

## PLAN NARRATIVE

### **Superior Town Center FDP 1 Phase 8B, FDP 5 and FDP 6 (Central Park Circle, Partial Block 26 and Partial Block 27)**

#### **STC METROPOLITAN DISTRICT #2**

April 4, 2018

Revised December 10, 2018

Revised May 6, 2019

#### **NARRATIVE RATIONALE / DESCRIPTION OF THE PROPOSAL**

##### **A. Scope of the Project**

This **Final Development Plans 1 Phase 8, Final Development Plan 6, and Final Development Plan 7 (Hereafter referenced in combination as the “FDP”)** is for development of Central Park Circle (FDP 1 Phase 8B), the southwest portion of Block 26 (FDP 5) and Block 27 (FDP 6). The FDP is within Planning Area 3 of the *Superior Town Center* (Preliminary Development Plan Amendment #PD-A-2013-1 approved August 20, 2013)

The notable improvements included in the project scope for these FDP's are:

- 1) Residential Units: The construction of 6 front-loaded units in Block 26 and 18 front-loaded units in Block 27; all 24 units will be detached single family.
- 2) Central Park Circle: The construction of Central Park Circle between Incline Lane Curb Cuts (refer to FDP1 Phase 8A for remaining portions of Central Park Circle).
- 3) Temporary Facilities: Temporary facilities to be located within this FDP will include stormwater management Best Management Practices (e.g. silt fence etc.) and limited contractor staging areas. Details of these items are beyond the scope of an FDP and will be depicted on construction plans. Additional contractor staging area is provide in Block 10, north of Old Rail Way (outside the FDP limits).
- 4) Pedestrian Circulation: Pedestrian circulation is provided along Central Park Circle to Discovery Parkway. In particular, pedestrian sidewalks are provided along the public right of way streets. A non-ADA accessible trail connection will be provided from Central Park Circle to the existing Tract H trail.
- 5) Utility Infrastructure: Water and sanitary mains in Central Park Circle; gas lines under sidewalks, and electric/telecom in rear yard utility easements.
- 6) Plat: This FDP is accompanied by a concurrent Preliminary/Final Plat of Lot 20, Block 26 and Lot 1 Block 27 Discovery Office Park/ Superior Town Center Replat No. 3.

##### **B. Principal Features and Attributes**

1. The principal visible features for this FDP are the 24 residential units (24 detached) included within the project area. Refer to Sheet 2.0 Overall Site Plan and subsequent sheets. These units are to be designed and constructed by Remington Homes.

- a. Block 26 and Block 27 are 4,158 SF (0.095 acres) (minimum) single family detached lots. Units will have front doors on Central Park Circle and garages served from the same street. Unit types will be selected from three available floor plans. The plans depict general building footprints and garage orientation but are not intended to indicate which floor plan will be constructed on each lot. Any floor plan could fit on any lot based on builder or buyer preferences.
  - b. These units will be for sale. Single family homes will be constructed and occupied as they are built and served by applicable public infrastructure and access.
2. Common spaces Outlot E Block 26 and Outlots A, B, and C Block 27 will be owned and maintained by the Superior Town Center Metro District, all of which are open to public use. These areas will be landscaped and irrigated.
  3. Central Park Circle

The horizontal centerline alignment of Central Park Circle is consistent with the previously approved PD Amendment #3. Central Park Circle will be constructed with a mountable curb similar to the profile used elsewhere in Town, specifically at Coal Creek Crossing. This will facilitate flexibility of driveway placement to accommodate future residential development fronting the street.

### **C. Conformance with the Approved PD Plan**

The FDP complies with the planned landscape and architectural themes included in the approved Preliminary Development Plan Amendment (#PD-A-2013-1) and the associated Design Guidelines, approved by ordinance dated August 20, 2013. All of the proposed materials and finishes meet the requirements established in those documents for this area of Superior Town Center.

Please reference the narrative and the sheets CS1.0 and AR1.2 for tables and more detailed information on proposed heights, setbacks, and how the project meets Superior Town Center Design Guidelines and the Preliminary Development Plan Amendment.

