

PLAN NARRATIVE

Superior Town Center FDP 1 Phase 8B, FDP 4 Phase 2 and FDP 5 (Central Park Circle, Partial Block 26 and Block 27)

July 15, 2021

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 5 units in Block 26 and 17 front-loaded units in Block 27; all 22 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 way street. 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 May 2021. This FDP includes infrastructure within Central Park Circle, designed specifically to serve the proposed residential units.
- 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 22 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 20-24 and Block 27 are 5,943 SF (0.014 acres) (minimum) single family detached lots. Units will have front doors on Central Park Circle and side loaded garages served from the same street. Unit types will be selected from

two 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 a Superior Town Center Metro District, all of which are open to public use. These areas will be landscaped and irrigated.
3. Block 26 Outlot F and Block 27 Outlot D encompass the sidewalk of Central Park Circle. These Outlots 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 generally consistent with the previously approved PD Amendment #3 but the curve where the road transitions from a north-south alignment to an east-west alignment has been simplified. Central Park Circle will primarily be constructed with a with mountable curb and detached sidewalk.

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 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 sideloaded garages are attached with the one side on the home open maximizing the use of the side yard has a sharded driveway back to the garage. Each plan is provided with a large street facing front porch that helps with street walkability.

Plan 502 square footage 2,631

Plan 503 square footage 2,782

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 side 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 side loaded product and not a rear loaded alley product. Utilizing side loaded technique and opening the side of the home as a driveway for the garage this 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 allows the sidewalk to be detached from the street and tree lawn to be next to the street. Due to the desire for a side-loaded product with the garage set back from the side property line 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 side wall of the garages push towards the street. In order to accommodate entering the garages from the side/front, the lots and houses were made wider. This will provide additional spacing between buildings, which will help break up the wall of development. All other objectives of the PD and Residential Typology G are otherwise satisfied.

2. Height Limits

- 2) 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.
- 3) The proposed units are all two stories and range in height from 29'-6" to 31'-1" 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.
- 4) Plan 502A proposed height 25'-10" flat site; 32' max walkout
- 5) Plan 502B proposed height 27'-10" flat site; 32' max walkout
- 6) Plan 502C proposed height 25'-11" flat site; 32' max walkout
- 7) Plan 503A proposed height 25'-10" flat site; 32' max walkout
- 8) Plan 503B proposed height 27'-9" flat site; 32' max walkout
- 9) Plan 503C proposed height 26'-8" flat site; 32' max walkout
- 10) 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.

1. 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: 3- foot minimum on house side (6 feet between houses, siding to siding). 5-feet minimum on the garage side (10-feet between houses). Projections and overhangs may encroach 2 feet into the set back.

Side loaded Garage Door-to-Door Separation: 31.5-foot minimum. This separation is intended to allow two full size SUV's to maneuver in the driveway and park in the garage.

Front Setback: 2.0-foot minimum, Projections and overhangs may encroach 2.0 feet into set back. Note that all front setbacks are measured from a Town owned Outlot which includes the sidewalk and tree lawn, not the right-of-way line.

Request for Modification from PD:

This FDP requests allowing front setbacks to be increased from 8 foot maximum to 17 feet maximum for Block 27, lots 1, 2, and 7.

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

The additional front setback is required on these wedge-shaped lots to provide enough side yard setback to allow vehicular access into the side loaded garages

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 11.3 feet on Block 26 Lot 25. 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.

2. Right of Way Width

Request for Modification from PD

The PD showed a 34' wide road width. This application proposes a 32' wide road. 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 reduction of road width provides the opportunity for a wider tree lawn and accommodates the inherently wider drive over curb (11" vs wide vs. 6" wide for a standard curb).

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 detached 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 109 square feet to 114 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 sideloaded elevations to help promote a sense of walkability, To ensure variability there will be two floor plans with three 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 a 6.7-foot-wide tree lawn and 5-foot-wide detached 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 Outlot 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. Water meter pits, back of curb underdrain, streetlights and street trees will be located within the tree lawn.

Along Block 27 Lots 1 and 2, the flowline width transitions from 32 feet to 34 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, the tree lawn width will vary from 6.0 to 7.0 feet wide and 5-foot-wide detached sidewalk will also 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 the north south portion of Central Park Circle is 6.57 percent (max. allowable per Criteria is 8.0 %). The maximum grade on the east west portion is 1.82 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 [Central Park Circle] 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 [Central Park Way]. 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 41 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 shown on Sheet L2.0. 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 Trach H Town of Superior open space and trail. It includes a 6' 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 21 to Incline Lane. 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. Outlots: The Outlot landscape areas 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. 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.

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 Ashbury 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 but have been modeled on the plans as "on". If the private lights are off, there is still sufficient light provided by the streetlights to illuminate Central Park Circle.

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 22 three-bedroom units ($22 \times 2 = 44$ spaces)
- ii) 0.1 guest space per unit ($22 \times 0.1 = 2.4$, which rounds up to 3 spaces).
- iii) The total parking required for this FDP is therefore 47 spaces.

b) Parking is provided on this FDP as follows:

- i) Two spaces within each residential unit in the garage ($22 \times 2 = 44$ spaces).
- ii) Two resident spaces in the driveways of the two units which do not have a shared driveway (Block 26 Lot 20 and Block 27 Lot 7) = 4 spaces
- iii) 36 on-street spaces along Central Park Circle, and 8 on-street spaces along the Discovery Parkway frontage of Block 27.

Total: 92 spaces provided vs. 47 spaces required.

On-street parking is allowed to satisfy total parking demand, as depicted in the example parking demand and supply calculations on PDA3, sheet CS1.2 and in the appendix A.7.A in the PDA #3 Design Guidelines.

A shared access easement is proposed on all lots except for Block 26 Lot 20 and Block 27 Lot 7. Parking will be prohibited in the shared driveway easement, as it would block access to the garage doors.

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. As with most streets, snow will be pushed to the edge of the street into the gutter and tree lawn. Sidewalks in front of private residences will need to be cleared by the homeowners per Town Code. Two locations for additional snow storage are depicted on sheet C2.0; these are the ends of Central Park Circle adjacent to the curb neck downs. Additional 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 snowplow 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:	210
AM Peak (in):	4
AM Peak (out):	12
PM Peak (in):	14
PM Peak (out):	8

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 always maintain at least one access to Incline Lane. 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 in the tree lawn between the street and sidewalk, in the Town owned Tracts. 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 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 in a drainage easement and will be the responsibility of the Metro District to maintain.

All the storm sewers connect to the Town Center storm system. Flow is conveyed to existing 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 will 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 in the rear yards of residential units.

Irrigation

Automatic Irrigation will be provided for all the Central Park Circle right-of-way and adjacent Town owned Outlots, which will be on a separate non-potable system with its own meter. The ROW/Town Outlot reuse water service will be tapped from the adjacent Discovery Parkway system. (The tap, booster pump assembly, and controller were installed as a part of an earlier phase (STC FDP 1 Phase 2B construction plans). The Metro District Outlot common areas will also use non-potable reuse water. The Metro District common area system will be tapped from the adjacent Thrive Development system. (The tap and controller were 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.