PLAN NARRATIVE
Superior Town Center FDP 2 (Block 13) and FDP 3 Phase 1 (Partial Block 25)

STC METROPOLITAN DISTRICT #2
Revised June 14, 2016

Narrative Rationale / Description of the proposal

A. Scope of the Project

This **Final Development Plan 2 and Final Development Plan 3 Phase 1 (Hereafter referenced as "FDP 2-3")** is for development Blocks 13 (FDP 2) and the east portion of Block 25 (FDP 3) adjoining Promenade Way. FDP 2-3 is within Planning Area 3 of the *Superior Town Center* (Preliminary Development Plan Amendment #PD-A-2013-1 approved August 20, 2013) and will be constructed in tandem with the logical portions of FDP 1 Phase 2 (approved August 25, 2014.)

The notable improvements included in the project scope for FDP 2-3 are:

1. Residential Units: The construction of 25 residential units within the eastern portion of Block 25 (Phase 1) and the construction of 92 residential units for a full build-out of Block 13.
2. Right-of Way and Streetscape Improvements Not in the Scope of this Project: The FDP #1 / Phase 2 right-of-way and streetscape improvements that are not a part of this project, but will need to be constructed at the same time as this project, include the following road segments:
    a. Old Rail Way extending from approximately 75 feet west of Promenade to the east side of Superior Drive.
    b. Promenade Drive extending from south side of Old Rail Way to the south side of Village Green Way.
    c. Superior Drive extending from the south side of Old Rail Way to the south side Village Green Way.
    d. Village Green Way extending from approximately 75 feet west of Promenade to the east side of Superior Drive.
3. Utility Infrastructure:

    Including the domestic water system, sanitary sewer system, storm sewer piping and inlets, electrical distribution system, the distribution system for the FDP #2 / Phase 2 irrigation water re-use line, street lighting, and private utilities (phone, cable, etc.). Stormwater detention is provided in the existing pond 312 east of Block 12.

4. Temporary Facilities:

    No temporary infrastructure is anticipated to support this FDP. Temporary construction trailers and laydown areas will be located in undeveloped Block 11 or other areas within the Town Center project but outside active construction zones.

5. Street and Pedestrian Circulation**:**

These FDP's will respect the street circulation patterns established by previously approved FDP's. In particular, Old Rail Way, Promenade Drive and Superior Drive are designated two way streets. Village Green Way is a designated one way street westbound based on FDP 1 Phase 2. This section of Village Green Way may temporarily function as a two way street until further development occurs south of Village Green Way occurs and completes the other one way (eastbound) couplet.

Private concrete "Lanes" will be constructed in the interior of each block. These Lanes provide fire and vehicular access to each residential unit. These Lanes will be owned and maintained (including snow removal) by a Superior Town Center Metro District. The Lanes will generally be 26 feet wide to also function as fire department Aerial Apparatus lanes. Buildings will be set back from the Lane by a minimum of 3 feet, thus providing a minimum of 32 feet distance between buildings. The driveway pavement surface between the Lane and the residential garage door will be privately owned and installed by the Builder. The surface is expected to be concrete. The driveways will be differentiated from the Lane by a control joint (separate concrete pour) and warped slopes.

Pedestrian circulation is provided in the public ROW adjacent to each block. Pedestrian connections have been provided from the perimeter streets into the interior Outlots of Blocks 25 and 13. Certain townhomes on the interior of Block 13 have been designated to be accessible per C.R.S. 9-101-5 (Title IX). An accessible route to the public right of way has been provided from these units to Promenade Drive. Due to grading constraints, it is not technically feasible to provide a second accessible route from these units to Superior Drive. There is an accessible route within public right-of-way from Promenade Drive to Superior Drive.

6) Plat: FDP2 and FDP 3 Phase 1 are accompanied by two separate but concurrent Preliminary/Final Plats.

Lots, Outlots, and Superlots

These plats create building lots, outlots, and superlots. Building lots are the individual properties that will be transferred to the builders and then sold as fee-simple lots to private entities after the houses are constructed. Outlots will be owned and maintained by a Superior Town Center Metropolitan District. Superlot A on Block 25 is subject to additional development by a future FDP. Superlot A will be owned by the Developer until such time that is developed and replatted. It is expected that Superlot A will be developed with additional residential product. The product may need to be specially designed to accommodate the grading of the Superlot.

