

## PLAN NARRATIVE

### Discovery Office Park FDP 3 and REPLAT (Discovery Residential)

01/09/2018

## NARRATIVE RATIONALE / DESCRIPTION OF THE PROPOSAL

### A. Scope of the Project

This Final Development Plan 3 / Block 1, Discovery Office Park/Superior Town Center Replat (Hereafter collectively referenced as "FDP 3") is for development of Block 1 of the Discovery Office Park/Superior Town Center Replat No. 3.

### B. Entitlement History

March 2001: The PD/Zone District Plan for Discovery Office Park This PD established an allowable use of up to four (4) office buildings and construction of Discovery Parkway east of McCaslin Boulevard.

April 2003: Discovery Office Park Phase 1 – Final Development Plan (FDP1) included construction of the first office building and the roadway which were constructed in 2004.

February 2009: 2<sup>nd</sup> Amendment to Final Development Plan – Lot 1, Discovery Office Park Phase 1 included construction of the existing monument sign along McCaslin Boulevard.

March 2015: Discovery Office Park Final Development Plan #2. This FDP2 included infrastructure design for the relocation of Discovery Parkway as contemplated in the Planned Development Amendment and DOP/STC Replat. As of January 2018, the roadway has been relocated and paved but it not yet open to traffic.

July 2015: Planned Development Amendment – Discovery Office Park. This major amendment expanded the PD to include the recently annexed "Weinstein" property, relocated a portion of Discovery Parkway, and changed the land use to allow up to five (5) office buildings (including the existing building), twenty-two (22) residential townhomes in two buildings, and a "Flex" use along Street Three (AKA Old Rail Way). The accompanying Discovery Office Park/Superior Town Center Replat (DOP/STC Replat) also formalized the exchange of parcels of land between the adjacent projects, and established the relocated right-of-way for a portion of Discovery Parkway.

### B. Principal Features and Attributes

The area of the Discovery Office Park site included in FDP 3 is Block 1, Lots 1 and 2, DOP/STC Replat No. 3. This area is bounded by Discovery Parkway on the south, McCaslin Boulevard on the west, future "Block 8" and "Old Rail Way" portion of the Town Center on the north, and STC Block 25 on the east.

Notable improvements included in the project scope for FDP3 are:

- 1) Residential Units: The construction of 20 residential units within what is currently platted as the Block 1, Lot 1, Discovery Office Park / Superior Town Center Replat No. 3. These units will be constructed in 10 separate buildings with two units in each building.

Ten duplex buildings (20 units) consisting of two different building types will face south towards Discovery Parkway. Building Type 1 is 2 units, 3 bedrooms each unit, with an optional 4<sup>th</sup> bedroom on the lowest level. The total square footage, including optional finished bedroom, is 2,560 SF. For the purpose of parking analysis, all Type 1 units are conservatively assumed to be 4 bedrooms. Building

Type 2 is 2 units, 3 bedrooms each unit, with an optional 4<sup>th</sup> and 5<sup>th</sup> bedroom on the lowest level. The total square footage, including optional finished bedroom, is 3,401 SF. For the purpose of parking analysis, all Type 2 units are conservatively assumed to be 5 bedrooms. Four (4) of the Type 2 units will be designated accessible to meet the requirements of Title IX. The specific units will be determined as part of building permit applications.

All of the units will each have two car garages and two off-street parking spaces in the driveway. They are three stories including a walkout basement.

This FDP requests a reduction of density compared to the PD Amendment, which allowed 22 units. It also requests that the building type be changed from clustered townhomes to duplex buildings, and construction allowance of optional of 4<sup>th</sup> and 5<sup>th</sup> bedroom units vs. 3-bedroom units.

Duplexes provide several advantages for unit design including:

- Opportunities for windows on three sides of every unit. Interior townhomes would only have windows on the front and back.
- Wider units overall, improving street presence by providing a covered porch or trellis facing Discovery Parkway
- Gas and electric meters, and HVAC units can be located on the side of units rather than the front or rear that would be required on clustered townhomes. This makes them less visible from Discovery Parkway, McCaslin Boulevard or other streets within the adjacent Town Center.
- Reducing the number of units and spreading the buildings out over a greater horizontal distance allows the buildings to better respond to the topography of the site.
- Increasing the bedroom count from 3 to 4 or 5 positions the units better for the market and offsets the loss of two units from the total project.
- The increased width of the units compared to previous concepts is due to the standard main-floor master bedrooms. The main floor master differentiates this product from other new housing in the adjacent Downtown Superior development.

a) These units will be for sale.

