



June 1, 2022

Paul,

The Public Works Department has had the opportunity to review the BLD Group Sketch Plan and has the following comments:

Streets and sidewalks:

The main development roadway should have a minimum right-of-way of fifty eight feet (58), with a paved portion of thirty-six feet (36'), measured flow line to flow line. Pinch points for traffic calming and pedestrian crossing will be considered. Sidewalks are required on both sides of all streets and shall be at least five feet (5') wide and detached from the roadway. Residential streets shall generally have a "mountable" curb. See attached Residential Streets Cross Section.

Two of the interior residential streets have been designed as dead-end streets. The Town's Municipal Code does not permit this design standard. Dead-end streets do not efficiently and safely accommodate all modes of travel, particularly emergency vehicles, maintenance vehicles, and delivery vehicles. Dead-end streets often result in conflict between private property owners and vehicle operators, especially when vehicle operators require the use of private property to safely turn around. These streets should be designed as a Cul-de-Sac.

North Wild Horse Drive should be constructed to include perpendicular parking (90 degree head in) along the entire boundary of VIX Park.

Comprehensive Snow Removal Plan:

The Public Works Department requests that the applicant place "No Parking On Street 48 Hours After A Snow Fall Event Of 2" Or More." signs throughout the neighborhood. The same approach is currently in use in other residential areas and it has proven to be extremely effective and well received by residents.

Snow storage sites should be included in the development design and also in the final plot. Snow storage sites should have a minimum functional area equaling 15 percent (15) of the paved area shall be provided contiguous to the right-of-way. These sites should be free of obstructions including fences, utility boxes, bushes and large landscape boulders. Individual snow storage areas shall not be separated by more than 300 feet.

Utilities:

Each townhome unit must be provided with an individual potable water and sanitary sewer service line, connecting directly to the mains.

We request that the developer include an additional potable water service line and curb stop to supply a water sample station. The sample station will be purchased and installed by the Town. The additional service line and curb stop should be centrally located in the development.

The fire Hydrant manufacturer is not listed. Fire hydrants must be Kennedy K-81.

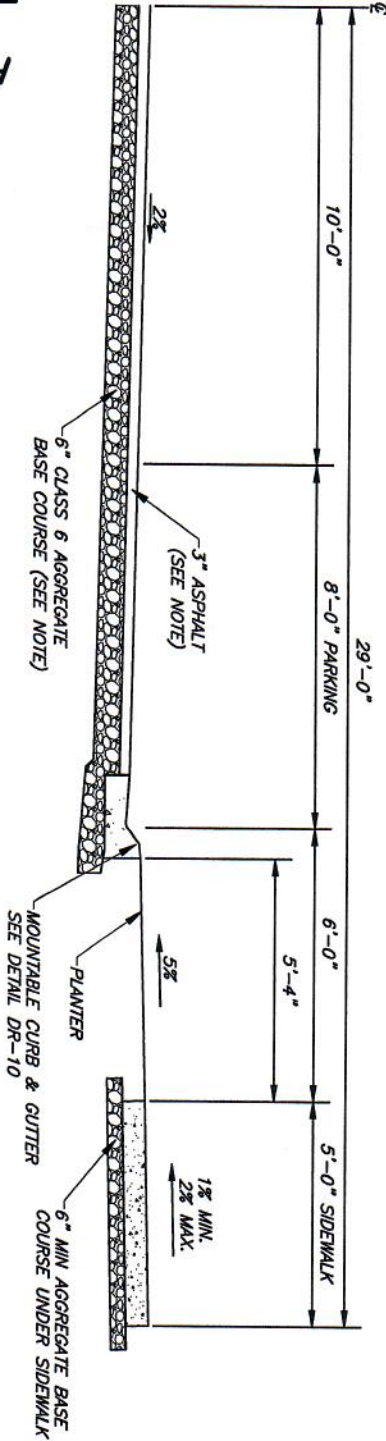
Open Space:

The pocket parks, outdoor social spaces, sport courts, neighborhood parks, club house, and paved internal trails should be privately maintained by the HOA.

The recreational natural trails and the proposed open space should be maintained by the Town of New Castle.

RESIDENTIAL STREET
 58'-0" ROW SECTION
 TOWN OF NEW CASTLE
 NOT TO SCALE
 DWG: ST-10

RECOMMENDED RIGHT OF WAY
 CROSS SECTION



NOTE:
 ASPHALT AND BASE DEPTHS IDENTIFIED ARE
 MINIMUMS. PROVIDE DEPTHS AS DETERMINED BY
 SOILS REPORT AND ENGINEERS DESIGN BASED UPON
 PROJECTED TRAFFIC CONDITIONS, LOADING AND SOIL
 STRENGTHS.