Easements

The plats also dedicate utilities for public access, fire lanes, and public utilities. Sight triangle easements are also defined to restrict placement of structures or landscaping within areas which would obstruct sight lines at the intersections of lanes and sidewalks. Blanket (overall) easements have been placed on all outlots to allow for public access to sidewalks and amenities within the outlots.

Fire Lanes

Fire access lanes have been designated as a minimum of 26 feet wide to function as "Aerial Apparatus Roadways" as discussed with Rocky Mountain Fire Protection District. The aerial apparatus roadway is required where buildings exceed 30 feet in height. Turning movements for the largest expected fire apparatus and fire hydrant placement has been depicted on sheet C1.4. The aerial apparatus roadway is not required in Block 25 until such time that Superlot A is developed because access is available along Promenade Drive. For this reason, the full width of the aerial apparatus lane pavement will not be installed until Superlot A is developed.

B. Principal Features and Attributes

1. The principal visible features for FDP 2-3 are the 117 residential units (103 attached and 14 detached) included within the project area, designed and constructed by the following builders:
    a. Wonderland Homes:
        i. Block 25, Lots 1-25, adjoining the west side of Promenade. Units have front doors on Promenade and garages served from internal streets.
        ii. Block 13, Lots 49-78, adjoining the south side of Old Rail Way and the east side of Promenade. Units have front doors on the respective streets and garages served from internal streets.
        iii. These units will be for sale. Construction of houses will start on the north end of Block 13. Construction is expected to proceed south along Promenade within Block 13, and then south to north along Promenade in Block 25 following the completion of all homes in Block 13. Clusters of townhomes (buildings) will be constructed and occupied as they are built and served by applicable public infrastructure and access.
    b. Remington Homes:
        i. Block 13, Lots 1-23, forming an internal street loaded cluster with an internal shared courtyard in the north interior portion of the block. Each unit has a front door accessed from the courtyard.
        ii. Block 13, Lots 24-48, forming an internal street loaded cluster with an internal shared courtyard in the south interior portion of the block. Each unit has a front door accessed from the courtyard.
        iii. These units will be for sale. Construction of houses will start on the north end of Block 13. Construction is expected to proceed north to south within the block. Clusters of townhomes (buildings) will be constructed and occupied as they are built and served by applicable public infrastructure and access.
    c. Davidson Communities:
        i. Lots 79-92, fronting the north side of Village Green Way and the west side of Superior Drive. Units have front doors on the respective streets and garages served from internal streets.

ii. These units will be for sale. Construction of houses will start on the north end of Superior Drive. Individual houses will be built and occupied as market demand dictates.

2. Common spaces (Parcels) between private building lots will be owned and maintained by the Metro District, all of which are open to public use. These areas will be landscaped and may or may not include sidewalks, depending on location and grade. Some of the areas between lots will provide pedestrian access from streets to the block interiors. Two larger areas in the interior of Block 13 serve as courtyards for residents.

C. Conformance with the Approved PD Plan

FDP 2-3 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 sheets CS1.0, AW0.1, AR1.0, and AD0.1 for tables and more detailed information on proposed heights, setbacks, and areas.

1. Residential Typologies
    a. Wonderland Homes' building plans starting on AW0.1 depict 4-story attached townhomes with 4th level rooftop decks, consistent with the PD description of **Residential Typology J: "Townhomes"** which are allowed from 1,200 - 2,500 SF.
    b. Remington Homes' building plans starting on AR1.0 depict 3-story attached townhomes, consistent with the PD description of **Residential Typology I: "Urban Villas"** which are allowed from 1,200 - 1,900 SF.
    c. Davidson Communities' building plans starting on AD0.1 depict 3 and 4-story detached single family homes, some with 4th level rooftop decks, most closely resembling the **Residential Typology H: "Villas"** which are allowed from 1,500 - 2,400 SF. Applicant is requesting approval for exceptions to the PD Residential Typology H in that four of the plan types exceed 2,400 SF. Applicant believes the larger unit sizes are appropriate for the location of the lots adjacent to the Central Park Tract D1, and proximate to the higher density urban core (Planning Area 2). Density and urban street presence are maintained with minimal setbacks, and all objectives of the PD and Residential Typology H are otherwise satisfied.
        i. Plan 1 (4 Story Option) = 2,595 SF
        ii. Plan 2 (4 Story Option) = 1,812 SF
        iii. Plan 3 = 2,676 SF
        iv. Plan 3 (4 Story Option) = 3,265 SF

