

PLAN NARRATIVE

Superior Town Center FDP 1 Phase 7, FDP 4 Phase 2 and FDP 5 (Central Park Circle, Partial Block 26 and Block 27)

STC METROPOLITAN DISTRICT #2

April 4, 2018

Revised December 10, 2018

Revised May 6, 2019

Revised August 13, 2019

Revised February 18, 2020

NARRATIVE RATIONALE / DESCRIPTION OF THE PROPOSAL

A. Scope of the Project

This **Final Development Plans 1 Phase 7, Final Development Plan 4 Phase 2, and Final Development Plan 5 (Hereafter referenced in combination as the “FDP”)** is for development of Central Park Circle (FDP 1 Phase 8), the southwest portion of Block 26 (FDP 4 Phase 2) and Block 27 (FDP 5). 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.
- 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 pedestrian connection is also proposed between Central Park Circle and the existing trail on Tract H.
- 5) Utility Infrastructure: Most of the public utility infrastructure to serve this perimeter of this project is included in separate FDP's; specifically, FDP 1 Phase and is largely constructed as of October 2018.
- 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 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 (Lots 20-250 and Block 27 are 4,086 SF (0.094 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 Outlot 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. Block 26 Tract A and Block 27 Tract A encompass the sidewalk of Central Park Circle. These tracts will be owned by the Town. Normally, these areas would be part of the right-of-way, but per Xcel request they have been made separate tracts with utility easements to facilitate placement of the Xcel gas lines out of the right of way. All front setbacks are measured to the edge of the Tracts.
 4. Central Park Circle

The horizontal centerline alignment of Central Park Circle is consistent with the previously approved PD Amendment #3. Central Park Circle will primarily be constructed with a with mountable curb and attached sidewalk. 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.

The homes are all 2-story design detached buildings. The garages are attached with the one side on the home open maximizing the use of the side yard has a driveway back to the garage. Each plan is provided with a large street facing front porch that helps with street walkability.

Plan 501 square footage 2,830

Plan 502 square footage 2,764

Plan 503 square footage 2,810

See chart on sheet AR 1.1 for additional information.

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 "no build" zone established by the PD, the alternative layout of a wider front loaded product was considered more desirable in this location. Illustration A shows an example of a front loaded cottage product and rear loaded cottage product, demonstrating the differences.

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. The garages will still set further back from the street than the porches and living spaces of the home to help in minimizing a garage dominated front elevation. Utilizing this technique and opening the side of the home as a driveway for the garage will help maximize the use of the side yard. This helps satisfy the requirement in the PD "Typology G Cottages" for an "open side and closed side" product. This technique also requires the sidewalk and tree lawn to be flipped in location so the driveway can accommodate a parked car. Due to the desire for a front-loaded product with the garage set back from the front of the home and the 25' rear no build zone adjacent to Tract H which takes a large section of lot depth, these homes have a shallower footprint in lieu of the typical deep footprint called for in the cottage design. 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 houses were made wider. To help alleviate the wall of development effect, a 5' side setback is proposed. This will provide additional spacing between buildings, which will help break up the wall. All other objectives of the PD and Residential Typology G are otherwise satisfied.

2. Height Limits

The maximum allowable height in Blocks 26 and 27 is 32 feet (1-3 stories), as indicated on sheet CS1.4 "Building Mass Diagram" of the PD.

The proposed units are all two stories and range in height from 29'-2" to 29'-7" based on a flat lot and 31'-3" to 31'-8" on a walkout lot. All homes on Block 26 and 27 meet this criteria. Walkout homes are only allowed on Block 26 where the existing grading permits it.

Plan 501 proposed height 29'-2" flat site

Plan 501 proposed height 31'-3" walkout

Plan 502 proposed height 29'-6" flat site

Plan 502 proposed height 31'-7" walkout

Plan 503 proposed height 29'-7" flat site

Plan 503 proposed height 31'-8" walkout

These heights were measured using the guidelines provided in the town code. Please refer to sheet AR1.1 and sheet AR2.1-AR2.12 for additional building height measurements.

