



SUPERIOR TOWN CENTER
DESIGN GUIDELINES SUPPLEMENT TO
P.D. AMENDMENT

RC SUPERIOR, LLC
12275 El Camino Real, Suite 110
San Diego, CA 92130
Phone 858-523-1799
R. Randy Goodson



SUPERIOR TOWN CENTER
DESIGN GUIDELINES SUPPLEMENT TO
P.D. AMENDMENT



TABLE OF CONTENTS

1.0 INTRODUCTION

- 1.1 Purpose and Intent
- 1.2 History/Background
- 1.3 Location
- 1.4 Superior Town Center Vision
- 1.5 Development and Design Principles
- 1.6 Community Design Concept Components

2.0 HOW TO USE THE DESIGN GUIDELINES SUPPLEMENT TO THE P.D. AMENDMENT

- 2.1 Purpose of the Design Guidelines Supplement
- 2.2 Relationship of the Design Guidelines Supplement to the Planned Development Amendment
- 2.3 Relationship of the Design Guidelines Supplement to Other Municipal Regulations
- 2.4 Who Uses the Design Guidelines Supplement?
- 2.5 Variance to This Design Guidelines Supplement

3.0 TOWN CENTER LAND USE SUMMARIES

- 3.1 Overall Project Density Maximums

4.0 DESIGN STANDARDS AND GUIDELINES

- 4.1 Dimensional Standards
- 4.2 Blocks, Parcels, and Street System
 - A. Introduction, Intent and Purpose
 - B. Blocks
 - C. Parcels
 - D. Building Entrance Orientation
 - E. Streetscape Concepts
 - F. Street System Design
- 4.3 Pedestrian and Bicycle Access, Circulation and Connections
 - A. Introduction, Intent and Purpose
 - B. Pedestrian and Bicycle Access/Circulation
 - C. Connectivity Beyond the Town Center Site
 - D. Internal Pedestrian Circulation and Connections including Connections



- To On-site Parking
- E. Paths, Walkways and Sidewalk Design
- F. Pedestrian Pass-throughs/Paseos
- G. Street Crossings
- 4.4 **On-site Amenities, Hardscape, and Site Furnishings**
 - A. Introduction, Intent and Purpose
 - B. Provision of On-Site Amenities
 - C. Fences, Walls and Stairs
 - D. Seating/Benches
 - E. Other Site Furnishings and Features
 - F. Public Art
 - G. Amphitheater
- 4.5 Parking
 - A. Introduction, Intent and Purpose
 - B. Off-street Parking Requirements
 - C. Parking Location and Layout
 - D. Parking Structures and Parking Beneath Buildings
 - E. Bicycle Parking Facilities
 - F. Development of Future Lots and Structures
- 4.6 Landscape and Streetscape
 - A. Introduction, Intent and Purpose
 - B. Streetscape Design
 - C. Required Street Trees
 - D. Parking Lot Landscaping
 - E. Landscape for Courtyards above Parking Structures
 - F. Landscaping within Individual Parcels
 - G. Landscape Buffers and Screens
 - H. Perimeter Edge Treatment
 - I. Detention Pond Landscape
 - J. Coal Creek Open Space/Park System
 - K. Xeriscape/Water Conservation
 - L. Landscape Standards and Plant Material Selection
- 4.7 Transit
 - A. Introduction, Intent and Purpose
 - B. Transit Locations
 - C. Transit Shelter Design



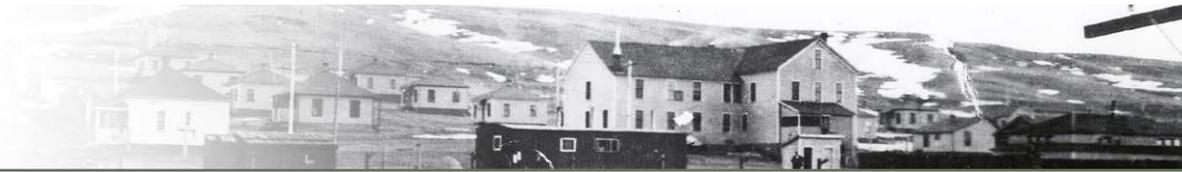
- 4.8 Street, Site and Architectural Lighting
 - A. Introduction, Intent and Purpose
 - B. Fixture Design and Illumination Level
 - C. Decorative Architectural Lighting
 - D. Parking Lot and Parking Structure Lighting
 - E. Pedestrian Area Lighting
 - F. Landscape Lighting

- 5.0 **STREET DESIGN GUIDELINES**
- 5.1 Roadway Classification/Cross Sections

- 6.0 **SPECIAL DESIGN GUIDELINES FOR THE TOWN CENTER CORE**
- 6.1 Relationships & Compatibility between Buildings
- 6.2 Building Height, Massing, and Scale
- 6.3 Exterior Expression of Floors (Base/Middle/Top)
- 6.4 Rooftops and Roof Forms
- 6.5 Exterior Building Materials
- 6.6 Relation of Building Exteriors to Pedestrians
- 6.7 Building Entrances
- 6.8 Upper Floor Residential and Office Uses
- 6.9 Town Square, Open Spaces and Outdoor Dining
- 6.10 Service, Trash and Loading Areas

- 7.0 **SPECIAL DESIGN GUIDELINES FOR LARGE FREE STANDING BUILDINGS OUTSIDE THE TOWN CENTER CORE**
- 7.1 Relationships and Compatibility with Town Center Core
- 7.2 Building Heights, Massing and Scale
- 7.3 Rooftops and Roof Forms
- 7.4 Building Materials
- 7.5 Relation of Building Exteriors to Pedestrians
- 7.6 Service, Trash and Loading Areas
- 7.7 Special Guidelines for Buildings Adjacent to U.S Hwy 36 & McCaslin Boulevard
- 7.8 Special Guidelines for Hospitality Uses
- 7.9 Special Guidelines for Civic/Community Uses

- 8.0 **RESIDENTIAL DESIGN GUIDELINES**
- 8.1 Residential Unit Types
- 8.2 Architectural Character and Neighborhood Compatibility



- 8.3 Building Heights, Massing and Scale
- 8.4 Roof Forms and Materials
- 8.5 Exterior Materials, Color and Design Elements
- 8.6 Garages and Service Areas
- 8.7 Trash and Exterior Utilities Equipment
- 8.8 Common Area Accessory Structures
- 8.9 Neighborhood and Private/Semi-Private Open Space within Blocks
- 8.10 Residential Products

- 9.0 STORMWATER MANAGEMENT/DRAINAGE AND EROSION CONTROL**
- 9.1 Introduction and Purpose
- 9.2 Water Quality Control Design and Detention Facilities

- 10.0 DESIGN GUIDELINES FOR CONSTRUCTION SITES AND TEMPORARY FACILITIES**
- 10.1 General Requirements for “Construction Methods Plan” Submission
- 10.2 Siting of Construction Areas
 - A. Vehicular, Equipment, and Pedestrian Access
 - B. Interim Signage - Directional and Informational
 - C. Construction Fencing
 - D. Construction Parking and Material Storage
 - E. Temporary Structures
 - F. Debris & Disposal
- 10.3 Construction Schedule
- 10.4 Site Security and On-Site Representation
- 10.5 Temporary Utilities

- 11.0 SIGNAGE, WAYFINDING, AND ENVIRONMENTAL GRAPHICS GUIDELINES**
- 11.1 Introduction
- 11.2 Purpose and Applicability
- 11.3 Tenant Sign Types
- 11.4 Community Sign Types
- 11.5 Sign Maintenance



APPENDICES:

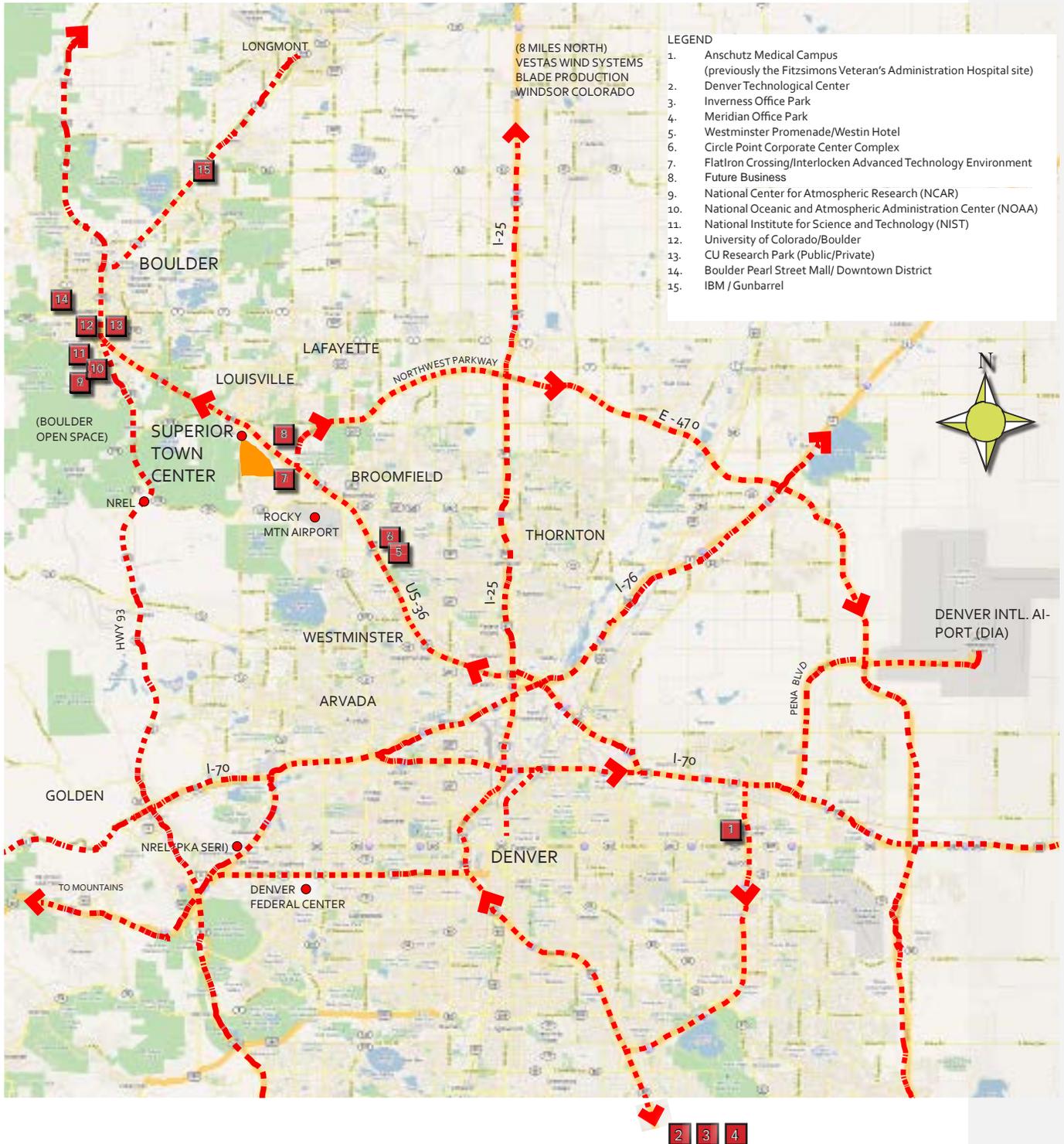
- A. Key Amendments/Modifications to 30 November 2012 STC PD And Design Guidelines
- B. Landscape Plant List
- C. Architectural Color And Materials Palettes
- D. Streetscape Materials Palette