2. Height Limits
    a. All areas of FDP 2-3 are within the 55' Maximum Height zone designated on PD sheet CS1.4 / Figure H. Building heights in this FDP submittal are measured from the finished

floor elevation of the ground level of each unit, since measurement from the adjacent grade-plane will not be possible until further design development is complete to set final finished-floor elevations of each unit. A maximum difference of approximately 3' may be expected when measuring from adjacent grade versus the heights measured from finished floor. As noted below, all heights are proposed to be at least 7'-6" below the 55' maximum allowed.

i. Wonderland Max Proposed Height from finished floor = 47'-6"
ii. Remington Max Proposed Height from finished floor = 40'-2"
iii. Davidson Max Proposed Height from finished floor = 46'-2"

3. Setbacks
    a. Requirements: Building setbacks for Blocks 13 and 25 are set forth in the PD on sheet CS1.2. Setbacks along Old Rail Way, Superior Drive, and Promenade Drive must fall within the range of 0.0' (minimum) to 15.0' (maximum). Building setbacks along Village Green Way is a combination of 0'-0" (minimum) to 15'-0" (maximum) and 2'-0" (minimum) to 8'-0" (maximum). The PD does not establish required rear yard, side yard, or front yard setbacks from internal private streets or Outlots.
    b. The setbacks proposed for these FDP's fall within the minimum/maximum ranges set forth in the PD for street frontage. Proposed setbacks are as follows:
        i. Wonderland:
            1. Units front Promenade Drive and Old Rail Way
            2. Front: 2'-6" minimum, approximately 4' maximum for units on curve of Promenade.
            3. Side: 0'-0" (attached product)
            4. Rear: 3'-0" minimum
        ii. Remington:
            1. Units front Outlots
            2. Front: 0'-0" minimum
            3. Side: 0'-0" (attached product)
            4. Rear: 3'-0" minimum
        iii. Davidson:
            1. Units front Superior Drive and Village Green Way
            2. Front: 5'-0" minimum. Maximum to be determined as part of individual building site plans accompanying building permit, but anticipated to be no more than 6'-0".
            3. Side: 3'-0" (detached product)
            4. Rear: 3'-0" minimum

1. Color and Materials
    a. Perspectives, colors and materials are depicted in Exhibit B, which is an attachment to the FDP drawings submittal. Exhibit B contains 11x17 color versions of the full sized elevation sheets included in the FDP drawing set, as well as additional building elevations and perspective views for proposed residential product.

D. Landscape Plan and Aesthetics

The Landscape Plans for FDP 2-3 (Sheets L1.0 – L1.3) show the plantings proposed for the project area. The plans designate the locations and species for each tree, shrub, ornamental grass, perennial, and define sidewalks and seating areas. Areas to be seeded with native grasses or which are to be seeded/sodded with manicured turf grasses are also shown. The Plant List (Sheet L2.0) tabulates the sizes and numbers for each proposed plant. Notes describe the proposed landscape materials (mulch, seed mixes, etc.). The landscape plans include species from the Design Guidelines as well as the Town of Superior Approved plant list. The plant lists in the Design Guidelines were not intended to be comprehensive. Due to climatic and space conditions, plants from the Town of Superior Approved plant list have been specified to promote plant diversity and meet the needs of the site.

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. No evergreen trees are proposed as part of this project due to space constraints and the desire to maintain ample visibility and sunlight. The concept aims to maximize color throughout the seasons and plants that have long blooming periods have been favored. Compact planting spaces have been given structure with ornamental grasses that will provide an aesthetic edge in front of homes yet keep walkways clear. Showy perennials have been used for extra visual interest at entrances. Plants such as Isanti Redtwig Dogwood, having vibrant red winter branches, and Miniature Mugo Pine, a compact evergreen shrub with dark green needles, have been used to provide winter interest. A five-foot clearance from the center of plants to the buildings has been used per geotechnical recommendations. Aesthetically pleasing rock mulch with occasional boulders is planned next to buildings and within the shrub beds. A minimal amount of turf is used to conserve water, for practical maintenance reasons such as ease of mowing small spaces, and due to the risk of it dying quickly from pet owner over-use in the smaller spaces.