3. Setbacks

The FDP drawings, specifically the Partial Site Plans, 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: 11-foot minimum, except where up to 13 feet minimum is denoted on the Site Plans. The staggered front setback is intended to provide some horizontal relief to the line of buildings when viewed from both Central Park Circle and from Rock Creek Ranch on the south. Projections and overhangs may encroach 2 feet into set back. Note that all front setbacks are measured from a Town owned Tract which includes the sidewalk, not the right-of-way line.

Garage Door Setback: 18-foot minimum.

All setbacks are measured from foundation to property line

Request for Modification from PD:

This FDP requests allowing front setbacks to be increased from 8 foot maximum to 23 foot maximum, as all lots exceed the maximum front setback.

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

With the 6 foot tree lawn being added to the lot and the configuration of the lots, an increase to the front setback is necessary. All lots, except Block 27 Lots 1 and 2, will have an 11 foot to 13 foot setback to help with setback variation.

Block 27 Lots 1 and 2 have a front setback of approximately 23 feet. The increased front setback is necessary on these two lots to accommodate rear yard drainage, which is directed to an existing storm drain in Lot 1. The elevation of the existing inlet dictates the elevation of the rear yard swale collecting water from the adjacent hillside. If the buildings were moved forward to match the front setback of all other lots, the hillside drainage would either come down between the houses and enter Central Park Circle, or there would be a very awkward rear yard grading condition with the swale invert situated higher than the floor elevation of the houses.

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 easement located in rear yard, utility and drainage easement in proximity to the rear property line.

4. Right of Way Width

2) Request for Modification from PD

The PD showed a 34' wide road width and detached sidewalks in a 54 foot wide ROW for Central Park Circle. This application proposes a 32' wide road and attached sidewalks in a 44' ROW. Due to the very low volume of traffic and low speeds on this road, the 32 foot wide width will still provide adequate vehicular function. The 2 feet that has been removed from the roadway width has been allocated to the lots on each side of the street (1' on each side) to enable a variation of front yard setbacks while maintaining the restrictive "no build" zone on the south side of Block 27.

Attached sidewalks are proposed in lieu of the detached walks depicted in the PD. The attached walks will provide additional distance between the back of walk and the garage door on each lot, sufficient to accommodate two off street parking spaces in each driveway. The space that would have been allocated to the tree lawn is now part of the private front yards for each lot. The landscaping in the front yard will be owned and maintained by the individual lot owners.

Based on the reduction of street width and allocating the tree lawns to the private lot landscaping, the ROW width has also been reduced from 54 to 44 feet. A utility easement is provided outboard of the ROW to allow for placement of sidewalk drains, street lights, and gas lines within the private lots.

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 large front porches ranging in size from 73 square feet to 138 square feet. The street facing porches 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. The front porches have the dimensions that can be found on the lot typical drawings. 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 six 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 six 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. The paint schemes are detailed on sheet AR 3.1.

E. Central Park Circle

See above *Request for Modification from PD*. The street is 32 feet flowline/flowline. This provides for a single travel lane in each direction, and on street parking on both sides of the street (between driveway locations). For most of the length of the street, a 1.5-foot wide gutter pan with mountable (drive over) curb with 5-foot wide attached sidewalk will be provided on both sides of the street. The right-of-way is 34 feet wide, and extends from back-of-curb to back-of-curb. A Town owned Tract is proposed from back of curb to back of walk. This Tract is proposed at Xcel's request so that their gas line will not be installed within right-of-way. This is consistent with the approach used on the Toll Brothers application. Outboard of the back of walk, a 7 foot wide utility easement is provided to allow for placement of sidewalk underdrains, water meter pits, and street lights. The easement is located within private property in the front yards of each residential unit.

Along Block 27 Lots 1 and 2, the flowline width transitions from 34 feet to 32 feet between the existing stub at Discovery Parkway to Incline Lane. Because this transition occurs over a curved section, it will be barely detectable by roadway users. In this section, a tree lawn and 5' wide detached sidewalk will be provided.

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."

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

1. Public Improvements: The Landscape Plans for the public areas (Sheets L1.0-L1.3, L2.0-L2.1) show the proposed landscape improvements within the public R.O.W. and Metro District Outlots. The plans designate the locations and species of each plant and indicate native grass and manicured turf areas. The plant list tabulates the sizes and quantities of each proposed plant. The landscape requirement tables are organized by the Central

Park Circle Right of Way property and the Metro District property (outlots). Notes and details describe the proposed landscape materials (mulch, seed mixes, etc.). Seating areas and site furnishings are also shown on the landscape plans.