## 2) Street and Pedestrian Circulation:

*(Refer to Overall and Partial Site Plans)*

The units will be accessed from Discovery Parkway via a new private Canary Lane constructed roughly parallel to Discovery Parkway. It is anticipated that the Superior Town Center metropolitan district will be responsible for maintenance of Canary Lane. No back out driveways will be placed on to Discovery Parkway. Canary Lane is minimum 24 feet wide (flowline to flowline) with a mountable curb on the north side to accommodate driveways, and an upright curb on the south side. The east end of Canary Lane will connect to Superior Town Center Block 25, Lane D. Lane D is 26 feet wide because it is double loaded (with houses on both sides of the Lane) with taller buildings that require additional fire apparatus clearance. It is anticipated that the Canary Lane designation will continue in to Block 25, and the Town Center developer has approved the lane name designation. The transition from 24 to 26 feet wide occurs east of the eastern driveway connection to Discovery Parkway.

Two (2) 24' wide driveway connections will be provided to Discovery Parkway. Both driveways are intended to be full movement. Sight distance planting restrictions are required for the eastbound to northbound turn movement at the western driveway. These are noted on the plan set. The sight triangles were developed from AASHTO policy for the 25 mph. This is conservative, because the currently posted speed limit of Discovery Parkway is 20 mph. The existing trees in the median of

Discovery Parkway do not need to be removed to satisfy the sight distance criteria, but future shrubs or other lower plantings will be restricted. This FDP does not propose any new landscaping in the existing median.

An attached sidewalk will be provided on the north side of Canary Lane. This sidewalk will connect to existing and new sidewalks on Discovery Parkway at both driveway locations, and then to the regional sidewalk and path system. Pedestrian connections to the existing Discovery Office Park will be made via improvements to the existing crosswalk through the median of Discovery Parkway. All sidewalk within the project will be constructed as ADA accessible.

A “hammer head” turn around will be provided at the west end of Canary Lane for passenger vehicles and small delivery trucks (e.g FedEx and UPS). This turn around will not accommodate a trash truck or fire truck. This area will be signed as “no parking”. The south side of the hammer head requires a retaining wall approximately 4.5 feet tall (maximum) to avoid disturbing existing dry utilities along Discovery Parkway. This wall is denoted on the plan set as Wall C. Larger vehicles (e.g. fire trucks and trash trucks) will need to back out of the area in front of Lots 1 through 4. The distance is less than 150 feet and therefore meets the maximum backing distance requirements of the fire code.

**Request for Exception from PD:** *The PD included a sidewalk/trail that extended from the Lane north between two clustered buildings, and then east to Superior Town Center Block 25. Construction of this trail would have required extensive retaining walls and forced grade constraints on the placement of buildings facing Discovery Parkway. Based on feedback during the concept review for this FDP, the Board did not want to accept maintenance responsibility for the extensive walls.*

*The sidewalk/trail depicted in the initial 2014 PD submittal had a continuous running slope of approximately 8 percent. This design was based on proposed ADA Outdoor Recreation Access Routes allowed this running slope for a trail. Based on discussions with Bill Botten, (ADA Access Board) in May, 2017, the Outdoor Recreation guidelines were not intended to cover connections between urban design elements – in this case, the commercial and residential uses in Discovery Office Park and STC Main Street. His guidance was that this connection would be considered a transportation link and fall under the “Proposed Guidelines for Pedestrian Facilities in the Public Right-of-Way”. The connection would need to have a maximum sustained running slope not exceeding 5 percent, or a series of ramps with handrails and landings. Based on the physical elevations of this site, the resulting connection would be approximately 1100 feet long without handrails, or 750 feet long with handrails. It is not practical to construct a walk meeting these criteria within the confines of this project, and impossible to construct within the currently platted sidewalk easement.*

*For these two reasons, this trail and associated retaining walls have been eliminated from the design. Removal of this constraint enables the change to a duplex product by providing additional lane frontage to distribute to lots. It also removes a grading constraint and allows walk out basements for all of the duplex units. A pedestrian connection to the Main Street exists along McCaslin Boulevard, and an accessible connection to the Town Center will be completed as part of the separate Discovery Parkway right-of-way walks construction.*

*In addition, the Superior Town Center Block 25 Final Development Plan No. 3 will include a non-ADA accessible sidewalk connection from just east of Discovery Lot 20, through Block 25, and eventually to Old Rail Way. The sidewalk is not accessible because it contains three (3) sets of steps along the route. This sidewalk is shown on the Context plan of the Discovery Residential FDP.*

### 3) Drainage:

*(Refer to Overall and Partial Drainage Plans, and Drainage Memorandum)*

Stormwater detention for the eastern 10 units is provided by the existing Superior Town Center stormwater infrastructure system.