FIGURES: (11 X 17) - Color

- A. Land Use Plan
- B. Build-to-Setback Diagram
- C1. Illustrative Street Sections
- C2. Illustrative Street Sections
- C3. Illustrative Street Sections
- D. Town Square Plaza Plan/Conceptual Renderings
- E1. Preliminary Landscape, Open Space, and Parks Plan (North)
- E2. Preliminary Landscape, Open Space, and Parks Plan (South)
- F. Bicycle/Pedestrian/Transit Circulation Diagram
- G1. Architectural Precedents - Town Center Core
- G2. Architectural Precedents - Community/Recreation Buildings and South Neighborhood
- G3. Residential Typologies
- G4. Conceptual Streetscape/Architectural Character Studies
- G5. Conceptual Streetscape/Architectural Character Studies
- H. Building Mass Diagram
- I. Parking Summary and Guidelines



Location Map





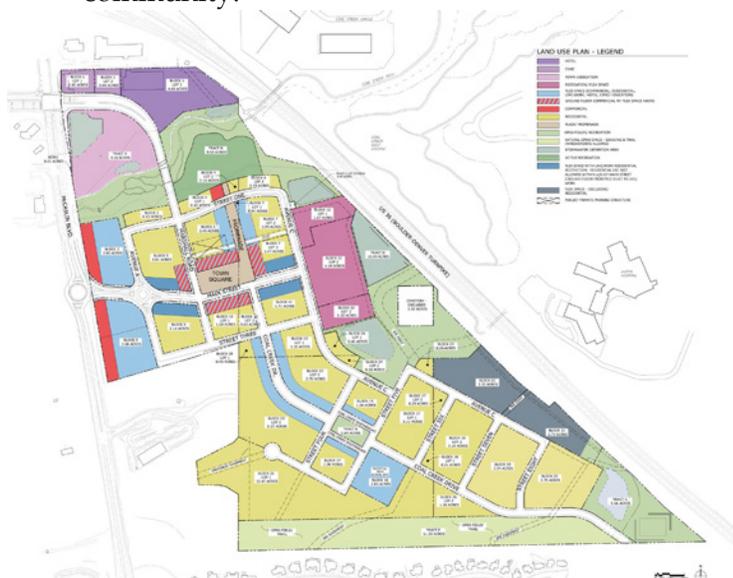
1.0 INTRODUCTION

1.1 PURPOSE AND INTENT

This document presents the Design Guidelines Supplement to the Superior Town Center ("STC") Planned Development (P.D.) Amendment. This document is to be read in conjunction with the P.D. Amendment and both documents together set forth the "Design Guidelines". When either the P.D. Amendment or this document reference "Design Guidelines" that reference is to the Design Guidelines presented in their entirety contained within the P.D. Amendment that includes this supplemental document. The Design Guidelines establish the criteria against which future Final Development Plans will be evaluated for compliance by the Town Staff, Planning Commission and Board of Trustees.

These Design Guidelines apply to all development within the Superior Town Center. This document further establishes standards and design criteria while identifying provisions that are flexible and those that are not. Future Final Development Plans shall also comply with the provisions of the Superior Town Code to the extent such provisions are not in conflict with the approved P.D. Amendment including this Design Guidelines Supplement.

The Design Guidelines are formulated to establish and maintain a high quality community appearance, assure consistency, direct character and form, encourage sustainable development, and enhance the overall value of Superior Town Center. The Design Guidelines also provide specific criteria to contribute to an overall sense of community.



Town Square Site Concept Plan



1.2 HISTORY/BACKGROUND

The Town of Superior was founded in 1896 at a time when the Town's economy was based largely on farming and coal mining. The shaft to the "Industrial Coal Mine" was sunk in 1896 on the hillside immediately south of town. The coal was said to be of "superior quality" and so the Town was named. The 1896 Boulder County Directory gave a glowing description of the new Town of Superior. It said a post office, hotel, church and school were "in progress" and that a general store was in full operation. The population of 200 was projected to triple within 2 years. Later newspaper articles referenced saloons and the RR depot where a gunfight and resulting death took place. What did these buildings look like? Who built them? Where were they located?

After Superior's Industrial Mine closed in 1945, many buildings were lost, some to fire and some to deterioration and demolition. Some were also moved to nearby towns. And, as the buildings disappeared and Superior became a quiet town where residents lived, but no longer worked, its history also began to fade.

In the years since the mine closed new residents to the area often had no knowledge that the largest producing coal mine in the Northern Colorado Coal Field was right underfoot.

Although most of the buildings pictured here have been gone for many years they should not be forgotten. They were part of the proud history of the miners and their families who settled here.



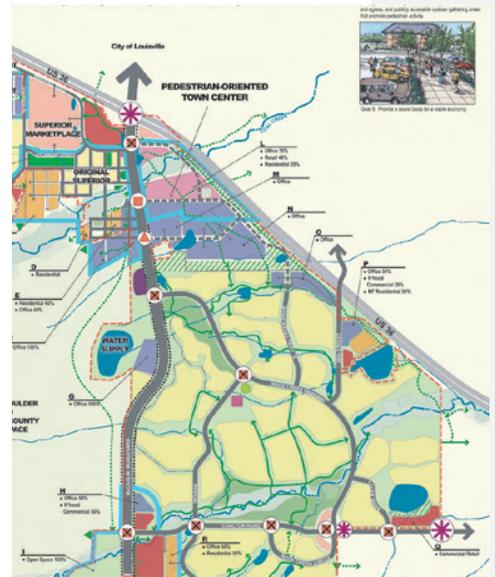
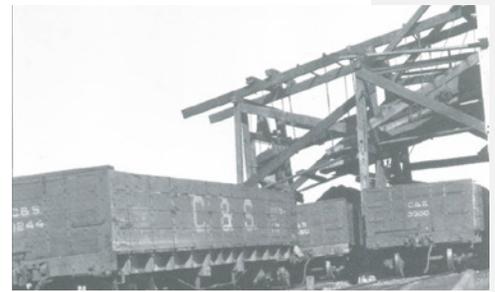
A. 2006 Comprehensive Plan / 2012 Comprehensive Plan Update

In 2006 the Town of Superior updated its Comprehensive Plan and through that process identified the 180 acre area bounded by Marshall Road extended, McCaslin Blvd., US 36 and Rock Creek ranch as a “Pedestrian-Oriented Town Center” comprised of retail, office and residential uses. At that time, the area south of the old railroad bed was envisioned for office uses based on projected increases in demand for office space that has not materialized over the past decade. Goal #3 of the 2006 Comprehensive Plan states: “Develop the Town Center as the primary specialty shopping, office, entertainment district of Superior that encourages pedestrian activity throughout the day and evening.”

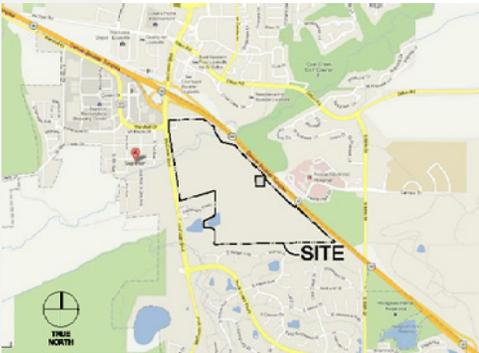
In 2012, the Town of Superior completed an update to the Comprehensive Plan and the revised Goal # 3 is Land Use Goal #4: Develop the Town Center as a distinctive central gathering place for Superior – a vibrant, pedestrian-oriented district that offers a variety of specialty shopping, office, entertainment, residential, and community-oriented uses.

B. 2007 Superior New Town Center Design Guide

Through an extensive Community-wide planning process, the Superior New Town Center Design Guide provided both a physical plan and guidelines and standards for developing the New Town Center. This document addressed Urban Form, as it relates to Community Structure, Parking, Street Design, Parks and Open Space, Block and Building Standards, Lighting and Signage.



Source: Van Meter Williams Pollack



The 2007 Town Center plan includes a mixture of uses on the north portion of the site (Phase 1) with a mixed density residential neighborhood on the south portion of the site (Phase 2).

C. 2012 Planned Development (PD) Plan

In November 2012, the Town produced a PD Plan for the 80 acre Town Center site. This document amends that PD Plan.

1.3 LOCATION

Superior Town Center is bounded on the West by McCaslin Blvd., on the East by US 36, on the South by single-family housing in Rock Creek Ranch, and on the north by a small commercial area.

1.4 THE SUPERIOR TOWN CENTER VISION

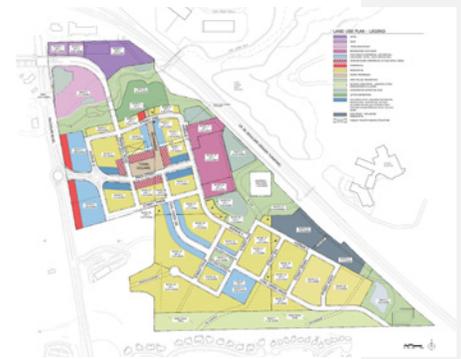
The STC design concept envisions a uniquely identifiable “Town Center” that incorporates a pedestrian-oriented place of enduring value. Substantial flexibility is built into the P.D. Amendment adopted for this site to allow ongoing development to respond to market demands as the site and the Superior Town Center development evolves. As provided by the Design Guidelines, STC subscribes to a high level of design quality.

The overall development intent is to create a vibrant pedestrian-oriented sustainable town center for the Town of Superior that will draw people from the north Metro Denver area and Boulder County. The STC will be a compact, horizontally and vertically mixed-use “Town Center” that provides the opportunity for merchants, residents, and employees to walk to shops, restaurants, recreation, and cultural events.





The location of the STC at McCaslin and US 36 provides the opportunity to tie into a major multimodal transportation hub for the north Metro Denver area sometime in the future and will serve as the social “heart” of the Town of Superior. STC will also provide a variety of enjoyable contrasts, the convenience of “urban” living with the topography and landscape to compliment a lively Colorado style.



The street grid is established to allow ample sunlight to reach the streets and town square in the summer and winter, as well as to provide great views to the Flatirons and the Front Range. This grid will also work to align external streets with the internal network to enhance connectivity. Likewise, the internal bike and pedestrian network will connect to the regional bike trail along Coal Creek as well as the CDOT proposed regional trail parallel to US 36 and McCaslin Blvd.

1.5 DEVELOPMENT AND DESIGN PRINCIPLES

Following are the development and design principles that have been used to inform the design of the Town Center.

A. CONNECTIVITY

i. INTERCONNECTED ROADWAYS

The interconnected street/block patterns integrate each area within Superior Town Center, making walking and biking more direct and convenient. This also disperses auto traffic onto a variety of streets and relies less on collector streets and arterial boulevards to get to shopping and businesses.

ii. PEDESTRIAN PRIORITY

The Streets are designed to slow vehicular traffic and address the needs of auto circulation while





providing the convenience and enjoyment of a walking community.

iii. *CONNECTION TO REGIONAL TRAILS*

Interconnect the trails and bike paths through Superior Town Center to the larger region (Louisville, Boulder, and Boulder County Open Space Trails System) will be provided.

iv. *GREAT PEDESTRIAN ORIENTED STREETS*

STC recognizes that pedestrians and bicycles have the right to traverse the community with convenience and safety.