RESIDENTIAL STREET 58'-0" ROW
 NOT TO SCALE

June 1, 2022

Mr. Paul Smith, Town Planner
Town of New Castle
P.O. Box 90
New Castle, CO 81647

**RE: New Castle Townhomes – Sketch Plan
BLD Group**

Dear Paul,

Please let this letter serve as a report discussing our concerns and comments prepared following our review of the submittal made by DHM Design on behalf of the BLD Group. Please note the following:

1. The infrastructure master plan performed in 2002 contemplated that Planning Areas 8, 9 and 10 (of which this area is comprised) would be comprised of 115 EQR from this area. These numbers were used in the planning of downstream infrastructure. Note however, that for several of the earlier planning areas that not all of the contemplated EQR were constructed. An update to the accounting of the EQR's should be performed for CVR.
2. Water service in this area of CVR will require being tied onto the Lakota Tank for adequate service pressure, fire flow volume and storage. Ties into "stubbed" infrastructure from Lakota Canyon Ranch are reported in as-built drawings as being 10" ties in the vicinity of the driving range/cart barn area and at the west end of Silverado Trail. Given the location of the east boundary line as related to the two tie locations, the developer will need to coordinate with CVR Investors (owner's of adjacent property) to gain access to these waterline tie locations. Obviously, the water system will also need to tie into the existing 10" line in North Wildhorse. As these tie locations are made, they will need to be made with a pressure reducing valve/vault.
3. When planning the water system layout within the subdivision, access to the entire water line will be necessary for future maintenance and access. Likewise, we will need to have no dead-end lines (ie., all lines shall be looped). Provision of a water sampling station would be needed at the most distal point in the system (likely the north end of subdivision, centrally located).
4. Sewer service will need to be contemplated to be taken from either the east end of the existing collection line on North Wildhorse adjacent to the west end of VIX park or from the west end of the existing collection line also located in North Wildhorse but adjacent to the west boundary line of Filing 9. This is the north end of the southerly paved portion of North Wildhorse. Tying to both locations may be contemplated as well.
5. Given the magnitude of the area tributary to the draw that bisects the subdivision, care must be taken to assure that any improvements that are constructed in the open space are constructed to be outside the 100-year flood plain and/or designed to resist erosion from excess velocities and are not going to

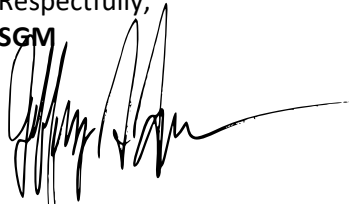
negatively impact the flow carrying capacity of the draw. No buildings, parking lots or roadways shall be located in the 100-year floodplain.

6. North Wildhorse will need to be completed from its existing terminus on the west side of the site to the end of the existing street on the west end of Filing 9. Coordinate with P&Z and staff as to the development/replacement of the existing parking perpendicular to the curb line adjacent to the park. Provide a cross section that matches North Wildhorse that includes the existing improvements as well as the previously stated parking improvements.
7. Within the subdivision, streets will need to be designed to follow the street standards outlined by the Public Works Director, complete with snow storage. Provide a cul-de-sac at the dead end streets in lieu of the tee turnaround proposed.
8. Provide street intersections at right angles, no “angled” intersections should be proposed.
9. For dry utilities, when preparing preliminary/final plan, provide a preliminary layout of the proposed dry utilities complete with anticipated pedestal and transformer locations so as to properly evaluate the provision of adequate snow storage, landscaping and lighting.
10. As subsequent designs are performed, the water system and raw water system designs will need to be coordinated with the Town to be modeled in the Town’s water models for both systems. It should be anticipated that there will likely be the need to install pumping capacity for raw water infrastructure in the upper portions of the proposed subdivision. There also will likely be the need to provide a minimum 4” tie to the raw water line in Castle Valley Boulevard adjacent to the west boundary line of Filing 9.
11. Coordination with Town Staff will be necessary to define HOA maintained open space and trails as well as Town maintained open space and trails when developing the final design for open space and trails.

Upon your receipt and review, if you have questions, please don’t hesitate to call.

Respectfully,

SGM



Jefferey S. Simonson, PE
Principal/Town Engineer



Paul Smith
Town of New Castle
Ref: BLD Group Sketch Plans

June 6, 2022

Paul,

After reviewing plans for the proposed New Castle Townhomes at the end of North Wildhorse Drive, I have the following comments for fire protection:

1. The access road into the proposed new homes is shown on the plans as a 16" driving lane but does not explain if on street parking is planned. 2015 International Fire Code (IFC), Appendix D, Section D103.1, "Where a fire hydrant is located on a fire department access road, the minimum road width shall be 26 feet". This is the access road with out on street parking. We will be looking for 26' unobstructed fire department access.
2. According to the sketch plan on the two dead end streets, the drawings show T turnarounds at the end of the streets. The turnaround area will need to meet Fire Code specifications if installed. A cul-de-sac is the preferred fire truck turnaround, and it will need to meet fire code specifications.
3. Ignition Resistant exterior building materials should be considered due to the location of this proposed development. We suggest the use of the International Wildland-Urban Interface Code for guidance of building materials and vegetation management. An all-weather driving surface 12' road should be installed around the property to allow us quick access to a wildland fire in the area. This access should be maintained and allow for hiking trails in the area.
4. Fire hydrants shall be installed and spacing approved by CRFR according to the IFC and the Town of New Castle Public Works.

Please feel free to contact me with any questions of concerns.

Orrin D. Moon, Division Chief/Fire Marshal.