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.

- a. Outlot A: This area slopes to the middle and the west of the outlot towards to a storm drainage structure (underground pipes lead to the structure). Maintenance access is required and thus, a 10' wide stabilized gravel path is included within the outlot. A turf area adjoins the sidewalk and has a seat boulder seating area (one boulder adjoins the sidewalk as to be ADA accessible). The seating and turf area has a shrub bed backdrop to separate it from the drainage structure and the adjacent homes. Trees have been included where possible (clearance from underground utilities is required). A dog waste bag station is included on the east side of the sidewalk, adjacent to Outlot A.
- b. Outlot B: Outlot B is the pathway connection to the Tract H Town of Superior open space and trail. It includes a 5' wide concrete path connection bordered by turf grass and shade trees. Turf was used to make the area feel open and visible, both to the trail users and adjacent homeowners.
- c. Outlot C: Outlot C is an underground infrastructure corridor/easement and has been landscaped with aesthetics and infrastructure in mind. It includes seat boulders within a turf area adjacent to the sidewalk. The boulders adjoin the sidewalk so that they are ADA accessible and so visitors who are watching children or dogs play can have a defensible position between the grass and the street and adjacent Tract H trail and sidewalk. The Outlot C turf area is backed by a shrub bed and then irrigated native grasses that adjoin Tract H. The turf area is the flattest part of Outlot C. The irrigated native grasses separate the future Toll development from Block 27 and provide habitat for birds and pollinators as well as bring the Tract H open space feel into Block 26. Outlot C forms the western border of the future Toll Brothers trail connection to the Tract H open space.
- d. Outlot E: Outlot E is a hillside that slopes 4-5' down from Block 26 Lot 20 to Incline Lane. Per the Town's request, the irrigated native grass area has been replaced with turf grass. A connection from the Central Park Circle has been provided on to the turf. A seating oasis by the mail kiosks has been provided. A steel bench faces two seat boulders and the configuration / seating is appropriate for the grade change. People could also sit on the hillside underneath the trees. Both sides are backed by ornamental grasses, perennials, shrubs, and shade trees for a green respite.
- e. Right-of-Ways (R.O.W.) and Tracts: The R.O.W. and Tract landscape areas are on both ends of Central Park Circle and are landscaped with shrub beds and trees where possible. The plant patterning is consistent with other parts of Superior Town Center that have already been constructed.

- f. Tract H: The Tract H tree buffer is adjacent to the existing trail and this will provide the most effective screen. The developer will install these trees for the Town and the Town will maintain them and provide drip irrigation from the line that is already in place. There is a utility easement on the private lots that does not allow for trees within the rear lots. The intent of the design shown is to make the trail feel both safe and aesthetically pleasing (a mix of deciduous, evergreen and ornamental trees). A mix of trees along Discovery Office Park has been provided as well, with shade trees in the areas where there may be mountain views from the second story of the homes. These are single family homes and thus the homeowner has control over the landscape within their lot but it will need to follow the Metro District Design Guidelines and be approved by the Metro District Board.
2. Private Landscape: The interior portion of Block 26/27 has an attached sidewalk and the landscape area between the sidewalk and the homes is the property of the homeowner. An overall tree plan has been provided and each homeowner will need to plant one street tree between their home and the sidewalk. See Sheet L1.4 for more information, including the notes. See Sheet L1.5 for conceptual typical landscape plans to give homeowners guidance. Homeowners will need to meet the requirements of the Superior Town Center Residential Rules, Regulations and Design Guidelines (Metro District Design Guidelines). Refer to Section 5, Private Landscape Guidelines and Requirements.
3. Fencing: If a homeowner wishes to install a fence along Tract H, it will need to comply with the details shown within the landscape details and be approved by the Metro District Board to ensure proper aesthetics and placement (avoid conflicts with infrastructure). If a homeowner wishes to install a fence elsewhere, it shall comply with the Metro District Design Guidelines (different from the STC Design Guidelines). Lots will be separated from outlots by steel edger.
4. Private Landscape: The interior portion of Block 26/27 has an attached sidewalk and the landscape area between the sidewalk and the homes is the property of the homeowner. An overall tree plan has been provided and each homeowner will need to plant one street tree between their home and the sidewalk. See Sheet L1.4 for more information, including the notes. A tree plan for the rear landscape is also shown on Sheet L1.4 and exceeds the buffer requirements set forth in STC PDA #3, requiring each homeowner to plant two trees in their backyard, except for the lots that have geometry that leaves a small frontage (facing Incline Lane). See Sheet L1.5 for conceptual typical landscape plans to give homeowners guidance. Homeowners will need to meet the requirements of the Superior Town Center Residential Rules, Regulations and Design Guidelines (Refer to Section 5, Private Landscape Guidelines and Requirements).