B. A Mix Of Uses

i. *AN URBAN FORM THAT SUPPORTS A VARIETY OF USES IS SUSTAINABLE OVER TIME*

STC's Mixed-use "Village" center with retail/office and a variety of housing types provides ample opportunity for residents to live in a variety of housing types and to walk to shops, services, parks and open space.

C. Place Making

i. *MAIN STREET AND THE TOWN SQUARE SERVE AS SENSE OF IDENTITY AND PLACE FOR SUPERIOR.*

STC will create the downtown of Superior and contribute a sense of identity and place.

ii. *WALKABLE URBAN TOWN CENTER*

STC's Compact Walkable Development with businesses, homes, parks and civic uses in close proximity are easily walkable from destination to destination.

iii. *CONNECTION TO NATURE TRAILS AND OPEN SPACE*

A variety of parks range from the regional open space system and community-wide large scale active recreation facilities to smaller neighborhood parks and tot lots. These can become the identity and focus



View towards Pavilion from Town Square





for individual neighborhoods, as well as the larger Superior community.

iv. *VIBRANT NEIGHBORHOOD*

Vibrant neighborhoods are created by providing a mix of uses and a variety of public and private spaces in which children are welcome to play outdoors and there are eyes on the streets, parks, and trails from the many homes with windows facing these areas to enhance safety and security.

v. *COMMUNITY/PUBLIC SPACE*

STC will provide desirable places for Superior residents to linger that facilitate spontaneity and community gathering.

D. Sustainability

i. *GREEN URBAN DESIGN*

STC is designed to be a walkable community adjacent to transit contributing to a multi-modal transportation network.

ii. Health and sustainability are promoted by locating new growth near existing and planned infrastructure, services, and jobs in a compact development pattern.

iii. *ECONOMICALLY SUSTAINABLE*

The development plan is flexible so that STC can be built as the market demands.

E. Memorable

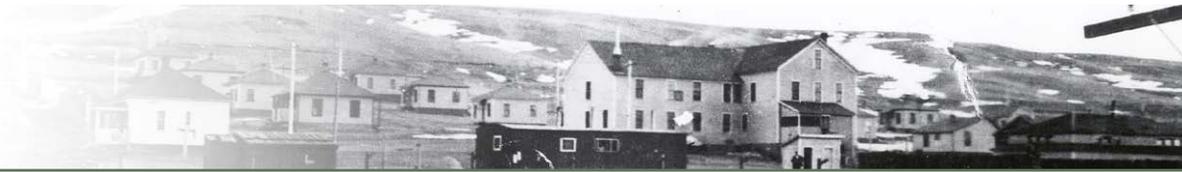
i. *UNIQUE CHARACTER/THEME/STYLE*

The Town Square has the rare opportunity to create a unique “theme” or “brand” since it is being planned from the beginning, and also has the opportunity to be the “Gateway to Boulder Valley” due to its visibility from US 36 and the travelers who come over the hills.





- ii. *“HEART and SOUL” OF TOWN*
The Town Square and pedestrian zone, with outdoor restaurants and shops can become the main gathering place for the community serving locals and attracting tourists. These public spaces offer locations for numerous community events (entertainment, outdoor markets and festivals).



1.6 COMMUNITY DESIGN CONCEPT COMPONENTS

STC has been designed with three planning areas further detailed herein. Planning Area 1 is the resort, civic and recreation planning area consisting of land dedicated to civic uses such as a future Town Hall, Civic Center, Amphitheater and fields adjacent to a convention oriented hotel site. Planning Area 2 is oriented around Main Street and the Town Square consisting of more intense commercial and residential uses plus indoor private recreation facilities. Planning Area 3 is the transition neighborhood that includes lower intensity residential, recreation, educational, and commercial uses oriented to the extension of Coal Creek Drive providing a strong pedestrian connection between the Town Square in Planning Area 2 and the Village Green. Additional significant components of the STC design concept are detailed below:



- A. Town Center Core (Planning Area 2)**
- i. The Town Center Core will be an integrated “urban” setting by incorporating shopping, entertainment, and restaurant uses along “Main Street” and the Town Square, with flex space around and above (office, retail, residential, civic, etc.). The buildings will be predominantly 3-4 stories with some structures exceeding 4 stories. The building heights of all structures in the Town Center Core are set forth on Figure H that establishes maximum heights for all of the blocks. Hotels are allowed up to 90 feet in height.
 - ii. The importance of pedestrian activity will be emphasized by residential density, the appropriate scale of streets, the tree lined sidewalks, plazas and outdoor dining opportunities.
 - iii. Accommodation of social and cultural events in



the Town Center will allow it to remain vigorous during days, nights and weekends.

- iv. Main Street terminates with a signature building at the East end that is home to a private indoor recreation facility.
- v. Paseos and internal mid-block courtyard opportunities will add diverse and intimate spaces to the Town Center.
- vi. The horizontal mixed-use project will allow shared parking to be accommodated on street, in surface parking lots, and parking structures.

B. Town Square

- i. The Town Square will be the cultural heart of the Community. It will be a flexible space designed to accommodate a variety of uses. Outdoor dining will be allowed as well as retail sales and entertainment. Amenities such as benches, a central pavilion/stage, and a bosque of trees to provide shade in the summer will further enhance user comfort and enliven the space.

C. Open Space and Parks

- i. The Coal Creek Corridor is envisioned as naturalized open space that will serve as a counterpoint to the urban core of the Town Center. With the restoration of native shade trees and understory plantings, the corridor can once again become a refuge for urban wildlife. Interaction with the site's most notable natural feature will be encouraged, by providing pedestrian access at key points along Coal Creek.
- ii. Public uses and developed open space are proposed for the area adjacent to Coal Creek. The northwest parcel between the extension of Marshall Road and Coal Creek is suitable for a public use such as a civic center, a large open turf area that could accommodate field sports, a children's play area, and picnic facilities. The



existing storm drainage pond will initially be retained and could accommodate other uses in the future such as a water feature. This area would also be suitable for a grass amphitheater. The developed open space southeast of Coal Creek is also suited for open turf areas and additional field sports.

- iii. The pedestrian promenade provides a connection between the Coal Creek activities, hotel and civic sites, restaurant overlooking Coal Creek, and the Town Square.
- iv. The Southern Neighborhood will feature a village green in the middle of Coal Creek Drive. Developed open space will also be integrated with most of the housing types.
- v. The largest open space parcel in the Southern Neighborhood is the large buffer area along the length of the south property line. The uses in this area will be determined by the Town.
- vi. The McCaslin Street edge of the Town Center may feature a linear green edge system with a major multi-use path framed with shade trees.



D. Hospitality

- i. There are several suitable hotel sites that can accommodate up to 500 rooms plus conference space. There will be a major hotel with at least 200 rooms.



E. Private Indoor Recreation Facility

- i. The approximate 150,000 square foot Indoor Recreation facility and requisite parking is planned to be located within the STC site at the northeast end of Main Street along U.S. 36.



F. Medical Office

- i. A medical office building with urgent care may be located adjacent to the Indoor Recreation Facility

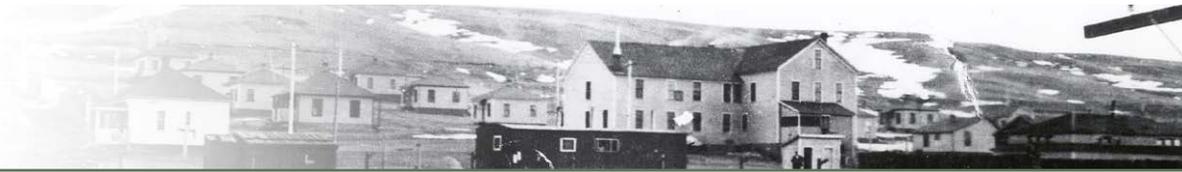


or another suitable location in the STC. Additional medical office buildings may be constructed in office and commercial areas.

G. Residential

- i. Residential buildings will be located to support the retail areas and the pedestrian promenade. It is anticipated that most of the housing will be “For Sale”. “For Rent” housing is also allowed.

A variety of housing types will be provided to meet the anticipated market demand including: empty nesters, seniors, young professionals, singles, single-parent, and small family households.



2.0 HOW TO USE THE DESIGN GUIDELINES SUPPLEMENT TO THE P.D. AMENDMENT

2.1 PURPOSE OF THE DESIGN GUIDELINES SUPPLEMENT

This document is intended to be read as part of the P.D. Amendment. This Design Guidelines Supplement is intended to provide builders, developers and designers of properties within STC a single source to guide their preparation of plans for the construction and implementation of the STC. In addition to providing certainty as to the standards applied by the Town in the review of such future plans, this document will provide the Town assurances that certain key design criteria and requirements for the STC are met.

2.2 RELATIONSHIP OF THE DESIGN GUIDELINES SUPPLEMENT TO THE PLANNED DEVELOPMENT AMENDMENT

This document is a supplement to the PD Amendment and must be read together with the PD Amendment. The overall concept and project intent of Superior Town Center (STC) is established in the Planned Development (PD) Plan for the STC. The PD Plan establishes the zoning and defines the general character and location of development parcels, land uses, primary roadways, and public open space areas. The PD Plan also establishes specific development standards for land use in the STC. This document is a supplement to the PD Plan that details additional specific development standards for land use in the STC, including the limits for building densities, setbacks, heights, site coverage, and local street standards.



2.3 RELATIONSHIP OF THE DESIGN GUIDELINES SUPPLEMENT TO OTHER MUNICIPAL REGULATIONS

The P.D. Amendment together with this Design Guidelines Supplement establish the requirements and criteria standards for review and approval by the Town of all uses and activities for future Final Development Plans within the Superior Town Center. The Design Guidelines augment, but do not supersede, the Town of Superior's existing ordinances relating to requirements and criteria that are not addressed in the P.D. Amendment. In addition, all applicable local, state, federal codes and regulations including but not limited to building, structural, mechanical, plumbing, electrical, health, safety, OSHA, and fire codes, must be met. If, however, there is any inconsistency between the requirements or criteria in the Town's Code and these Guidelines, because these Guidelines have been adopted specifically for the STC, these Guidelines will prevail and control in the Town's review of any application for development in the STC.

2.4 WHO USES THE DESIGN GUIDELINES SUPPLEMENT?

This document is to be used by builders as a guide and framework for their efforts to design and develop individual blocks or individual parcels within the Superior Town Center.

This document will also be used by the Town in reviewing future final plats, Final Development Plans, development proposals and applications to evaluate their conformance to the design objectives, requirements and criteria set forth herein and in the companion P.D. Amendment.



The Guidelines may also be the basis for the review of proposed improvements by private parties such as developers, owners associations or architectural control committees under declaration of covenants, conditions and restrictions or similar documents that the owner may record against the STC. Review by such private parties will be independent of the review of the Town.

2.5 VARIANCE TO THIS DESIGN GUIDELINES SUPPLEMENT

These Guidelines cannot anticipate all conditions and unique circumstances within the Superior Town Center and changes that may occur over the period of build out. The Town encourages innovation and is receptive to new ideas. The Town Board of Trustees may approve variances or modification to the approved P.D. Amendment including the Design Guidelines Supplement pursuant in the procedures in the Town Code for amending a Planned Development Plan.