Landscape pockets between groups of attached units are provided throughout. Most contain a sidewalk, though in some cases, sidewalks do not exist to provide more space for landscape and trees. Two central courtyards with seating areas exist in Block 13. These and all of the landscape spaces are open to the public, though it is foreseeable that residents will use these spaces visually as well as to make pedestrian connections while spending more outdoor time in the adjacent Village Green and Central Park. All of the landscape areas will be maintained by a metro district rather than an HOA. The tree lawns that wrap the FDP 2-3 areas (shown per context on the plans) are per FDP 1 Phase 2 and are not a part of this application.

The two Block 13 courtyards are composed of a central area that slopes towards a rock lined swale to convey drainage. The swale will mostly be hidden by native grasses and wildflowers but will contain aesthetically pleasing rock mulch and boulders where visible. Within each of these central areas is a social seating area. The north courtyard has a conceptual concrete seatwall with a finish that is illustrated in the character images found on Sheet L2.1. The south courtyard contains commercial grade movable seating, such as Adirondack chairs, along the accessible diagonal sidewalk.

Stamped concrete and paver colors and patterns are shown on Sheet L2.1 and meet the requirements of the Design Guidelines Appendix D.

The Overall Irrigation Plan (Sheet IR1.0) illustrates the proposed conceptual irrigation system layout. Sheets IR2.0-IR2.3 describe the system with notes and details.

E. Exterior Lighting Approach

The primary goal of exterior lighting is to facilitate vision and enable people to identify hazards or threats. A quality lighting design will provide illumination of key features and landmarks to improve guidance and wayfinding through the area, while maintaining a dark sky friendly approach consistent with the Superior Town Center (STC) Design Guidelines. Additionally, the lighting design will add visual interest and a unifying streetscape element to the neighborhoods.

Key lighting design considerations for exterior lighting are glare control, color rendering, contrast, and energy efficiency. Prime consideration will be given to those luminaires that produce warm, inviting light with little or no glare. Light sources with a high color rendering index are preferred because they will help colors appear truer at night. Solid-state light sources (LED) will be used throughout because they are well known for their energy efficiency and long life.

A. Drive Lanes

The primary lighting strategy is to illuminate the drive lanes from building-mounted luminaires centered over each garage door. Low-output, full-cutoff luminaires (not to exceed 800 lumens) are preferred because they contribute to better contrast. The color temperature of 2700K is preferred for all building mounted luminaires and should not exceed 3000K. Pedestrian crossings and drive lane intersections are prioritized for slightly increased light levels to improve visibility, which warranted the addition of a low-output pedestrian luminaire. This luminaire is to be full-cutoff and not to exceed 12-ft in height, nor 1500 lumens in light output. The color temperature shall also be 3000K or below. The light equipment shall be selected per the reference criteria established in the STC Design Guide.

The average horizontal illuminance (measured in foot-candles) on the driveway will not exceed 2.0fc as given in the Town of Superior Land Use Code, Sec. 16-20-30 (4) d.

Pedestrian-scaled light poles are placed at locations where there may be pedestrian-vehicle conflict. Maximum light levels of 3.0fc occur directly under these light poles. However, some additional light is warranted at these locations to improve visibility and pedestrian safety.

B. Courtyards

Path lights and landscape accent lighting will be provided within the courtyards. Lighting is to be scaled to pedestrians, provide wayfinding, and enhance the perception of safety. Path lights no greater than 750 lumens will be placed at main walkway intersections and all steps as required by the STC Design Guide. Additional lighting will be provided at the entrance of each housing unit, provided by a full-cutoff, low-output, wall mounted sconce, or a low-output recessed downlight. The acceptable range for the color temperature of the light sources will be 2700K – 3000K. Landscape lighting is encouraged in the STC Design Guide and will be

provided at the base of selected trees within the courtyards. The lights will be aimed away from windows and pedestrian walkways to avoid glare and light trespass. The mature size of each lighted tree is considered when choosing the location of the landscape accent lights. The output of the accent light shall not exceed 200 lumens. The light equipment shall be selected per the reference criteria established in the STC Design Guide.