Detention for the western 10 of the southern units will be provided in the location of the existing Discovery Office Park detention pond, at the northwest corner of the site. The existing pond also provides detention for the existing office building, parking lots, and west end of Discovery Parkway (public Right-of-way). The pond will be reconfigured to a different shape using tiered retaining walls (Walls A and B) with a total maximum combined height of 14.1 feet. The new pond will have a total capacity of approximately 0.5 ac-ft and a deeper working depth than the existing pond. The outlet structure will be replaced with a new structure constructed to current codes, including a forebay, trickle channel, and full spectrum outlet structure with a micropool. Emergency overflow will be to a secondary inlet box just west of the primary outlet. This is similar to the existing pond configuration. This pond discharges to an existing storm sewer on the east side of McCaslin Blvd, ultimately to Coal Creek. Because the pond provides storm water volume for multiple properties under different ownership as well as public right-of-way, this pond is proposed to be dedicated to the Town of Superior.

Maintenance for this pond will be similar to many of the other existing ponds in the Town of Superior. Maintenance will generally include removal of sediment from the forebay, trickle channel, and outlet structure, maintenance of landscaping, and repairs to concrete structures and piping as required. The Town of Superior has a consultant to prepare specific Operations and Maintenance plans for each pond in Town. It is expected that the Town's consultant would prepare a similar plan for this pond.

There is an existing storm sewer that conveys runoff from the existing office building and roadways to the existing detention pond. A portion of this line will be relocated to a new utility easement outside of any residential lots.

A drainage memorandum accompanies this submittal and provides additional technical details.

#### 4) Utility Infrastructure:

*(Refer to Overall and Partial Utility plans)*

The units will be served by new water and sanitary sewer mains to be installed under the private Lane. The sanitary sewer will be approximately 13 feet deep in order to provide gravity service from the lowest level of the units. The slope of the sewer will vary from approximately 1.2 percent to 7.3 percent. The sanitary sewer serving the eastern 10 units will flow east and be connected to future sanitary sewer within STC Block 25. As such, construction of these 10 units cannot start until adequate offsite sewers are installed as part of the STC project. STC FDP3 Phase 2 (initially submitted May 2017, and resubmitted in September 2017) includes the offsite sewers. The STC developer hopes to start construction on the offsite sewers in the winter of 2018. The sanitary sewer main will include a separate parallel underdrain pipe, as is typical with many sewers in Superior. An underdrain service pipe will be extended to each of the 20 duplex Lots to receive flow from foundation drains. The underdrain for the western 10 units will discharge to the detention pond in Outlot B. The underdrain for the eastern 10 units will connect to the Town Center underdrain system, which discharges to a Town Center detention pond.

An existing sanitary sewer, including at least two drop manholes, provides service to the existing office building and flows north through the west end of the project. A portion of this line will be relocated west to a new utility easement outside of any residential lots. The relocated line will also include two drop manholes. Construction of the new line can be largely completed while the existing sewer line is in place, thus minimizing impact to the existing office users. A short period of bypass pumping or night work may be required to make final connections between new and old systems.

Irrigation service for Parcel A and Outlot B will be provided off the existing reuse main located in Discovery Parkway. A 1" service will be tapped west of Unit 1. Irrigation for landscape within individual lots will be obtained from the domestic service of each house.

#### 5) Common spaces

(Parcel A) Parcel A is located between the private residential lots and Discovery parkway. It includes the Canary Lane, landscaping on the south, west and north sides of the residential lots, and retaining wall C. After construction, Parcel A will be conveyed to Superior Town Center Metro District No 2 for ownership and maintenance.

(Outlot B) Outlot B contains the detention pond and Walls A and B, and is also encumbered by easements for utilities (public sanitary) and drainage. This outlot is proposed to be dedicated to the Town of Superior for ownership and maintenance.

6) Temporary Facilities:

Temporary facilities are anticipated to include job trailers and erosion control facilities. These temporary facilities will be located within the FDP limits.

7) Trash and Recycling:

Individual Trash and Recycling containers will be provided for each unit. These containers will be stored inside the garages except during pick up days.