3.0 TOWN CENTER LAND USE SUMMARIES

3.1 OVERALL PROJECT DENSITY MAXIMUMS

The overall development described within the approved Planned Development (PD) Plan is summarized as follows:

Commercial/Retail	444,600 sf
Office	373,000 sf
Private Indoor Recreation	150,000 sf
Civic Space	N/A
School	40,000 sf
Hospitality	500 guest rooms / 400,000 sf
Residential Units	1,400 du



4.0 DESIGN STANDARDS AND GUIDELINES

4.1 DIMENSIONAL STANDARDS

The Superior Town Center PD Amendment and this Design Guidelines Supplement have been processed for approval concurrently. The specific site and block dimensions (shown in the PD Amendment on sheet CS1.2 and Figure B of this document) are labeled as the “Build To/Set Back Diagram.”



4.2 BLOCKS, PARCELS AND STREET SYSTEM

A. Introduction, Intent and Purpose

Superior Town Center is planned to create a walkable, pedestrian-oriented environment built around a viable pedestrian realm that includes the amenities and improvements necessary to generate a high-level of activity and discretionary spending.

B. Blocks

The Superior Town Center is planned to incorporate block lengths ranging from 200–500 feet. Mid-block pedestrian pass-throughs or courtyards are encouraged for blocks exceeding 300 feet in length to facilitate pedestrian activity within the Town Center Core and provide gathering spaces.



C. Parcels

Every street within Superior Town Center will have sidewalks and street landscaping. Most of these sidewalks and landscape amenity zones will be within the public right of way. In Planning Area 2 (Core Area), the “Pedestrian Spaces” (the sidewalk and amenity zone, town square and pedestrian promenade) are identified as Parcels.





These Parcels identify the locations for commercial activities on private property within public spaces. Parcels will extend from the back of curb to the Block area and can be subdivided to facilitate distinct ownership or activities. Parcels can be owned by either a Metro District, Commercial Property Owner’s Association, or privately and all maintenance of Parcels will be the responsibility of the owner. These parcels provide a separate legal description for these Pedestrian Spaces to accommodate private activities such as on-street dining and retail sales on private property. These Pedestrian Spaces will allow pedestrian activity and access while accommodating activities commonly restricted to private property as described above.

D. Building Entrance Orientation

- i. Building entrances shall, when feasible, provide shade from the sun and weather protection for pedestrians either by recessing the entry or through the use of arcades, roofs, porches, porticos or awnings.

E. Streetscape Concepts

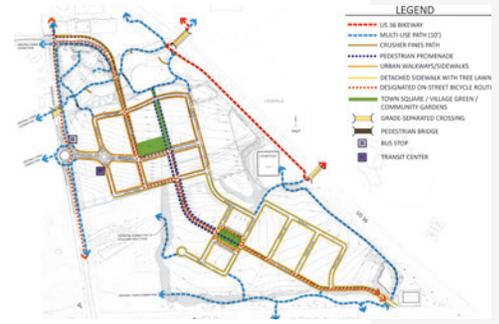
- i. Sidewalks will occur along all of the streets in the Town Center in accordance with the approved street sections (Figure C.1 to C.3).
- ii. The Town Center Core will incorporate



hardscape elements, planting, and street furniture to encourage and facilitate outdoor gathering.

F. Street System Design

The Street System within Superior Town Center has been designed to provide a high-level of connectivity internally and with adjacent street systems. All streets within the Town Center will be either owned and maintained by the Town of Superior, by the project Metropolitan Districts, or by a private owners' association as detailed in the P.D. Amendment.



4.3 PEDESTRIAN AND BICYCLE ACCESS, CIRCULATION AND CONNECTIONS

A. Introduction, Intent and Purpose

A network of interconnected trails and sidewalks have been planned for Superior Town Center so residents, merchants and employees can comfortably walk or bike to destinations in the Town Center, neighboring communities and the region.



B. Pedestrian and Bicycle Access / Circulation

The pedestrian and bicycle access and circulation system for Superior Town Center is shown in Figure F. This trail and sidewalk framework has been planned to not only facilitate movement of the Town Center's population, but off-site trail users as well. This is accomplished through a hierarchy of multi-use paths and sidewalks:

- i. The US 36 Bikeway will connect communities along the corridor.
- ii. Pedestrian underpasses exist under McCaslin Boulevard (at Coal Creek) and at two (2) locations under US 36. The US 36 underpasses





will be improved by CDOT with the widening of the highway. An underpass will be included as part of the Marshall Road crossing of Coal Creek.

- iii. Multi-use paths link the Town Center to Rock Creek Ranch, Original Town and Louisville.
- iv. Multi-use paths provide internal circulation for parks and open space areas.
- v. Sidewalks that range in size from 5' to 15' are provided throughout the Town Center.
- vi. Soft surface paths make connections to sensitive riparian areas, adjacent to Coal Creek.

C. Connectivity Beyond the Town Center Site

The proposed US 36 Bikeway and the Town Center's multi-use path system have been integrated with existing and proposed recreational trail systems in the area. A multi-use path has been extended to connect Coal Creek Drive bike lanes to the US 36 Bikeway.

D. Internal Pedestrian Connections

Provide multiple connection points from the parking areas to activity zones.

E. Paths, Walkways, and Sidewalk Design

A durable, long-lived pedestrian and bicycle infrastructure system will be created for the Town Center's long term success and livability

- i. Each sidewalk is to be constructed to meet current ADA regulations and the Town of Superior's standards and construction specifications in effect at the time of installation.
- ii. Path and walkway design should adhere to applicable safety standards and consider maintenance issues such as storm drain and snow plowing.
- iii. A two foot buffer zone (in addition to the nominal path width) will be provided for



paths adjacent to the parallel parking spaces, underpasses or retaining walls.

- iv. The multi-use path network shown on Figure F will be 10' wide.

F. Pedestrian Pass-throughs / Paseos

Pedestrian pass-throughs (paseos) will be provided where possible. These should be bright, well-lit spaces. The façades of the buildings fronting the paseos may be articulated for visual interest and may include shop windows and doorways where possible.



G. Street Crossings

All internal street intersections within the Town Center have been designed to facilitate safe pedestrian crossings, incorporating neck downs at each corner to reduce the length of the crosswalks. Changes in paving texture and/or color are to be used in lieu of painted markings to denote crosswalks in the Town Center core. Pedestrian crosswalks that are raised to curb height should be considered for high volume pedestrian intersections.

4.4 ON-SITE AMENITIES, HARDSCAPE, AND SITE FURNISHINGS

A. Introduction, Intent and Purpose

Superior Town Center will provide on-site amenities such as public gathering areas, landscaped parks and plazas, protected arcades and public art. Major site furnishings include benches, waste receptacles, planters, railings, bollards, and bike racks. In general, visual continuity of these elements is desired throughout the Town Center. All components of





outdoor site furniture shall be low maintenance and resistant to vandalism. Any such required furniture within the public right-of-way or on property dedicated to the Town shall be maintained by the Town. The Owner's Association shall maintain all other street furnishings.

It is the goal of Superior Town Center to have visual continuity within the public realm of the project. To set the tone for the project, a palette of paving, lighting, and site furnishing will be presented by the Developer, prior to installation, for use within the core. Typically, the theme of the site lighting and furnishings will be classic in design. The pedestrian areas will be paved in accordance with Appendix D. Although it is expected that the streets within the Core will have uniform site furnishings and urban details throughout, other parts of the projects will be based on the architecture and site surroundings.

B. Provision of On-Site Amenities

On-site amenities can create a strong image and unique character for a mixed use development making it a special place for the community. The following on-site amenities or features shall be incorporated where practical in visible, accessible, outdoor focal points or gathering places for the public to enjoy:

- i. Patio or plaza designated seating areas.
- ii. Landscaped mini-parks, squares, or greens including pedestrian amenities intended to support these places as gathering areas.
- iii. Water feature accessible to pedestrians.



C. Fences, Walls, and Stairs

Fences, walls and hedges help to define private open space and also enhance the adjacent streetscape. The design shall be coordinated with the materials, colors, scale and detail of the adjacent building and shall reflect the architectural character of the project. The following guidelines should be considered for all fences, walls and stairs within the Town Center.

- i. 60-inch maximum height for walls and fences adjacent to the public right of way.
- ii. Acceptable fence materials include steel, aluminum, iron, and masonry. Wood, PVC and chain link are prohibited.
- iii. Stairs, retaining walls, and elevation changes adjacent to public areas should be designed to maintain a pedestrian friendly streetscape.
- iv. A combination of low walls and gradual slope changes or two low staggered walls instead of one high wall (six feet plus) is encouraged where feasible.
- v. Acceptable materials for retaining walls are cast in place concrete, modular concrete units, and rockeries. Wood is an inappropriate material for walls and will not be used at Superior Town Center.





D. Seating/Benches

- i. Benches should be placed in appropriate locations along streetscapes and in plaza areas.
- ii. Restaurants are encouraged to utilize sidewalk café tables and chairs for customers outdoor dining.
- iii. Benches will be placed at transit stops, pedestrian courtyards and plazas in areas that receive direct sunlight in the winter.
- iv. Permanent seating will be designed to discourage sleeping.
- v. Raised planter walls should be designed to double as seating with smooth caps and heights between 16" and 18" when possible.

E. Other Site Furnishings and Features

Site furniture (bollards, bike racks, trash receptacles, tree grates, planter/sand pots, canopies, flags or banners) should be consistent throughout the site.

- i. Planters, waste and recycling receptacles will be designed to coordinate with other site furniture.
- ii. Newspaper and other publication vending machines will be grouped in pedestal-mounted racks, if any. Pedestal or wall-mounted machines that project into circulation spaces will meet ADA requirements.
- iii. Tree grates will be used to prevent excessive soil compaction and to give added interest to the pavement.
- iv. Tree grates will be used that meet current ADA standards and are fabricated of cast iron or strong non-rusting steel, capable of supporting maintenance vehicles. In some areas that receive heavy use by people, tree guards may be appropriate to give added protection to young trees.



- v. The inner rings of tree grates will be designed to be easily removed as the tree matures.
- vi. Tree grates should have a minimum size and dimension of 16 sf (4'x4')

F. Public Art

Public art is required to add interest and character. Art may be incorporated into building facades and may include sculptures, water features/ fountains and murals.



G. Amphitheater

In order to broaden opportunities for hosting special events and to increase visitation, a small grass amphitheater will be provided in the open space along Coal Creek. This facility features a small informal stage, subject to design by the Town.





4.5 PARKING

A. Introduction, Intent and Purpose

This section provides criteria for the siting and layout of parking lots and structures. Specific landscape criteria for parking are included in Section 4.6.

B. Off-Street Parking Requirements

The P.D. Amendment identifies the specific parking requirements for the project based upon the amount of specific uses. Each future Final Development Plan shall provide a parking calculation based upon the approved Parking Requirements and Shared Parking Guidelines. Such parking calculation shall demonstrate the amount and location of the required parking.

C. Parking Location and Layout

Vehicle parking should be provided to meet the location requirements of specific uses without undermining the function of other modes of transportation or detracting from the creation of attractive pedestrian environments.