The average horizontal illuminance (measured in foot-candles) on the walkway will not exceed 1.0fc as given in the Town of Superior Land Use Code, Sec. 16-20-30 (4) d.

C. Pass-Thru Walkways

Walkway lighting for paths between selected units will be provided by path lights at each end for safety and wayfinding, as encouraged by the STC Design Guide. These lights will match the selected path lights provided in the courtyard in performance and style.

F. Final Uses

FDP 2-3 of the Superior Town Center includes the construction of residential lots and infrastructure that will support the residential us as shown in the approved PD Amendment.

FDP 2-3 of the Superior Town Center complies with development parameters included in the PD Amendment and Design Guidelines by providing:

1) Parking including:

a) Two spaces within each residential unit in the garage.

b) Three, 22-foot long parallel parking spaces have been provided within the Block 13 interior. The additional required visitor parking for Blocks 13 and 25 will be provided using on-street parking.

c) One required parking space for each of the (14) 4-bedroom Davidson homes along Village Green Way and Promenade Drive will be provided using on-street parking.

d) Refer to Parking table on CS 1.0 for tabulations and additional information. The number of available on street parking spaces within the adjacent streets it labeled on Sheet C1.0 Overall Site Plan.

2) Paving materials and finishes comply with Section 4.6 and Appendix D of the Design Guidelines. All of the sidewalks and public gathering spaces included in FDP 2-3 will be constructed with standard concrete, patterned and colored concrete, or concrete unit pavers.

3) Street and common area lighting satisfies the requirements of Section 4.8 of the Design Guidelines and provides a pleasant aesthetic for residents.

G. Signage

Street signage will be installed according to the regulations in the Town of Superior LUC.

H. Materials Boards

Call outs for the paving materials and site furnishings proposed for FDP 2-3 open space are shown on Sheets L1.0-L1.3. Images for the paving materials / patterns are shown on the Sheet L2.1.

I. Snow Removal

Snow storage will be provided in the 3 interior parking spaces within Block 13 and the rest will be plowed and stacked in landscape areas along the internal streets between townhome building clusters. Snow storage areas are labeled on the Partial Site Plans. The location for transformers and other utility structures has been selected to maximize available space for snow storage. Snow shall only be stored in designated landscape areas where plant material and branches will not be negatively impacted. Snow for the Block 13 interior courtyards may be stored in the central courtyard areas.

J. 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:	732
AM Peak (in):	10
AM Peak (out):	45
PM Peak (in):	45
PM Peak (out):	23

Refer to attached spreadsheet for additional detail.

K. Mail

Per Unites States Postal Service (USPS) requirements, mail kiosks that meet the USPS requirements will be provided in centralized locations to serve the residential units. See Sheet L1.0 for the Mail Delivery Diagram. The Applicant has identified conceptual mail kiosk locations which will require approval by the USPS once addresses have been assigned to each of the units. The USPS mail kiosks are available in 4, 8, 12, 13, and 16 unit lockers. In some cases, the mail kiosk associated with a group of units, has more slots than units due to logistics and availability of the types of kiosks. The units and kiosks have been grouped so that each of the residences has a short trip for mail retrieval

L. Utilities

Wet utilities (water, storm, and sanitary) in the perimeter streets have been design as part of FDP 1 Phase 2. The construction plans for FDP 1 Phase 2 also include stubs/connections to accommodate the necessary extensions for additional wet utility infrastructure within Blocks 13 and 25. Exhibit A is an attachment to this application which provides a simplified utility layout with color overlay of proposed utility easements.

Water – Block 13

Each private lane will have an 8 inch diameter domestic public water main. This main system will be looped through the block and connected to the perimeter street mains in three locations to provide redundant looping.

Domestic water service taps for the units on the exterior of Block 13 will be generally be obtained from main lines in the perimeter streets constructed as part of FDP 1 Phase 2. The units fronting Old Rail Way will obtain water service from a new main to be installed within Block 13. Domestic water service taps for all interior units will be obtained from the public mains within the private lanes. Water meters for some of these units will be located immediately adjacent to the building wall, and will need to be traffic rated due to proximity with driveways and private lanes.