#### 1. Residential Typologies

Remington Homes' Block 26 and Block 27 units fronting Central Park Circle and , building plans depict 2-story detached single family homes, closely resembling the Residential Typology G: "Cottage" which are allowed from 1,200 - 3,000 SF.

#### **Request for Modification from PD**

*Due to the desire of the town staff and developer of not wanting to build an alley in the 25' rear southern easement, the alternative layout of a wider front loaded product was considered more desirable in this location.*

*Applicant is requesting approval for modifications to the PD Residential Typology G Cottages in that the garages are accessed from the front street making the product a front loaded product and not a rear loaded alley product. Density and urban street presence are maintained with minimal setbacks to living space, large front porches and the garages pulled back from the street. In order to accommodate entering the garages from the front the lots and house were made wider. All objectives of the PD and Residential Typology G are otherwise satisfied.*

## 2. Setbacks

The FDP drawings depict a “building envelope” on each lot which outlines the area in which a building can be situated. The actual building placement within the building envelope will be determined by the homebuilder at time of building permit based on the selected floor plan.

The basis of design for building envelope is as follows:

Side Setback: 5-foot minimum. Projections and overhangs may encroach 2 feet into set back.

Front Setback: 2-foot minimum and maximum of 8-foot Projections and overhangs may encroach 2 feet into set back.

Garage Door Setback: 12-foot minimum.

All setback are measured from foundation to property line

### **Request for Modification from PD:**

*This FDP requests allowing front setbacks of up to 18 feet for Block 27 Lots 1 and 2.*

The building envelope on Block 27 Lots 1 and 2 afford the opportunity for a front yard setback up to 18 feet, which would accommodate two off street parking spaces in each the driveway.

PDA 3 Sheet CS1.2 indicates a front setback range of 2 feet minimum and 8 feet maximum along Street Nine (Central Park Circle).

### Rear Setback:

All lots on Block 26 have a minimum rear setback of 6 feet to Incline Way. The PD does not specify a setback requirement for this area. The setback depicted on the FDP is 6 feet on Block 26 Lot 20. The actual building setback may vary based on the floor plan selected by the builder for this lot, as long as it is within the building envelope. No buildings are allowed within the rear yard setback, but decks, patios, or covered patios are allowed.

All lots on Block 27 along the south side of Central Park Circle (Block 27 Lots 7 through 18) have a rear yard setback of 25 feet, in accordance with PDA 3 Sheet CS1.2. No portion of the building greater than 30 inches above grade including overhangs will encroach into the 25 foot setback. Patios ground level decks and other components that are 30 inches or less above grade may encroach into 25 foot setback.

The rear setback on Block 27 Lots 1 through 7 varies and follows the drainage and utility easement located in rear yard, utility and drainage easement in proximity to the rear property line.

## 3. Street Cross Section

### **Request for Modification from PD**

*Provide attached sidewalks along portions of Central Park Circle*

The total right-of-way width for Central Park Circle is was already platted by Final Subdivision Plat of Superlot 4A, Discovery Office Park/Superior Town Center Replat No. 3 as 58 feet. PDA #3 indicated a 54-foot wide ROW for Central Park Circle (designated Streets 9 and 10 on the PDA). The increase of ROW width associated with the Plat was to provide additional space in the right-of-way for water meter pits and curb stops. The increase of right-of-way width also decreased

the available lot depth to accommodate driveways between future garage doors and the right-of-way.

Blocks 26 and 27 have limited building envelope depth (perpendicular to the street) due to the no-build zone along Tract H and difficult topography adjacent to Discovery Office Park and within Block 26. The building envelope was further constrained by the expanded right-of-way width. The constrained depth makes it difficult to design a single family residence that has a front loaded garage with an driveway long enough to provide a parking space between the garage and the sidewalk.

This FDP proposes a 5 foot wide attached sidewalk along Central Park Circle. The attached walk would be constructed in accordance with Town standard details. The attached walk would not reduce the right of way width, but would create additional space between the back of walk and residential unit to accommodate a parking space between the garage and the sidewalk.