The following criteria apply to exterior parking lots:

- i. Where feasible, avoid dead-end aisles and provide connections to adjacent parking aisles, roads or lots. Where dead-end situations are unavoidable, adequate space for turn around must be provided.
- ii. Where feasible, efforts shall be made to obscure the parking fields from view in pedestrian corridors.
- iii. Parking aisles will be oriented perpendicular to buildings so pedestrians walk parallel to moving cars.
- iv. Parking areas will be designed in a manner that





links buildings to the street sidewalk system as an extension of the pedestrian environment. Design features such as walkways with enhanced paving, trellises, or special landscape treatments will be used to achieve this objective.

- v. Parking areas which accommodate more than 125 vehicles will be divided into a series of smaller, connected lots. Landscaping and offsetting portions of the lot are effective in reducing the visual impact of large parking areas.
- vi. Every effort will be made to take advantage of the opportunity to reduce the total number of parking spaces based on the Shared Parking Guidelines in the P.D. Amendment (CS1.1)
- vii. Spaces will be provided for persons with disabilities in accordance with local codes and ADA requirements. Ramps, pavement marking, and signage will be provided as required.
- viii. Curbed landscaped islands will be used to designate a change in direction of parking stalls and aisles.
- ix. Landscaped islands at the ends of all rows of parking will be provided except for temporary conditions.
- x. No more than 15 parking spaces in a contiguous row without a 9' x 18' landscape island will be allowed.
- xi. Where the front of parking spaces abut landscaped islands, medians, or perimeter curbs or sidewalks, the length of spaces may be shortened by 1.5 feet to account for the car overhang, if the width of the sidewalk or landscape strip is increased by that same amount. Tire stops in permanent parking lots not allowed.

D. Parking Structures and Parking Beneath Buildings

The appearance of parking structures, whether





freestanding or attached, should relate clearly to the building they serve, and contribute positively to the character of any development. The incorporation of parking structures in the mixed use Town Center is encouraged in order to minimize the visual impacts of parking.

- i. Where appropriate convenient, weather-protected pedestrian connections between parking structures and main buildings, and at pick-up points will be provided.
- ii. Where the ground level of the parking structure faces onto a public street, the façade will be designed to be interesting to the pedestrian. Consider providing ground floor retail uses, awnings and signage to encourage pedestrian activity on the street.



E. Bicycle Parking Facilities

Every effort should be made to encourage the use of alternative transportation modes within Superior Town Center through the provision of functional and attractive bicycle parking conveniently located and in adequate numbers. This is accomplished through careful placement of bicycle parking racks throughout the Town Center:

- i. Provide sufficient lighting levels to facilitate evening use.
- ii. Consider provision of bicycle lockers at major transit station locations.
- iii. Provide bicycle parking adjacent or near transit shelters as they are located and constructed.
- iv. For each block in the Planning Area 2, bicycle parking should be provided in an amount equal to 10 percent of the required vehicular parking, with one-third of these provided in a sheltered or covered environment.
- v. Bicycle parking should be provided in key locations on the periphery of the Town Square, Pedestrian Promenade and Village Green.

F. Development of Future Lots and Structures

Superior Town Center, which will be developed in phases, should anticipate and accommodate such phasing in the parking lot design. Provisions should be made for increased parking demands related to anticipated expansions.





4.6 LANDSCAPE AND STREETScape

A. Introduction, Intent, and Purpose

The urban landscape and open spaces for this project are to be designed to support the goal of establishing the Town Center as the “heart” and civic focal point for the Town of Superior. Consequently, urban design considerations must be synthesized with contextually appropriate, well designed landscapes in order to successfully implement this vision for the Town Center. With careful planning and design, the landscape framework will:

- i. Be attractive and sustainable,
- ii. Support a vibrant street environment that encourages pedestrian activity, and
- iii. Establish clear circulation patterns for both vehicular and pedestrian traffic.

B. Streetscape Design

Superior Town Center can foster successful retail development through a vibrant, visually appealing, user-friendly streetscape. To achieve this goal, a Streetscape Hierarchy Diagram has been developed to define the streetscape character of each area of the Town Center (see Figure C).

- B1. The Town Square central area will be the heart of the Town of Superior and should provide:
 - i. Pedestrian safety and comfort through the use of shade trees (shade in the summer/sun in the winter), and a full compliment of pedestrian amenities such as benches, planters at seating height, and a non-permanent pavilion.
 - ii. Rich paving throughout the square that utilizes durable, long lasting materials such as natural stone and brick/concrete unit pavers in a dynamic pattern, if feasible. Asphalt and grey concrete paving is discouraged in this area.
 - iii. Spaces that can be used in a variety of ways



and which transform from normal shopping/ pedestrian activities to host events and festivals. The Pedestrian Promenade will create a tree-line linkage between the retail office, civic, and restaurant uses of the Town Square and the retail/restaurant uses and associated open space fronting Coal Creek. This will be a pedestrian-only corridor, which allows service vehicle access, that will extend the Town Square's energy to the parks and open space on the north edge of the town core and will be designed to support a wide variety of uses and special events.

The Pedestrian Promenade will extend the Town Square's pedestrian zone to the north in an environment that will exclude vehicular traffic and will extend the cultural heart of the Town Center. It will be a flexible space designed to accommodate a variety of uses. A bosque of trees will provide shade in the summer and sun in the winter. Amenities such as benches, planters, social gathering spaces, and opportunities for art further enhance user comfort and enliven the space.

- iv. Zones adjacent to the buildings that provide opportunities for outdoor dining and retail displays.
 - v. Supplemental water quality measures will be implemented if feasible such as tree well biofilters, porous paving, or other storm water Best Management Practices (BMP's) that have a proven record of performance in similar climate and soils (especially in the area of introducing storm water into tree wells or planting areas).
- B2. Planning Area 2 Streetscape. The primary entry point to the Town Center on Main Street should have an enhanced character that alerts drivers that they are entering a special, pedestrian-





friendly urban zone. This gateway for the Town Center will feature:

- i. Sidewalks with enhanced paving; including the use of natural stone brick or concrete unit pavers where feasible. Limited use of tinted concrete may be appropriate.
- ii. Sidewalks that allow room for outdoor dining/retail and which accommodate pedestrian movement, where appropriate.
- iii. Pedestrian crosswalks that are either raised or paved in an accent material.
- iv. Heavily landscaped medians and enhanced landscape treatments at each corner to highlight the signature Town Center monument signage.
- v. Street trees in tree grates spaced no more than 40' on center.
- vi. Neckdowns and crosswalks to provide safe street crossings for pedestrians.
- vii. A 5'-0" clear walkway is to be provided adjacent to the seating area for outdoor dining or display area for outdoor retail. This applies to the Urban Streetscape Zone.
- viii. On-street parking is allowed on both sides of the street.

B3. Planning Area 1 Streetscape. This zone will be the north access to the Town Center and will feature:

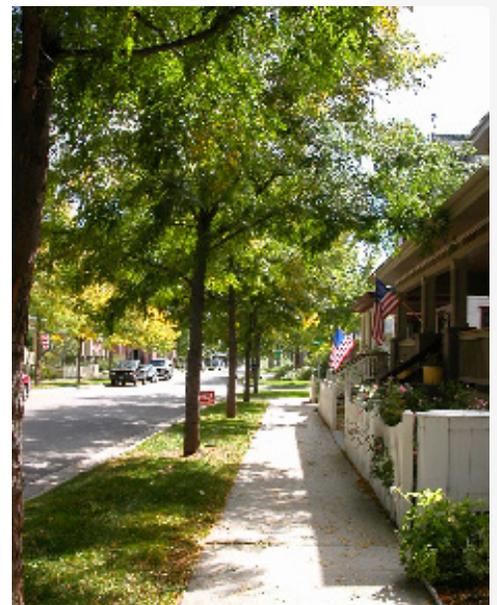
- i. Rich paving materials, street trees, and landscaping that is consistent with Main Street.
- ii. Sidewalks that accommodate pedestrian movement.
- iii. Neckdowns and crosswalks to provide safe street crossings for pedestrians.
- iv. On-street parking is allowed on both sides of the street south of the last commercial access.

B4. Urban Streetscape. This streetscape treatment is applied to the majority of the Town Center

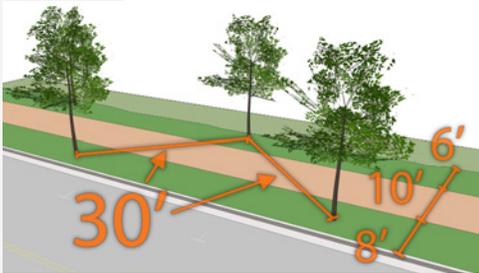


streets and provides for pedestrian movement and amenities, on-street parking, and travel lanes that encourage traffic flow at pedestrian-friendly speeds.

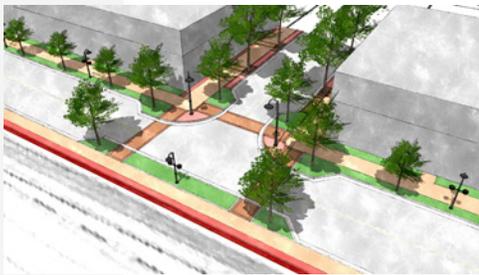
- i. Sidewalks can be 10' to 15' wide to allow landscape frontage for adjacent buildings. The paving treatment is envisioned as a mix of unit paving (brick or concrete) and tinted concrete.
- B5. Planning Area 3 Streetscape will reflect the lower density uses in the southern half of the Superior Town Center.
 - i. Planning Area 3 streets will feature tree lawns between the back of curb and the sidewalks. The tree lawns will be a minimum 4' and will be landscaped with either low-water use turf or a mix of turf and shrub beds. Street trees are to be planted ±40' on center.
 - ii. Sidewalks will be a minimum of 5'.
 - iii. Neck downs with raised open planters and enhanced crosswalks highlight the street corners at key intersections. These will facilitate safe street crossings and provide opportunities for street trees and landscaping. Enhanced paving materials are encouraged at these corners.
- B6. McCaslin Boulevard and Marshall Road Streetscapes. The streetscape treatments for these streets are envisioned as tree-lined corridors with sidewalks to facilitate pedestrian movement.
 - i. Street trees will be planted every 40' on Marshall Road except when adjacent to open space where 50' tree spacing may occur. McCaslin Boulevard may feature a double row of street trees planted 30' apart in a triangular pattern on either side of the multi-use path.
 - ii. Tree lawns between the back of curb and sidewalk will be landscaped with either low-water use turf or a mix of turf and shrub beds.



4'-0" Street Amenities Zone



McCaslin Blvd Street Trees



- iii. Sidewalks in these two zones can be standard concrete. However where Marshall Road is within the Town Center Core the Urban Streetscape standards apply.
- iv. Neck downs with raised open planters and crosswalks are to be used at the intersections.

C. Required Street Trees

Street trees shall comply with the requirements of the Town Code with the following modifications:

- i. Street trees shall be selected from the approved Superior Town Center Plant List included in Appendix B.
- ii. Street trees shall be planted in tree lawns, open planters, or in tree grates as required for each streetscape type described above.
- iii. Street trees shall be 2.5" caliper (minimum) with the height of the first branch no less than 6'-0" above finished grade.
- iv. Buried utilities are to be planned to avoid conflicts with street trees. Street trees may be adjusted (with approval) where conflicts are unavoidable.
- v. Plant diversity should be considered when selecting street trees. The maximum percentage of any one tree species on a street in the Superior Town Center is 33%.
- vi. Shrubs may not be substituted for the required street trees.
- vii. To help buffer pedestrians and outdoor diners from vehicular uses, trees will be located in tree grates or raised planters. When trees are used in planters, they will be accompanied by low shrubs, perennials, and ground covers.