8) Plat:

FDP 3 is accompanied by a Preliminary/Final Plat entitled Block 1, Discovery Office Park / Superior Town Center Replat No. 3 This replat create the individual building lots and parcels to coincide with the FDP. This plat also vacates and dedicates various utility and sidewalk easements in new configurations. The replat does not include any areas controlled by RC Superior (developer for the Town Center) and therefore does not require signature blocks for RC Superior. Refer to separate narrative for the Plat.

9) Owner's Association / CC&R's

**Request for Exception from PD:**

No Homeowners' Association is proposed for this project.

On July 5, 2017, the Superior Town Center Metropolitan District No. 1 approved an Inclusion Agreement to bring the Discovery Residential FDP3 area within the boundaries of the District. A copy of the substantially final agreement is attached to this resubmittal. Subsequent to Town Board approval of the Discovery FDP3, the owners of the property will be authorized to submit a petition for inclusion into the boundaries of the District. Relative to construction of the public improvements, upon initial completion of the improvements, the District will review for initial acceptance and, upon completion of the warranty period and correction of any necessary items, the District will consider final acceptance of the public improvements for perpetual ownership and maintenance responsibilities for Parcel A.

Pursuant to the Inclusion Agreement, upon inclusion the Superior Town Center Residential Rules, Regulations and Design Guidelines will be expanded to apply to the Discovery FDP3.

10) Snow Removal

Snow storage is provided at the west end of the private Lane adjacent to the hammerhead turn around and within the visitor parking spaces. It is not anticipated that accumulated snow will occupy all of the visitor spaces, even in a large storm event. Up to three of the visitor spaces can be used for snow storage. Snow removal on within the Lane and sidewalks will be the responsibility of the Superior Town Center Metro District.

**C. Hours of Operation**

Typical hours of operation for business / commercial use are not applicable since FDP 3 includes residential, and no primary business/commercial use. Hours of operation for public use of the common areas is 24 hours, seven days per week.

## D. Phasing

Construction is anticipated to proceed in two phases:

- a) Western 10 units facing Discovery Parkway, all utility infrastructure, all of the private Lane, all earthwork, and detention pond
- b) Eastern 10 units facing Discovery Parkway (after offsite sanitary sewer within STC Block 25 and Discovery Parkway is completed). STC FDP3 Phase 2 (submitted May 2017) includes the offsite sewer, driveway, and other utilities.

## E. Conformance with the Approved PD Plan

### 1) Uses

The PD Amendment included up to 22 residential units north of Discovery Parkway,

The current proposal includes a total of 20 units.

### 2) Setbacks

- The PD Amendment required a 50 foot building setback from major arterials (McCaslin). This proposal provides a minimum of 51.2 feet (Lot 1)
- The PD Amendment required a 25 foot building setback from minor collectors (Discovery Parkway). This proposal provides a minimum of 54.3 feet (Lot 9)
- **Request for exception to PD:** The PD Amendment required a 10 foot side yard setback. The FDP lot layout is based on a 5 foot minimum side yard setback. This actual layout provides a minimum 5.3 foot side yard setback.
- An 18-foot minimum setback will be provided between garage doors and the 5' wide attached walk/front property line. This will provide two off street parking spaces in front of each garage. The PD Amendment does not provide a setback criteria for garages, but Town Code establishes the depth of a parking stall at 18 feet.
- The PD Amendment required a 15 foot rear yard setback. This proposal provides a minimum of 16.1 feet (Lot 13). All rear yard setbacks are measured from second story deck facades or posts, whichever are closest to the property line.
- Roof overhangs are depicted on the site plans. Roof overhangs may extend into the setbacks by up to 1.8 feet.

### 3) Off Street Parking

The PD Amendment included a parking ratio of 2 spaces per each 2 bedroom unit, and 3 spaces per each 3 bedroom unit. It also provided a guest parking ratio of 0.25 spaces per unit.

This proposal includes 3 bedroom units which have optional 4<sup>th</sup> or 5<sup>th</sup> bedrooms that may be built with initial construction or added by building owners in the future. Therefore, the parking analysis for this FDP has been conservatively based on the assumption that all optional bedrooms are built. Because the PD is silent on the parking requirements for 4 and 5 bedroom units, the parking ratio is determined by Town Code section 16-24-10 as 3.5 spaces per unit.

Based on the above ratios, the project requires 70 spaces for the units, and 5 visitor spaces, for a total of 75 spaces.