#### **D. Architecture**

On Block 26 and Block 27, the streetscape character concept of residential units will be large porches creating an inviting, walkable street. This is accessible by attached sidewalks and a tree lined streets. The massing will consist of homes with front porches on flat and walk-out sites. The individual units will have large front porches facing the street which will help create a sense of community living that is highly desired. The outdoor living spaces will help with building articulation and encourage a sense of community. Materials on the single family homes will consist of manufactured stone, anchoring the base of the units to the ground, with durable concrete siding products used on upper levels to help provide variation and a sense of interest. The roofs will be a composite asphalt shingle. Windows have been placed on the units to be mindful of the needs and desires of interior living activity and architectural design on the outside. All garage doors within Block 26 and Block 27 will front Central Park Circle, but will be setback front the front elevation to help promote a sense of walkability, To ensure variability there will be three floor plans with two elevations each and eight color schemes to choose from.

#### Color Selection

All units within Block 26 and Block 27 will promote a harmonious blend of color. The schemes combinations will accentuate and contrast the architectural style of the buildings. There are eight paint schemes which will be used on different homes throughout the project. Each paint scheme helps tie the community together but will help provided variation between the houses.

#### **E. Central Park Circle**

The street is 34 feet flowline/flowline, which is consistent with the approved PD #3. This provides for a single travel lane in each direction, and on street parking on both sides of the street (between driveway locations). Sidewalks along Central Park Circle will be 5 feet wide along the entire length. On the north/east side, walks will be detached from the intersection of Discovery Parkway through Incline Lane, and then become attached along Block 26 Lots 20-25. On the south/west side, the walk will be detached across Block 26 Lot 1, Lot 2, and Outlot A, and then transition to an attached walk across the remainder of Block 27. Refer to the section above describing the request for modification to PDA3 street cross section.

Central Park Circle is proposed to be classified as a Local street.

The vertical profile of the roadway will be in accordance with applicable Town of Superior roadway design criteria for a Local street. The maximum grade on Street Nine is 6.57 percent (max. allowable per Criteria is 8.0 %). The maximum grade on Street Ten is 1.78 percent. The roadbeds have already been rough graded to these parameters and are visible on the Site. Per the US Access Board's "Proposed Guidelines for Pedestrian Facilities in the Public Right-of-Way" section 302.5, the grade of the sidewalks will not exceed the general grade of the street and therefore the sidewalks will be considered accessible.

All applicable roadway design standards will be met except for these items which were approved as part of PDA #3 (Note 4 on sheet SP1.1): "Public Streets 10 & 11 will be approved with deviation from Town of Superior Roadway Design Criteria with respect to design speed at stop condition intersection approach to Discovery Parkway and Street 5. The Criteria requires a 25 mph design speed and minimum centerline radius of 165 feet for local streets. A 15 mph design speed and minimum centerline radius of 68 feet is proposed." A 15 mph advisory speed placard will be installed in advance of the curve.

Striping and signage for the Streets will be per standard Manual and Uniform Traffic Control Devices.

Paving materials and finishes comply with Section 4.6 and Appendix D of the Design Guidelines. All the sidewalks included in FDP will be constructed with standard, natural color concrete. Central Park Circle will be paved with asphalt.

#### **F. Landscape Plan and Aesthetics**

The Landscape Plans for this FDP show the plantings proposed for the project area. The plans designate the locations and species of each plant and indicate native grass and manicured turf areas. The Plant List (Sheet L2.0) tabulates the sizes and quantities of each proposed plant. The charts are organized by the Central Park Circle Right of Way property and the Metro District property (outlots). The respective landscape requirements table for each is listed below the plant list table. Notes and details describe the proposed landscape materials (mulch, seed mixes, etc.).

The R.O.W. planting treatments are consistent with previous Superior Town Center applications. The R.O.W. treatment consists of manicured turf and shrub beds. The shrub beds are concentrated at the entry points to Central Park Circle and the center portion of the circle. Trees are placed in every location available after considering utilities and services to the homes. This is consistent with previous approved applications, such as the Blocks 13-25 FDP (Promenade) and STC FDP Phase 2B (Discovery Parkway).

