

## Chapter 3 - Public Improvement Cost Estimates

### 3.1 General

Any application for Subdivision or Site Plan acceptance will require an Improvements Agreement to secure the improvements. The following documents may be obtained from the City of Castle Pines' website.

### 3.2 Improvement Agreements for Subdivisions

The State of Colorado's subdivision statutes and the City's Subdivision Resolution authorize the execution of a Subdivision Improvements Agreement (SIA) between the City and Developer whereby the Developer agrees to construct any required public improvements for the Subdivision and to provide security for completion of the Subdivision Improvements.

#### 3.2.1 Subdivision Improvements Agreement

- 1) If improvements are dedicated to Castle Pines by way of a plat, an SIA is required.
- 2) If the project contains both public and private improvements, both an SIA and a Subdivision Improvements Agreement for Private Development (SIA-Private) will be required.

#### 3.2.2 Subdivision Improvements Agreement for Private Development

- 1) If improvements are private and dedicated to a homeowner's association or district, a SIA-Private is required.
- 2) If the project contains both public and private improvements, both a SIA and a SIA-Private will be required.

#### 3.2.3 Public Improvements Agreement

- 1) If a project is not processed through a Subdivision application, and public improvements are required, a Public Improvements Agreement (PIA) may be required.

### 3.3 Improvement Agreements for Site Improvement Plans

If a parcel or site is developed or redeveloped through a Site Improvement Plan, a Site Improvement Plan Improvements Agreement (SIPIA) is required.

### 3.4 Cost Estimate Exhibits

The following cost estimate exhibits shall be prepared, signed (by the same individual who signs the agreement) and attached to the agreement.

#### 3.4.1 Exhibit A

Exhibit A – Cost Estimate for SIA, SIA-Private, PIA, SIPIA, or other agreements shall include the following:

- 1) Roadway improvements, including pavement sections, sidewalk, trails, curb and gutter, curb ramps, and trench drains as identified by the City-accepted construction plans for the subdivision.
- 2) Structures, including bridges, culverts, retaining walls, and other such features.
- 3) Stormwater improvements, including inlets, pipes, culverts, channels, ditches, hydraulic structures, riprap, detention basins, forebays, micro-pools, and water quality facilities.

- 4) Utility improvements, including water and sanitary sewer facilities, lines, metering stations, pump stations, lift stations, reservoirs, distribution mains, and laterals that serve the development. The cost estimate does not need to include the service taps and meters for individual utility users that are located outside of the right-of-way. If these costs are secured through a Utility District, the City will not require security for these improvements. The Exhibit shall identify the utility cost and must note that the Utility District holds the security for the improvements. The City will require written verification from the Utility District.
- 5) Traffic signal improvements and signage and pavement marking improvements shall be included when required.
- 6) Parking lot improvements, including pavement sections, sidewalk, curb and gutter, and curb ramps for a site improvement plan.

### 3.4.2 Exhibit B

A separate Exhibit B may be required in accordance with the City's requirements, including, but not limited to, all costs associated with any required landscape plan.

### 3.4.3 Security Requirements

Security for the improvements included in the subdivision agreements shall be in the form of an irrevocable letter of credit or cashier's check for the total amount, including contingencies. Bonds are not an acceptable form of security.

### 3.4.4 Separate Exhibits

Separate exhibits are required if fair share participation of improvements is required, such as future traffic signals or road widening. The extent of participation shall be determined by the City.

### 3.4.5 Determination of Unit Costs for improvements

The City will provide standard unit costs for the construction of standard improvements in the right-of-way. These unit costs will be derived from the bids on capital projects. If the City does not have a unit cost for an improvement, the developer may use Colorado Department of Transportation costs or Mile High Flood District standard costs.

## 3.5 Phasing Plan for SIA and SIA-Private

The City requires that all residential subdivision improvements included in the construction documents be built or completed, inspected, and accepted by the City prior to any conveyance or transfer of title to any lot, lots, tract, or tracts of land within a phase, or prior to any building permit(s) being issued. This may, and in most cases will, require a Phasing Plan for proper street acceptance. Section 3.5.2 provides submittal requirements for Phasing Plans.

### 3.5.1 Phasing Considerations

Careful consideration shall be given when developing a Phasing Plan. Streets that are to be granted Preliminary Acceptance shall be accessible by a street that has already been granted Preliminary Acceptance or will be granted such acceptance as part of that phase. All lots that take access from those roads, as well as all adjacent disturbed areas, shall be included in each phase. If detached sidewalks or

trails are built in a later timeframe, the detached walk or trails shall be placed into a separate and distinct phase. The following specific requirements shall be complied with when developing a Phasing Plan:

- 1) A maximum of 40 lots shall take access from any one access point.
- 2) The maximum length of roadway(s) providing single-point access shall not exceed 1,200 feet.
- 3) A temporary Cul-de-Sac with a minimum radius of 45 feet paved or stabilized with a Fire-District-accepted surface shall be required at the end of the roadway segment. The temporary Cul-de-Sac will require a Temporary Roadway Easement to be granted until future roadway improvements are accepted.
- 4) The drainage improvements associated with each phase shall be shown on the Phasing Plans, constructed, and accepted at the same time as the streets. Drainage improvements shall be included within the phases. Detention or water quality facilities serving more than one phase shall be installed at the start of the earliest phase to be constructed so that the facilities are in place when any portion of the upstream area is disturbed.
- 5) The Phasing Plan shall reflect the Final GESC Drawing Best Management Practices so that each phase provides adequate erosion and sediment controls.

### 3.5.2 Plan Requirements

If a detached, single-family residential subdivision is planned to have the streets phased, a separate Phasing Plan shall be required. The individual who signs the SIA or SIA-Private needs to also sign the Plan. Submittal requirements for Street Acceptance Plans, at a minimum, shall include the following:

- 1) Phase delineation lines and phase labeling that clearly define how each phase divides, including streets, lots, drainage improvements, and adjacent disturbed areas of each phase
- 2) Lot lines
- 3) Street names
- 4) Lot and block number on each lot
- 5) Drainage improvements