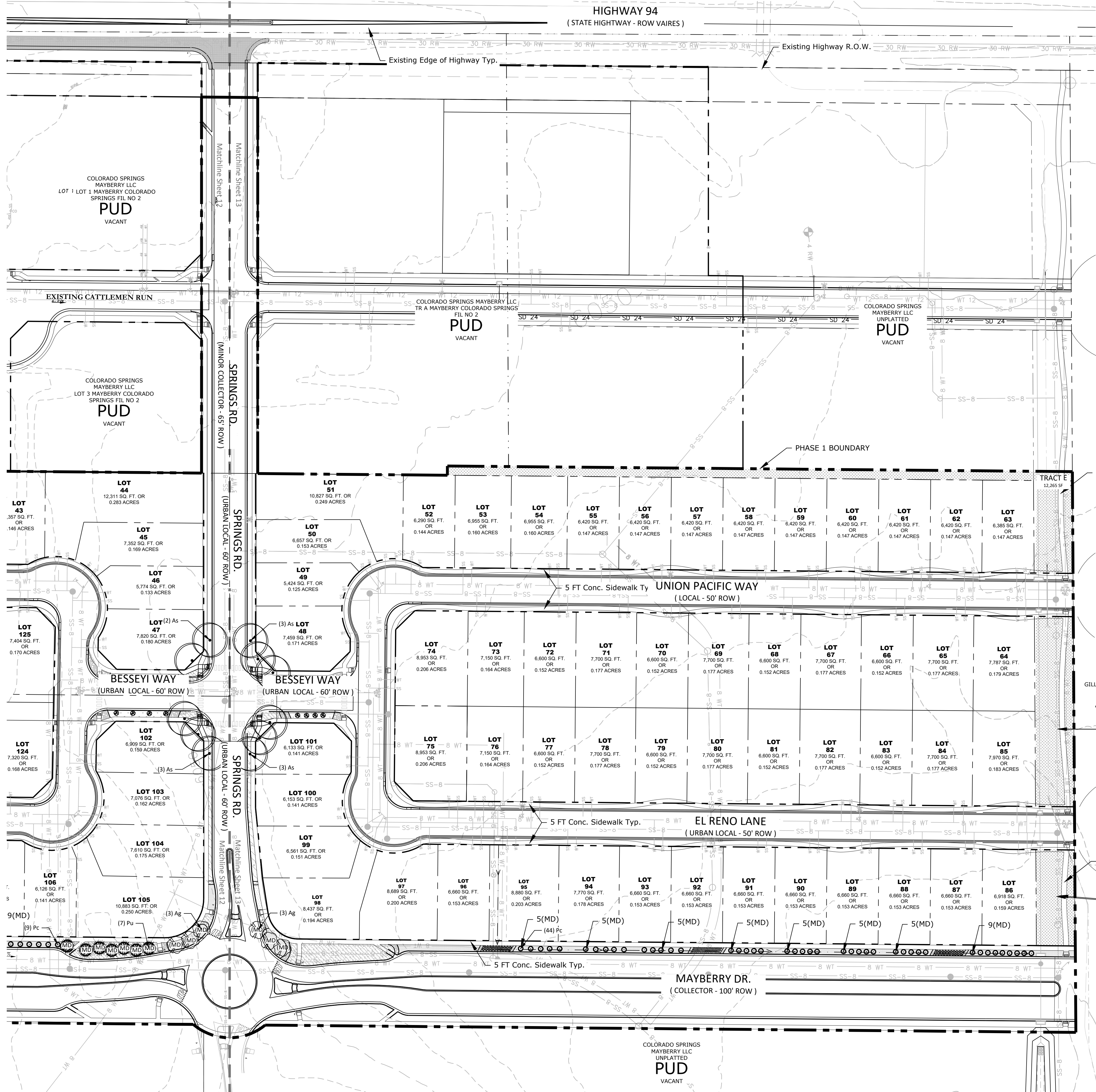
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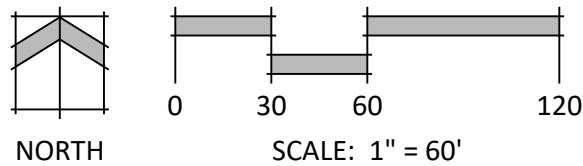
LANDSCAPE PLAN

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ISSUE / REVISION

LANDSCAPE PLAN

SHEET TITLE

SHEET NUMBER

13 OF 13