Parking spaces are provided as follows

- a. Two 9x18 spaces within each residential unit in the garage (40 total)

- b. Two 9x18 spaces within each residential unit driveway (40 total)
- c. Eight 7x22-foot long parallel parking visitor spaces in Canary Lane. One of these spaces is designated as ADA accessible.
- d. Total: 88 spaces.

Based on the above parking, the FDP3 has a surplus of 13 spaces. No parking on Discovery Parkway parking is to be used for this development. Most of Discovery Parkway along the project frontage (by separate FDP) will be a designated no-parking zone due to sight distance constraints.

**Request for Exception from PD:**

The PD set forth a minimum parking setback from Discovery Parkway ROW as 20 feet. The FDP proposes a minimum setback of 8.6 feet for the parallel parking spaces on the south side of Canary Lane.

As indicated above this FDP has a surplus of parking spaces. The spaces could be eliminated from the project to meet the PD setback, but the applicant requests these additional spaces to provide additional parking options within the project. The guest spaces are arranged in two separate field to allow landscaping opportunities between the fields.

4) **Building Height**

The PD Amendment included a maximum building height of 32 feet. FDP3 is in conformance with the PD Amendment:

- Building Type 1 is 31'-8" tall.
- Building Type 2 is 30'-10.5" tall

Building heights were determined by average grade to highest element in accordance with Town Code section 16-1-70.

**F. Signage**

No monument signage is proposed as part of this FDP.

Standard traffic control signs (Stop, No parking, Reserved Parking etc). will be provided along Canary Lane and at the driveways.

**G. Landscape Plan and Aesthetics**

The Landscape Plans for FDP 3 (Sheets L1.1 – L1.3) show the plantings proposed for the project area. The plans designate the locations and species for each tree, shrub, ornamental grass, and perennial. Areas to be seeded with native grasses are also shown. The Plant List (Sheet L2.0) tabulates the sizes and numbers for each proposed plant and the landscape requirements table details how the plan complies with Town Code. Notes describe the proposed landscape materials (mulch, seed mixes, etc.).

The landscape plan is primarily composed of low-water use plant species. The concept aims to maximize color throughout the seasons and plants that have long blooming periods have been favored.

Outlot B contains the detention pond and will be planted with an irrigated seed mix due to the trees and its more permanent nature.

Lots 1-20: A 5' rock mulch buffer is shown around the perimeter of the residences, with a non-irrigated native grass seed mix beyond and rows of shrubs lining the fence line. All plants are low water, hardy, adapted or native species. This xeric approach was chosen to avoid excessive water

near the foundations of the homes (such as would be needed for turf grass). As an added benefit, the xeric planting conserves water and plans for a hardy, low-maintenance landscape that blends with the native area beyond the fence.

The portion of Parcel A that area borders Canary Lane, consists primarily of shrub bed with an informal planting plan (but with clusters of plants for impact) with trees where possible. Trees will be planted at 40 feet on center within the adjacent R.O.W. (per a separate FDP, shown for context on the plans) and these will screen the residences from Discovery Parkway. The area south of the west portion of Canary Lane has infrastructure that prohibits the planting of trees. For this reason, trees are shown to be planted in the adjacent R.O.W. (per a separate permit) assuming that the existing utilities have been surveyed correctly and permit the planting of these trees. The existing turf in this area disturbed by grading will be replaced/restored with new turf.

Screening: The landscape area to the north of the residences will be planted with irrigated native grasses and naturalized groupings of trees and tall shrubs to provide screening. A substantial number of existing evergreen and ornamental trees exist along McCaslin Boulevard and many of these will be retained. Landscape screening is provided throughout the site and especially along the western property line. Trees have been kept out of the utility easements and places that conflict with utilities. In their place, Saskatoon Serviceberry has been used. It is a very tall shrub that grows between 6 and 20' tall. Like the existing beautiful design within the Discovery property, trees and plants of similar species were clustered together for visual impact. A ten-foot clearance from utilities has been maintained. Saskatoon Serviceberry and Native Plum (shrub-like trees), have been used to screen the detention pond. This choice was made over trees due to the location of utilities and water tolerance. Two cottonwoods were also added for interest. Evergreen trees between the gaps of the serviceberries have been added on the north side of the pond per the Town's request.

The retaining wall on the southwest corner of Canary Lane will be constructed of an interlocking retaining wall block that is shown on sheet C3.3. The wall is short and will not be noticeable from Discovery Parkway; the exposed portion faces Canary Lane. See the civil plans for location and grading.