G. Exterior Lighting Approach

The lighting layout is based on and meets 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. In the areas that have attached sidewalks, the lights are located within the private property utility easement. The lights will be owned and maintained by the Town of Superior. 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 in each private driveway ($24 \times 2=48$ spaces).

Total: 96 spaces provided vs. 51 spaces required.

In addition, a total of thirty seven (37) 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. Materials Boards

Color architectural elevation sheets have been provided as exhibits.

K. 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. Two locations for snow removal are depicted on sheet C2.0; these are the ends of Central Park Circle adjacent to the curb neck downs. Additional snow storage areas are available in the Metro District outlots, but these areas would require special snow removal equipment to utilize. The Town contractor’s typical dump truck mounted snow plow is not suitable for lifting snow over the curb line and pushing it into the outlots.

L. 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:	229
AM Peak (in):	5
AM Peak (out):	14
PM Peak (in):	15
PM Peak (out):	9

Refer to attached spreadsheet for additional detail.

M. Mail

The Applicant will be working with the US Postal Service to meet mail delivery standards. A mail kiosk is proposed in Block 26 Outlot E on the north side of Central Park Circle. The kiosk will meet the USPS requirements.

N. CONSTRUCTION PHASING

All infrastructure associated with this FDP will be constructed as a single phase. Construction of houses will begin after the infrastructure is installed and progress as market conditions dictate.

The utilities and street stub along Central Park Way fronting Block 27 Lots 1, 2 and Outlot A will be completed before any work starts at the east end of Central Park Way along Lots 15 through 20. This phasing is mandatory to maintain at least one access to Incline Lane at all times. Construction staging will occur either within the limits of construction, or on another vacant block in the Town Center.

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 within a utility easement outside of the ROW. 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 42-inch diameter reinforced concrete storm sewer will be extended from Discovery Parkway, south along Central Park Circle for approximately 100 feet, and then west towards Discovery Office Park. The storm drain will temporarily terminate in a large storm drain inlet (#423.1) located within Block 27, Outlot A. A stub pipe will be provided out the west end of this inlet to facilitate future piped connection from Discovery Office Park. Until the flows are piped (by separate FDP), this inlet will need to collect surface flows entering Block 27 from Discovery Office Park. Inlet 423.1 will be a triple Type D inlet in a depressed sump.

An 18-inch diameter reinforced concrete storm sewer will be extended from the intersection of Central Park Circle/Discovery Parkway west along Central Park Circle. This storm sewer and associated inlets will collect drainage from Central Park Circle and the front portion of residential lots.

A small diameter (8 to 10-inch) storm drain will be located in the rear of Block 3-6. This storm sewer is intended to reduce surface water flowing between the back yards, and provide a place to connect the retaining wall back drains. This storm sewer is located in a drainage easement and will be the responsibility of the Metro District to maintain.

All of the storm sewers connect to the Town Center storm system. Flow is conveyed to the detention ponds located south and east of Block 12.

Dry Utilities:

Final design of dry utilities gas and electric has been completed by Xcel, and the locations of transformers, electric mains and gas mains is depicted on the utility plans. Final design of telecommunications will be done by service providers, but these fill generally follow the electric distribution mains. The gas line will be located between the house and the sidewalk in a utility easement. 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-ways, 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 but each home will be required to have automatic irrigation.

Reuse Water

This does not include any reuse water main piping. The irrigation service will connect to an existing reuse main in Block 27 Outlot C.

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.