Water – Block 25

The private lane will have an 8 inch diameter domestic public water main. This main system will be looped through the block and connected to the perimeter street mains in two locations to provide redundant looping. This main is required to provide hydrant coverage and to allow for connection taps of future development on the west side of the private lane, in Superlot A.

Domestic water service taps for the fronting Promenade will be obtained from main lines in the in Promenade.

Sanitary Sewer – Block 13

Each private lane will have an 8 inch diameter domestic public sanitary sewer main. This main system will be connected to the public main in Superior Drive just south of Old Rail Way. The main will be approximately 7.5 feet deep.

Sanitary taps for the units within Block 13 will be generally be obtained from the public mains within the private lanes. The Davidson homes units fronting Village Green Way and Superior Drive will obtain service from mains in the respective streets. This is necessary because the Davidson units may have basements, and the sanitary mains within the private lanes will not be deep enough to serve basements.

An underdrain will be installed beneath the sanitary trench in Lane B and Lane 1. This underdrain is installed a precautionary measure to intercept subsurface water that may migrate to the block from upgradient areas west of the block. An underdrain will not be installed along the other sewers, as

there is concern that the underdrain could actually transmit water towards the basements in the Davidson homes.

Sanitary Sewer – Block 25

The private lane will have an 8 inch diameter domestic public sanitary sewer main. This main system will be connected to the public main in Old Rail Way. The main will be approximately 7.5 feet deep. Sanitary taps for the units within Block 25 will be obtained from this public main. Future development within Block 25 Superlot A may require additional taps to the public main installed as part of FDP 3 Phase 1.

Drainage – Block 13

Private storm drainage piping will be installed within the Block 13 Outlots to convey runoff to the public system in Old Rail Way and Superior Drive. The public system was designed to anticipate these connections. Additional information is available in the Drainage Conformance Memorandum prepared in support of this FDP.

Drainage – Block 25

Private storm drainage piping will be installed within the Block 25 Outlots to convey runoff to the public system in Old Rail Way and Promenade Drive. The public system was designed to anticipate these connections. Additional information is available in the Drainage Conformance Memorandum prepared in support of this FDP.

Dry Utilities – Block 13

Preliminary designs for electrical utilities have been prepared by Xcel and incorporated into this FDP submittal. In general, power for Block 13 will be supplied by an existing cabinet located near the southwest corner of Block 12, Lot 3. Electrical distribution lines will primarily follow the private lanes. Transformers will be located in utility easements within Outlots. Electrical meters will be located on the rear of each unit, facing the private lanes.

Gas utilities are expected to follow the electrical utilities in a “joint trench”. Gas meters for townhome units on the interior of Block 13 will be grouped (“ganged”) on the ends of each building and individual service lines will be extended through Outlots A and B to the front of each unit. These two outlots have blanket easements to allow installation of private service lines. Gas meters for the Wonderland and Davidson products on the perimeter of the blocks will be located along the street, and fed from an Xcel main to be installed within the street.

Telecommunication utilities are also expected to follow the electrical utilities in the “joint trench”.

Dry Utilities – Block 25

Preliminary designs for electrical utilities have been prepared by Xcel and incorporated into this FDP submittal. In general, power for Block 25 will be supplied by an existing cabinet located near the southwest corner of Block 12, Lot 3. Electrical distribution lines will primarily follow the private lanes through Block 13 and then will cross Promenade Drive to reach transformers located in Block 25 Outlots. Electrical meters will be located on the rear of each unit, facing the private lanes.

Gas utilities are expected to follow the electrical utilities in a "joint trench". Gas meters for the Wonderland products on the perimeter of the block will be located along the street, and fed from an Xcel main to be installed within the street.

Telecommunication utilities are also expected to follow the electrical utilities in the "joint trench".

M. Trash/Recycling

Trash and recycling services will be accommodated within individual private lots. Trash and recycling bins will not be placed in public view, with the exception of the service day. The width and turning radii of the lanes which have been designed to accommodate fire trucks also accommodate trash trucks.