D. Parking Lot Landscaping

Landscaping for at-grade parking lots in the Town Center shall comply with the requirements of Sections 16-24-30 and 16-24-60 of the Town Code, except as modified below:

- i. One 2 ½" caliper shade tree and five shrubs are to be provided for every 8 parking spaces. The goal of this change is to provide trees in each corner of the parking lot, two trees for each 9' x 36' parking island and one tree for every 9' x 18' parking island.
 - ii. Openings may be provided in concrete curbs where parking lot islands are incorporated into an integrated bio-filtration plan. Trees and shrubs shall not be planted in the bottom of bio-filtration channels.
 - iii. Because of the intensity of the proposed development, landscape buffering for parking lots in the Town Center may be reduced on a case-by-case basis through the use of decorative screen walls. The height of parking lot screen walls shall not exceed 42".
- D1. Landscaping for Temporary Parking Lots.
- Surface parking lots that serve as a temporary use will be allowed on a case-by-case basis.
- i. Temporary parking lots are to be buffered from adjacent roads and uses per Section 16-24-30 of the Town Code.
 - ii. Shade trees may be provided in large containers or planted at 50% of the required quantities for fully developed parking lots.
 - iii. Internal landscaping will not be required for temporary parking lots unless the number of spaces exceeds 100 stalls.
 - iv. If rotomillings, road base crusher fines, or other





aggregate paving surfacing is approved for a temporary parking lot, bumper blocks are to be used to define parking spaces.

E. Landscape for Courtyards Above Parking Structures

Where courtyards are provided on structured decks above parking structures, landscaping and site amenities are to be provided at levels that result in visually interesting, comfortable people spaces where feasible. Because of the variability in the structural requirements for structured decks and the wide range of potential treatments, each courtyard landscape over structured parking will be judged on a case-by-case basis.





F. Landscaping Within Individual Parcels

Landscaping within individual parcels in the Town Center shall comply with the requirements of the PD Amendment Plan.

G. Landscape Buffers and Screens

Landscape buffers and screens for parcels within the Town Center shall comply with the requirements of these Design Guidelines. Because of the urban density proposed for the Town Center, variance from these standards will be considered on a case-by-case basis, such as: Decorative architectural or green screens to create buffers that effectively achieve the same results as a wider landscape screen or buffer. Where parking occurs adjacent to a public sidewalk in the Town Center Core, a 3-foot buffer area with a low masonry wall or green screen shall be provided to screen cars.



H. Perimeter Edge Treatments

Perimeter plantings along McCaslin Boulevard and US 36 shall provide buffering for adjacent uses.

- i. The character of the McCaslin Boulevard landscape is to be defined by trees planted 30' on center in a triangular pattern on both sides of the multi-use path. The tree lawn between the path and back of curb is to be planted with low water use turf grasses or a combination of turf and shrub beds. The McCaslin Boulevard plantings shall employ a variety of tree and shrub types with enhanced plantings at the gateways as appropriate.
- ii. Sidewalks will either align parallel to the street in the McCaslin area or gently meander. Multi-use paths should meander, responding to landforms where possible.





- iii. Trees and shrubs should be planted in naturalized patterns and be used to enhance path intersections and edges of the detention / water quality ponds.

I. Detention Pond Landscape

Storm water management plans for the Town Center will result in the construction of a series of detention and water quality ponds on the east edge of the site.

- i. The top edge of the slopes and embankments of these ponds will be landscaped with groupings of naturalized trees and shrubs. Plantings should be calculated at a minimum quantity of 1 tree and 5 shrubs for every 50 LF of the top edge of embankment. Plantings should be set back to allow maintenance access where needed.
- ii. The seed mix for the ponds should be comprised of native and adapted grasses and wildflowers that thrive in a wide variety of soil and moisture conditions. Pond slopes and swales are to be protected with high quality erosion control products that will prevent soil loss and encourage germination.
- iii. Areas that will remain wet throughout the majority of the growing season are to be seeded with a wetland seed mix or planted with wetland starter plants.

J. Coal Creek Open Space / Park System

Due to the variety of the landforms and natural systems on the Town Center site, a variety of open space types are to be provided. The open space and developed park lands will be used for active and passive recreation by the Town Center community and residents of Superior.

- i. Coal Creek is heavily wooded and the quality of the riparian vegetation and creek bed is



diminished by non-native / invasive plants and historical cattle grazing. An Environmental Assessment for this plan shall be provided including recommendations for restoring the corridor to a more sustainable, native state, supporting wildlife.

- ii. The Town Center's developed parks and active recreation resources will be located north and south of Coal Creek and in the South Neighborhood. Pocket parks within the South Neighborhood will provide a walk-to recreation amenity for residents and shall include shade trees or picnic shelter, play equipment targeted toward young children, a signature amenity such a climbing boulder or small splash ground, and restrooms where appropriate. The other major active recreation amenities for the Town Center are located north of, and adjacent to the Coal Creek Trail. The grades for these areas are appropriate for irrigated turf grass or artificial turf multi-use fields suitable for a variety of field sports and youth sport practices.
- iii. Given the intensity of outdoor use expected within the high use areas and parks in the Town Center, the primary plantings will be shade trees and turf grasses that can tolerate heavy use and climatic conditions.
- iv. Special features such as an amphitheater, play structures, water features, and plazas for events will be developed and landscaped with more intense landscaping appropriate for an urban space. In some areas, permeable paving and aggregate walking surfaces shall be used to minimize runoff.

K. Xeriscape / Water Conservation

Every effort shall be made to conserve water by utilizing state-of-the-art Xeriscape and water conservation principles for the Town Center's





landscape. Xeriscape principles define a method of landscaping that promotes water conservation through well planned soil prep, aeration, mulching, selection of low water use plants, and a carefully designed irrigation system.

L. Landscape Standards and Plant Material Selection

- i. Installation of the Town Center’s plant, landscape, and irrigation materials shall be per the Town of Superior’s Standard Specifications, Details for Planting and Irrigation, and xeriscaping guidelines at the time the P.D. Amendment was approved.
- ii. Shade trees, ornamental trees, evergreen trees, deciduous and evergreen shrubs, and ornamental grass, shall be selected from the Town Center Landscape Plant List included in Appendix B of this document.
- iii. Because of the urban character in the Town Center, the requirement in the Town’s Municipal Code for providing “total tree and shrub counts [that] shall be split two-thirds coniferous and one-third deciduous species” shall be evaluated on a case-by-case basis. It is recognized that much larger percentages of deciduous trees will be appropriate for this project.
- iv. The primary source for irrigation water for the Town Center (especially for parks and open space areas) shall be the Town’s re-use water.
- v. Open space and common areas not covered by irrigated turf grasses or shrub beds shall be seeded per the Town of Superior’s Standard Native Seed Mix as specified by the Parks and Recreation Department. This will provide consistency between the Town Center’s open space and adjacent properties. Open space native grass areas will be served by a permanent,



- automated irrigation system that is designed for native grass stands.
- vi. Structural backfill soil such as “CU Structural Soil” (as defined by the Urban Horticulture Institute, Cornell University), or alternatives approved by Town staff, are required for all street trees planted in sidewalks or planters smaller than 50 SF.
 - vii. Tree wells and planters adjacent to curb and gutters shall be constructed with subdrains. Tree well subdrains may be eliminated where documentation is provided demonstrating unavoidable utility conflicts, or when an alternate approach that achieves the same results is provided.
 - viii. Each street tree shall be irrigated via a drip-ring emitter.
 - ix. The design of the Town Center landscape (open space, parking lots, plazas, etc.) should incorporate supplemental water quality measures such as drainage swale biofilters, water quality ponds, tree well biofilters, porous paving, and other storm water Best Management Practices (BMP’s) where appropriate.





4.7 TRANSIT

A. Introduction, Intent and Purpose

Superior Town Center has been planned to accommodate transit as future routes are expanded to serve this area.

B. Transit locations

- i. Transit stops have been identified in Figure F. The Town will determine Transit stops with each FDP.

C. Transit Shelter Design

- i. Transit facilities (stops and shelters) shall be designed at appropriate locations in the Town Center.

4.8 STREET, SITE AND ARCHITECTURAL LIGHTING

A. Introduction, Intent and Purpose

Special lighting techniques should be used to enhance the Town Square and streets within the Town Center. Site lighting should be architecturally compatible and consistent in design, and reduce light pollution.

B. Fixture Design and Illumination Level

Light pollution detracts from the enjoyment of the night sky especially in urban areas. A “dark sky maintenance” approach to lighting fixture selection reduces light pollution and should be incorporated into the overall lighting design of the Town Center.

Exterior light standards should be designed as a “family” of compatible fixtures, which relate to the architectural character of the buildings on a site. All exterior lighting should be provided at the minimum level to accommodate safe pedes-



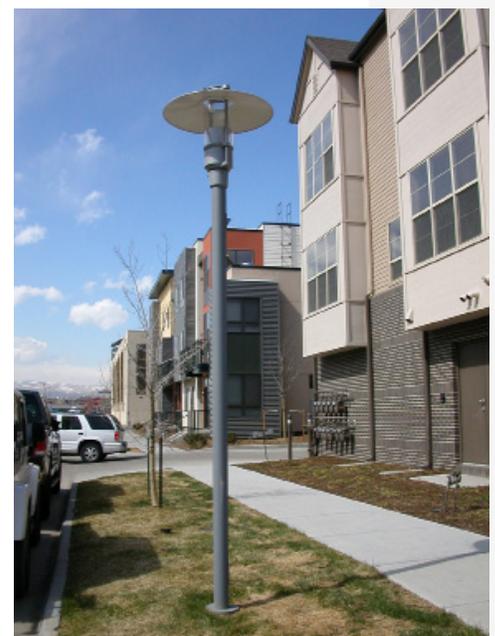
trian and vehicle movements, without causing any off site glare.

- i. All public street lighting will utilize the standard decorative Town Center fixture so that the lighting will be uniform in design and color complimentary to the architecture and in scale with the Town Center massing.
- ii. All internal private street lighting shall be designed to be architecturally compatible with structures and lighting on adjacent properties.
- iii. To facilitate security, lighting levels that are adequate for visibility, but not overly bright will be specified. All building entrances will be well lighted.
- iv. LED or metal halide fixtures will be used. High-pressure and low pressure sodium light fixtures are not allowed in any application.
- v. Maximum height, of all poles along internal public streets and within landscaped and pedestrian areas is 16 feet, measured from grade.
- vi. Mid-height poles will be used in parking lots larger than 100 spaces (20-24 feet measured from finished grade).
- vii. Maximum levels of light fixture illumination will be in conformance with Chapter 16, General Development Standards of the Town Code.

C. Decorative Architectural Lighting

Lighting that highlights architectural features, creates aesthetic interest in the development and develops a unique identity for buildings on the site, adds visual interest to the Town Center. Special lighting that accents building features and creates visual interest is encouraged in the Town Center, provided that design continuity is maintained among buildings.

- i. Lighting fixtures mounted directly on structures are allowed when utilized to enhance specific





architectural elements or to help establish scale or provide visual interest.

- ii. Fixtures used to light building mounted signage, building facades or pedestrian arcades will be integrated into the building's architectural design.