The Metro District Planting areas (outlots) are primarily comprised of native grass open space with trees placed where utilities allow. The trees have been carefully placed to consider mature growth. Each of the outlots has either a turf or shrub bed area (or turf bordered by a shrub bed) fronting the sidewalk adjacent to the R.O.W.

The landscape plan is primarily composed of low-water use plant species. Some medium-water use trees species have been specified to provide variety and take advantage of more narrow

growth habits in smaller planting areas. The concept aims to maximize color throughout the seasons and plants that have long blooming periods have been favored. Showy perennials have been used for extra visual interest.

### **G. Exterior Lighting Approach**

The lighting layout for FDP4 Phase 2 is based on the guidelines put forth in the IES RP-8-14 Roadway Lighting Handbook and the Town of Superior design standards. To match the IES handbook, street surfaces are measured using luminance and sidewalk surfaces are measured using illuminance. All street surface areas meet or exceed the minimum levels suggested by the IES and stay under the maximum allowable levels put forth by the Town of Superior. All sidewalk areas meet the required minimum light levels for this type of area, according to IES standards, and stay below the maximum levels required by the Town of Superior. The single fixture Ashbery luminaire that was selected for use on this phase matches the luminaire used throughout the rest of the Superior Town Center development. Light levels at crossing areas (where pedestrian/car conflict is greater) is higher than other areas but also stays below the town's maximum foot-candle requirements. The lighting design has been coordinated with the adjacent Discovery Parkway luminaires. Lights will be fed from existing lighting control center located on Discovery Parkway. New conduits will be installed from existing pullboxes where spare lighting circuits already exist for use on this phase.

Exterior lighting will be provided on each private residential unit. These fixtures will be full cut off in accordance with Town code. These fixtures are not required to supplement the right-of-way lighting along Central Park Circle and have therefore been conservatively excluded from the lighting calculations.

### **H. Parking**

The FDP complies with development parameters included in the PD Amendment and Design Guidelines. Refer to Parking table on CS 1.0 for tabulations and additional information.

#### **1) Parking**

- a) Per the parking ratios set forth in the approved PD, this FDP requires:
  - i) Two resident spaces for each of 24 three-bedroom units ( $24 \times 2=48$  spaces)
  - ii) 0.1 guest space per unit ( $24 \times 0.1=2.4$ , which rounds up to 3 spaces).
  - iii) The total parking required for this FDP is therefore 51 spaces.
- b) Parking is provided on this FDP as follows:
  - i) Two spaces within each residential unit in the garage ( $24 \times 2=48$  spaces).
  - ii) Two spaces within each driveway ( $24 \times 2=48$  spaces). These satisfy the guest parking requirement.
- c) Total: 96 spaces provided vs. 51 spaces required.

- d) In addition to the provided off street parking, thirty three (33) on-street spaces are available along Central Park Circle. These spaces will not be striped. The number of spaces accounts for driveways, no parking zones, and hydrant restrictions

**I. Signage**

Street signage will include stop signs and street name signs. Street name signs will be in accordance with Town standards.

**J. Architecture**

Block 26 and Block 27: The street scape concept for residential homes will be large front porches on 2-story single family homes and will have front doors opening to Central Park Circle and with detached sidewalks line with trees on Central Park Circle and . All garage doors within Block 26 and Block 27 will front Central Park Circle and . The single family homes will either be flat sites or walk-out basements (if the height variation is approved) depending on site-specific grading.

**K. Materials Boards**

Color architectural elevation sheets have been provided as exhibits.

**L. Snow Removal**

Snow removal for this FDP will be the same as any standard Town street and is anticipated to be provided by the Town. Sidewalks in front of private residences will need to be cleared by the home owners per Town Code. There are no designated off-street spaces for snow removal.

**M. Traffic Study**

This FDP is consistent with the land uses included in the Superior Town Center Traffic Impact Analysis, prepared by LSC Transportation Consultants, dated July 23, 2013. Based on the trip generation rates presented therein for Townhomes and Single-Family Homes, the estimated trip generation for this FDP is as follows:

Average Weekday:	257
AM Peak (in):	5
AM Peak (out):	15
PM Peak (in):	17
PM Peak (out):	10

Refer to attached spreadsheet for additional detail.