All existing landscape within the limits of grading is planned to be removed, which is most of the vegetation within the site boundary. The mature evergreens outside the limits of grading in the southwest corner of the site will remain except those that are impacted by the required turnaround that was expanded per Town Staff request. New vegetation will be planted throughout. See landscape plans.

## **H. Irrigation**

1. Automatic Irrigation will be provided for Parcel A and Outlot B using reuse water tapped from the existing main in Discovery Parkway, near the western driveway to Canary Lane. Irrigation for individual building lots 1-20 will be provided off each residential unit's domestic tap. Because irrigation within each residential lot will be controlled by the residents, CDPHE regulations do not allow irrigation with reuse water for the lots.

## **I. Lighting**

1. Lighting for Canary Lane will be provided by fixtures on photocells (light activated) on residential units and on nominal 16' foot tall poles on the south side of Canary Lane. The pole mounted fixtures will be Ashbery Pedestrian, and are consistent with the fixtures approved for use in STC Block 13.
2. Lighting in the front and rear of each units are provide by building mounted fixtures.

3. All fixtures are cut-off type.
4. Street lighting along Discovery Parkway exists, or will be installed, as part of separate FDP's for the adjacent public streets. The street lighting is not included in the photometric analysis included with this FDP.

## A. Architecture

The units are composed of 2 duplex that vary in size, massing and roof form. Each duplex is oriented differently on the site to splay views out to the north and to also break up the street elevation. This geometry also varies the separation between units opening different setbacks and view opportunities making each unit unique allowing the exposure of the four-sided architecture not typically provided in similar housing types. The architecture has been developed to conform to the STC guidelines and will be less dense and smaller than the multifamily developments proposed to the north and east.

The wider duplex design opens the market of these units with a main level master bedroom to serve elderly and 'empty nester' users that are not accommodated in the vertical housing types in the surrounding development. The alternative product type and reduced density is a critical addition to the diversity of STC and allows the entire project to transition to the lower density of the existing office park. The wider design of the duplexes break down the facades with articulated entries, stairwells and balconies to provide relief to the facades.

A stone base is proposed for the units that is utilized to step the building down to the north with a durable maintenance free solution. The stone is also used to articulate pilasters, garage and other base elements to ground the designs and provide pedestrian scale. The stone will be provided in two color options to provide variations between units. In addition, articulated trim and board batten finishes are proposed to provide color and textural relief to the design. Stucco is being proposed in background areas not subject to wear and will be available with in color options all to be within the shown earth tone color palette. The stucco has been broken up with steps in the wall plain as well as board and batten sections.

High performance window systems will be utilized with trim and accent divisions to portray a high level of detail. These windows, along with well insulated walls / roof will mitigate airborne noise from the adjacent street.

The fenestration is composed to optimize views to the Front Range, but is also wrapped on all sides to enhance the units with nature light and views between units. Every effort has been made to provide nature light to all spaces within the units while still providing visual security to bathrooms, bed rooms etc. with higher windows and even glass block.

The roof forms are highly articulated with elements at the street scape for the garages, entries and separate gable forms to provide varied elevations to the street. The gable forms also continue at the side elevations to break up what is traditionally a flat façade. The northern facades will use cascading roof lines and patio forms to reduce the perceived height apparent at the downhill slope side. The roofing will be dimension shingles that provide shadow lines and will also be available in multiple color selections to provide additional variations between units.

Materials for the duplexes are illustrated on the colored elevations and perspective views showing the use of stone, siding and stucco to provide variety in the building form. The retaining walls for the project is to be split face concrete masonry, tan color, similar to the blocks forming the detention pond in Superior Town Center.

These traditional materials and colors are all composed to work together in within the STC design guidelines to provide a unique housing product that capitalizes on the available views from the site.

## **B. Snow Removal**

Snow will be plowed to the sides and west end of Canary Lane, outside required turn around areas. The location for transformers and other utility structures has been selected to maximize available space for snow storage.

## **C. 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 Single Family Homes, the estimated trip generation for this FDP is as follows:

Average Weekday:	191
AM Peak (in):	4
AM Peak (out):	11
PM Peak (in):	13
PM Peak (out):	7

Refer to attached spreadsheet for additional detail.

## **D. Mail**

The Applicant will be working with the US Postal Service to meet mail delivery standards. Two mail kiosks that meet the USPS requirements will be provided in centralized locations to serve the residential units. The kiosks are located adjacent to accessible sidewalks near each driveway.