D. Parking Lot and Parking Structure Lighting

should be unobtrusive, and should not attract attention to itself, but rather provide safe light for orderly functions.

- i. Pedestrian ways through parking lots will be emphasized with lighting.
- ii. Poles will be located in landscaped medians and on masonry bases with maximum heights of two feet.
- iii. Interior lighting for parking structures will be concealed and shall not be visible from outside the parking structure.

E. Pedestrian Area Lighting

Walkway lighting should be scaled to the pedestrian and should provide for safe use of pathways and pedestrian areas. Walks should be lighted for the safe passage of pedestrians, as should areas which are dangerous if unlit, such as stairs, ramps, intersections, and underpasses

- i. Use of lighted bollards or other low level fixtures is encouraged to identify pedestrian walkways and drop-off areas at entrances to buildings.
- ii. Pedestrian-to-vehicle intersections with low-level decorative streetlights will be emphasized.
- iii. All primary walkways, steps or ramps along pedestrian routes will be illuminated during hours of darkness.
- iv. Building mounted fixtures will be used for walkways or plazas near buildings.



F. Landscape Lighting

Landscape lighting should enhance and complement, not overpower the landscape materials in the nighttime hours.

- i. Landscape accent lighting is encouraged in plazas, greenways, and courtyards provided it is consistent with adjacent buildings and indicative of the overall project quality.
- ii. Special lighting for fountains, sculptures and other public art is encouraged in plazas and open spaces provided the lighting does not cast glare or interfere with the enjoyment of these spaces.
- iii. The landscape lighting will be designed to work for all seasons of the year.
- iv. Tree mounting locations that are selected will require property equipment selection and utilization that will consider the mature size of the plant and surrounding plant life to achieve the desired effect.
- v. Fixtures will be concealed where possible (i.e., in trees, by landscape, behind rocks) to control glare and avoid extreme bright spots on the surrounding landscape.



5.0 STREET DESIGN GUIDELINES

5.1 ROADWAY CLASSIFICATION/CROSS SECTIONS

Figures C .1, C.2, and C.3 - Illustrative Street Sections show the hierarchy of streets within the Town Center.

The layout and design of the streets internal to the Town Center will promote slow speeds and encourage bicyclists to share the streets. A primary north-south bicycle route through the project will be defined by dedicated on-street bike lanes.

Off-street multi-use trails shall be located along Coal Creek and on the east and south edge of the site to facilitate pedestrian and bicycle access to the Town Center.





6.0 SPECIAL DESIGN GUIDELINES FOR THE TOWN CENTER CORE

6.1 RELATIONSHIPS AND COMPATIBILITY BETWEEN BUILDINGS

Overview: Fundamental to successful town center planning and the creation of new town center developments is a recognized appreciation, desire, and planning framework to encourage, richness, variety, walkability, safety, regionalism and a distinct “sense of place”. To this end, these Design Guidelines look to leverage the unique attributes of this location and this site to create an authentic, sustainable, and uniquely “Superior” Town Center Core area.

A. Topography

The topography of the site and the resultant grading dictates an approximate 2.1% rise in elevation from the northeast to the southwest corner of the Town Center Core, creating a range of opportunities to help establish a rich, vibrant and walkable community core. For example, this site cross slope enables a highly efficient utilization of tuck-under parking and limits the need for below grade structured parking and significant cut/fill. Additionally, this slope can be translated to the rooflines within the core, providing opportunities for stepped roof articulation and a desired variety of form and mass. Finally, as the site slopes down to the northwest (in the direction of significant views and sun-harvesting opportunities),





building massing can be leveraged to maximize views to the north / northwest and introduce sun into the core.

B. Common Façade Elements

Traditional façade elements will be considered in the Town Center buildings. In many cases, entire block faces will be designed and built simultaneously, providing the opportunity to tie retail façades together with common elements. Repetition of pattern and detail and use of “traditional” façade elements will be used to create visual alignments and aesthetic continuity that will contribute to the overall character of the Town Center. Within this framework, latitude should be afforded to allow these elements to be interpreted in unique (site and program specific) ways. Elements and strategies to encourage overall compatibility between buildings and allow for individual expression include:

- a) Grounding Base: Stone or masonry stallboard as the base expression along storefronts
- b) Ground Floor Porosity along public “edges” and pedestrian level retail display windows,
- c) Crafted Details: (awnings, trellis and/or canopies at entrances and special features),
- d) Intuitive Front Doors: (articulated and/ or recessed store entrances),
- e) Horizontal Control Lines: 1. Transom and/or sign band aligned with adjacent buildings, 2. Parapet cap or cornices creating a separation between the first floor retail level and the upper levels (no more than 50% of retail façade length to be podium condition) 3. Parapet cap or cornice at top floor (depending on site and program),
- g) Appropriate Fenestration: Window proportions, patterns and details based on use, location, and solar control,
- h) Middle Floor(s) Variety: A range of projecting and recessed



balconies, sunshades, canopies will be provided to animate upper floors, j) Articulation of Top Floor: Stepped back massing with allowable rooftop terraces, and k) Varied Skyline: Sloped roofs will be encouraged. (See Section 6.3, A.)

C. Architectural Features

The alignment and compatibility of architectural features and established patterns with neighboring buildings will be considered. The alignment of architectural features from one building to another creates visual continuity, establishes a coherent visual context throughout the Town Center “and” allows individual blocks to be implemented over time within an accepted and controlled (aesthetics, proportions, massing) framework. While a diverse variety of building forms and expressions are anticipated, building façades will be designed to reinforce proportional and qualitative patterns and unite the Town Center’s visual character and consistency.

D. Façade Patterns and Proportions

A consistent rhythm of façade widths, scale and expression will be maintained through the use of materials, patterns, reveals, building setbacks and colors. Retail facades will be modulated using bay widths of approximately 25’ - 30’. Any single building façade should not exceed a maximum of 90 - linear feet (equivalent to three traditional retail bays). For building facades falling within the Town Square frontage, a minimum of 50% of the Ground Floor façade length shall be set along the property line (0-foot setback), to encourage desired dense urban scale and character and provide ample space for ground floor “patio” dining. Dining





opportunities will be encouraged inside, outside and rooftop, and recessed into the ground floor building massing.

E. Building Articulation

All buildings will be articulated on all sides fronting on a public road, square or pedestrian way with special consideration and review to materials, entrances, fenestration patterns, craftsmanship and detailing.

6.2 BUILDING HEIGHT, MASSING AND SCALE

A. Buildings that appear similar in mass and scale

help to maintain a coherent visual image of the desired “main street” character. Within this context, it is also important to promote a variety of building heights and articulations to create dynamic visual interest and variety. Building massing shall be recessed above the third floor to establish a predominately lower scale and massing impression. See Figure A.1 - Building Mass Diagram.

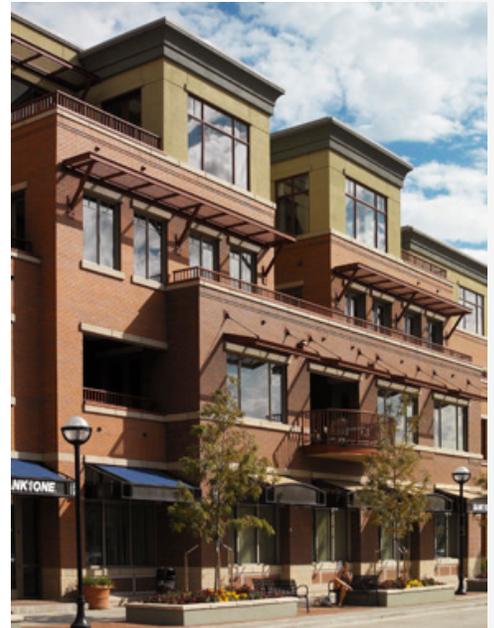
B. The effect of building height on shading and

views will be considered with priority given to public areas and public ways. The Core Area street grid has been laid out at a 16 degree angle to East/West to maximize the solar access to the ground level on the north sides of the buildings. Furthermore, proposed building heights and massing on the South side of the Square should be scaled and positioned to minimize shading of the Square particularly during the Fall, Winter and Spring seasons. Buildings fronting the Town Square and along Main Street shall be limited to a vertical expression not more than 4-stories, with an allowable stepped back fifth level. All proposed buildings surrounding Town Square



will require a solar analysis to evaluate massing and heights of buildings contributing shadow impacts on neighboring parcels.

- C. Establish a tactile, richly layered and diverse physical character rather than a monolithic or monumental scale. The Town Center will provide a rich tapestry of façade elements properly detailed that will establish a sense of scale for the pedestrian and create visual patterns that link buildings within a block. Special consideration to materials sizes, proportions and finishes, uniform building components and standard window sizes are recommended at ground floors adjacent to pedestrian areas.
- D. The maximum height of buildings within the Town Center Core is shown on Figure A.1 - Building Massing Diagram. Heights are measured on each façade from the lowest point of the vertical wall/ground plane intersection and the ridge line or parapet of the uppermost floor of the building. Special features, such as towers, landmarks and feature elements may be afforded incremental height.



6.3 EXTERIOR EXPRESSION OF FLOORS (BASE / MIDDLE / TOP)

- A. Visual interest in the building forms will be maintained by stepping back upper floors from the façade and varying the building massing. Within the Core, Fourth (4th) floor facades should be set back a minimum of 10 feet from the façade below. Roof decks will be encouraged within the setback area. Tower elements and other forms, such as dormers, bays and unique feature elements may extend forward to the front façade to add interest.





B. Special consideration should be given to maintain a standard floor-to-floor height within the Town Center. Generally, the floor-to-floor height from the ground level to 2nd floor (where ground floor retail uses are proposed) should be approximately 14-18 feet. In some cases structured parking may be provided (internal to blocks). Structured parking heights will be kept to a minimum (approximately 10 feet floor-to-floor) and may or may not provide direct access to upper floors, depending on proposed use. Floors 2 and 3 floor-to-floor heights at the upper floors (residential or office) should be approximately 10-11 feet with 4th or 5th floor height as allowable within the maximum height as defined in Figure A.1 - Building Mass Diagram.

C. The distinction between upper and lower floors will be maintained by developing the first floor façade as predominantly transparent. The use of windows and other architectural features will be encouraged to create patterns that reinforce traditional town center rhythms, scales and proportions. Where above grade structured parking is contemplated, the exposed parking level façade should be designed to screen the cars from views at the Plaza level and from adjacent buildings at all levels. The upper level structured parking facade will take advantage of natural ventilation when possible, provided aesthetic vehicular screening is incorporated.

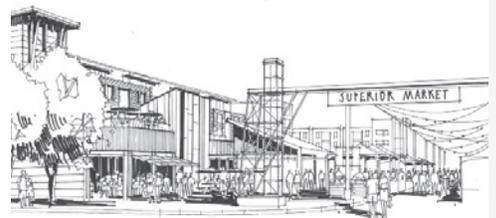
6.4 ROOFTOPS AND ROOF FORMS

A. The design and articulation of the roof form and other related elements such as roof material, color, trim and lighting should be an integral part of the architecture of the building and an



essential “place making” feature of this project. In many instances, visitors approach this project from higher elevations when traveling west bound along Highway 36 and north bound along McCaslin Boulevard. In these instances, the project’s “first impression” will be of the roof form, material and articulation.