**N. Mail**

The Applicant will be working with the US Postal Service to meet mail delivery standards. A mail kiosk is proposed in Outlot A on the west side of Central Park Circle. The kiosk will meet the USPS requirements.

**O. Utilities**

**Potable Water:**

A new 8-inch diameter PVC water main will be constructed within Central Park Circle. The main will connect to stubs in Discovery Parkway as previously installed. Two fire new hydrants are proposed. Water mains will be situated a minimum of 10 feet horizontally from all parallel sanitary sewer and storm drain main lines. Vertical design of water mains will be completed as part of construction plans, but there are not expected to be any special considerations required. All water mains within the FDP are proposed to be Public, with operation and maintenance by the Town.

Water meters will be located in the tree lawn of Central Park Circle and, completely within public right-of-way. With the proposed 58' wide right-of-way, the tree lawn is sufficiently wide to accommodate the meter pit, curb stop, street lighting conduits, and standard curb underdrain. The individual lot services for each building lot are shown on this FDP to delineate how each lot will be served with water.

**Sanitary Sewer:**

A new 8-inch diameter PVC sanitary sewer main (with underdrain) will be constructed within Central Park Circle. The mains will connect to stubs in Discovery Parkway as previously installed. Inverts and slopes of the sanitary sewer are indicated on the plans. The depth of sewer is intended to provide basement service for all units. All sanitary sewer mains are proposed to be Public, with operation and maintenance by the Town.

Sanitary services will be installed as part of this FDP. Underdrain services will be provided to all lots. The services will be stubbed beyond the back of sidewalk within lot footprints to facilitate future connection by builders without disturbing sidewalks.

**Storm Drainage**

A pair of 18 inch diameter culverts will be required to accommodate stormwater flow under the trail connection from Central Park Circle to Tract H.

**Dry Utilities:**

Final design of dry utilities (gas, electric, and telecommunications) will be done by Xcel and other service providers as part of construction documents. Consistent with previous FDP's in Planning Area 3, the gas line will be located under the sidewalk. Gas meters will be placed on the side of the building opposite the garage, within 5 feet of the front face.

Electric and telecommunication utilities will be located in the rear yards of residential units.

**Irrigation**

Automatic Irrigation will be provided for all right-of-way, which will be on a separate non-potable system with its own meter. The ROW reuse water service will be tapped from the adjacent Discovery Parkway system. (The tap, booster pump assembly, and controller are being installed as a part of an earlier phase (STC FDP 1 Phase 2B construction plans). The private common areas will also use non-potable reuse water. The Private common area system will be tapped from the adjacent Thrive Development system. (The tap and controller are being installed as a part of an earlier phase (STC FDP Block 26 construction plans). All shrub beds will be drip-irrigated. All turf areas will be irrigated with fixed nozzle pop-up spray heads.

Irrigation for private lots will be taken from the domestic service on each house. Design of privately owned irrigation within individual lots is beyond the scope of this FDP. Automatic Irrigation will be provided for all right-of-way, which will be on a separate non-potable system with its own meter. The ROW reuse water service will be tapped from the adjacent Discovery Parkway system. (The tap, booster pump assembly, and controller are being installed as a part of an earlier phase (STC FDP 1 Phase 2B construction plans). The private common areas will also use non-potable reuse water. The Private common area system will be tapped from the adjacent Thrive Development system. (The tap and controller are being installed as a part of an earlier phase (STC FDP Block 26 construction plans). All shrub beds will be drip-irrigated. All turf areas will be irrigated with fixed nozzle pop-up spray heads.

Irrigation for private lots will be taken from the domestic service on each house. Design of privately owned irrigation within individual lots is beyond the scope of this FDP.

### **Reuse Water**

This does not include any reuse water main piping.

### **P. Trash/Recycling**

Private trash and recycling cans for each residential unit will be required to be stored inside garages except on pickup days.

### **Q. Emergency Access**

Emergency access will be provided to all units along the Central Park Circle right-of-way. No additional emergency access easements or lanes are required. Street intersections with Central Park Circle and Discovery Parkway were previously designed and constructed to accommodate the largest apparatus criteria provided by Rocky Mountain Fire.