- B. While a variety of roof forms is encouraged (sloped roofs such as shed, hip roofs and gable ends and curved and or barrel vaulted roofs are encouraged) continuity in materials, colors, patterns and textures should be considered within the core and adjacent blocks. Roof forms appropriate to the Colorado climate are encouraged (sloping forms, articulation of roof structure, deep overhangs, and snow management).
- C. Rooftop restaurant and/ or residential terrace decks, if well designed, are encouraged.
- D. Parapet walls and other roof forms will be designed to screen rooftop mechanical equipment from view of adjacent upper floor buildings. Where possible, low-profile mechanical units will be used on rooftops.
- E. Skylights and solar panels will follow the slope of the roof they sit upon, have low profiles, and not be visible from public rights-of way. Out of roof plane sloping solar panels will not be allowed.
- F. “Green” planted flat roofs/terraces shall





comprise a minimum of 10% of flat roof / terrace areas for residential structures. Green roofs are encouraged in other areas, where feasible.



6.5 EXTERIOR BUILDING MATERIALS

A. The scale, texture and pattern of exterior building materials will be considered by incorporating building components appropriately scaled to the building use and with the objective of establishing a human scale. Contrasting building materials can also help to achieve a sense of craft and human scale.

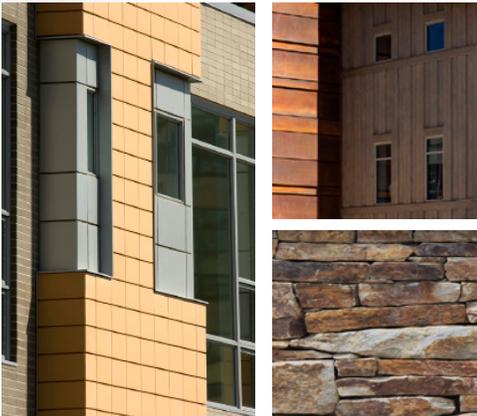
B. High-quality, durable materials will be used that are appropriate for the region and reflect the character of the natural environment surrounding the Town of Superior.

C. Natural, high-quality materials such as sand stone (or other stone) and brick will be used. Other acceptable materials may include stained or painted wood/trim, stucco (limited to upper floors), precast concrete, cast stone, architectural metals and metal panel systems and glass. Intense, shiny reflective surfaces are to be avoided.

D. Weathering materials are allowable. Buildings are encouraged to age, provided they are constructed of a natural, durable and a climate appropriate palette.

E. Windows should be of low-e glazing (where appropriate), tinted to be complimentary to the building and optimized to orientation. Mirror and opaque glass are prohibited.

F. Color and texture should be compatible with the surrounding region and reflect the warmth





and feel of natural earth tones and local palette. Colors will be limited to a cohesive, complimentary palette of low-reflective, rich natural or earth tone colors. See Architectural Color Palette, Appendix C for allowed colors/values.

- G. Sloped roofs should be covered with approved seamed metal, or commercial grade composition, slate, tile cement roof materials in a warm color range to create a consistent Town Center roofscape and identity. (See Appendix C for details).

6.6 RELATION OF BUILDING EXTERIORS TO PEDESTRIANS

- A. Pedestrian interest will be established at the street/sidewalk level. The first floor level will include architectural elements such as display windows facing the sidewalk, outdoor dining areas, display cases, arcade signs, projecting blade signs, light sconces, awnings, canopies, etc. integrated within the building character and design.

- B. The line of building façades and storefronts at the sidewalk edge will be maintained. Buildings or other design features that are built up to the sidewalk will maintain a line of visual continuity and provide visual interest for pedestrians. Where a portion of a building façade is set back from the sidewalk (such as at store or restaurant entries or outdoor dining areas), the sidewalk edge should be visually maintained through the use of columns that support the upper floors or by utilizing other features such as a change in the pavement pattern, planters, or railings. Patio dining and upper floor terrace dining is





encouraged along public frontages.

- C. The highest quality materials should be utilized at the first floor to provide pedestrians with a rich palette of color and texture. In addition, awnings, arcades, canopies and trellis are encouraged as they create pedestrian interest and provide shade and rain protection to the pedestrian.

6.7 BUILDING ENTRANCES

- A. Primary building entries must be directly accessible from a street or paseo and shall be either oriented to or easily visible from the street (public way).
- B. Store and restaurant entries should be clearly delineated and recessed from the building façade.
- C. Building entries should be emphasized with architectural features such as substantial columns, canopies or awnings that relate to the overall design of the building.
- D. Ground floor corner building entrances are encouraged to animate the street life, provide distinctive architectural feature elements and break down the building massing.

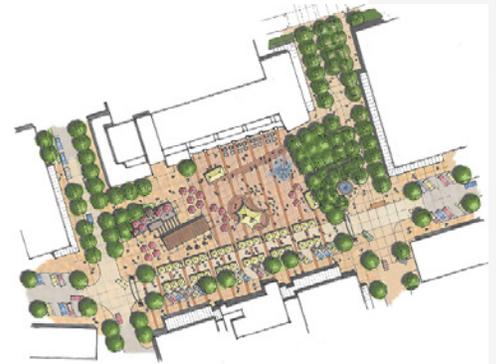
6.8 UPPER FLOOR RESIDENTIAL AND OFFICE USES

- A. Terraces and balconies are encouraged on the upper levels of buildings and shall be designed as an integral part of the building architecture.
- B. Terraces and balconies may be recessed into vertical and horizontal shifts and building massing wherever possible to avoid building faces that are dominated by cantilevered balcony projections. Building corners, side yards and rear yards may include projecting balconies.



Projecting balconies along Town Square frontages may be allowed for up to 50% of proposed balconies.

- C. The architecture of the building's upper floors and termination should complete the building form within an overall design concept for the base, middle and top that works in concert with the architectural scaling requirements.



6.9 TOWN SQUARE, OPEN SPACES AND OUTDOOR DINING

Although the specific designs of the square, pedestrian ways and other common areas will be completed with the development of the individual projects; there are several design issues important to maintain the continuity of the overall Town Center. These open spaces will provide opportunities for public congregation, recreation, interpretive cultural displays and outdoor commercial activities.

- A. The quality, character and functionality of the public spaces are critical to the success of the Town Center. Provided in a variety of scales and uses, public spaces should create comfortable, safe, accessible and appropriately located public spaces to provide opportunities for persons of all ages. These spaces will be oriented, whenever possible, to the sun and to both external and internal views. A sense of enclosure will be created while maintaining safety so that open spaces feel like outdoor rooms and are comfortable for a substantial part of the year. Seating should be useable year round as well.
- B. Outdoor dining areas will be located on or adjacent to open spaces and pedestrian routes





such sidewalks and facing the Town Square.

C. Detailed and articulated railing designs will be incorporated to define outdoor eating and drinking areas. Railings will define the boundary between the public and semi-public areas and create safety barriers for pedestrians and will reflect an open, transparent feeling. Decorative elements incorporated into the railing design are encouraged. Generally, metal is the preferred material for rails and posts. See Section 4.6 for Landscaping for specific locations and allowable sizes.

D. Pedestrian passages (paseos) shall be articulated to contribute to the overall quality of the pedestrian experience. These mid-block connections shall be treated with the same sensitivity and refinement as the public walks.

E. Utility outlets should be provided to accommodate special festival events needing access to power, water and drains.

6.10 SERVICE, TRASH AND LOADING AREAS

A. Service, delivery and storage areas can be visually obtrusive if not addressed. The visual impact of service and delivery areas should be minimized, especially views of such areas from public ways and along designated view corridors. Careful design of screening and placement of these facilities must be planned. See Section 4.6, Landscape and Streetscape for additional details.

B. Loading docks and service areas will be located away from any public street and in areas of low visibility such as the rear of buildings. Consider



incorporating service and loading areas within the building or structured parking areas.

- C. Loading and service areas will be combined between multiple sites when feasible and screen from public view with fencing, walls and/or landscaping as appropriate.
- D. Service entrances will be clearly identified with signs.
- E. Trash/Recycle/Compactor Storage Areas
 - i. Trash dumpsters and compactors will be located near building service entrances, easily accessible by trucks and away from predominantly public areas.
 - ii. Concrete pad, minimally 8-feet wide, will be provided for truck access to dumpster locations.
 - iii. Cluster trash dumpsters in areas to be shared by multiple buildings and users where feasible.
 - iv. All trash and recycling dumpsters, recycle containers and trash compactors will be enclosed with walls that compliment the building facade.
 - v. Trash enclosures should be solid on all sides to a minimum height of 1' above any containers to be held within the enclosure. Gates should be solid and built to withstand heavy use. When possible integrate into the building form.



7.0 SPECIAL DESIGN GUIDELINES FOR LARGE FREE STANDING BUILDINGS OUTSIDE TOWN CENTER CORE

In addition to addressing the design of the physical environment, it is also crucial to control the entire resident and visitor interface. The approach, arrival, and parking, the pedestrian experience throughout the site, as well as the street furniture, lighting, and people spaces must be integrated with the Town Center Core. Patterns and synergies between the Town Center Core and the surrounding parcels and uses should be an opportunity to stitch together an experiential framework. The use of similar forms, materials, details, streetscape, landscape and other design strategies should be employed to unite the project within an experiential and physical framework.

7.1 RELATIONSHIPS AND COMPATIBILITY WITH TOWN CENTER CORE

- A. Large free standing buildings outside the core should reflect similar design characteristics of the Town Center and shall promote the architectural scale and relationships, patterns, regional materials palette and craft, between the two areas.





7.2 BUILDING HEIGHTS, MASSING AND SCALE

- A. For human scale and visual interest, details will be used to diffuse the mass and bulk of the building, horizontally and vertically, into a hierarchy of volumes. Large monolithic structures should be avoided.
- B. Varying building height and massing shall be considered as an option to make a visual transition to adjacent buildings and create compatibility of streetscape.
- C. Building massing will be arranged to prioritize views to the north and northwest, from the Coal Creek open space corridor.
- D. Large blank walls will be avoided. Articulated facades shall be used to reduce the massive scale and the uniform impersonal appearances of large buildings and to provide visual interest. In cases of facades in excess of 100 feet in length, the following techniques and/or components will be incorporated as appropriate: a) wall planes will be modulated with a rhythm of three-dimensional forms such as bays, pilasters, and recesses, b) vertical and/or horizontal architectural details such as bands, cornices and awnings will be provided, c) materials and colors will be varied to reinforce the structural or architectural components of the building and d) craft, detail refinements, and artwork such as relief sculpture, tile work and murals will be integrated.
- E. The maximum building heights, surrounding the Town Center Core, vary on a block-by-block basis as shown on Figure A.1 -Building Mass



Diagram.

7.3 ROOFTOPS AND ROOF FORMS

- A. Traditional parapet profiles are allowable as the predominant roof form for buildings in excess of 25,000 sq. ft. Flat roof forms are allowable as the primary roof form for the private indoor recreation complex. Within these contexts, special consideration should be given to include partial sloped roofs and/ or over-framing elements to break up a large flat roof.
- B. The design of the roof form and other related elements such as roof material, color, and trim should be (an integral part of the architecture and) consistent with the Town Center character.
- C. Utilization of roof forms that could support solar collectors to augment energy needs will be considered.
- D. Rooftop mounted equipment other than solar and related shall be screened from public view as feasible.
- E. Unarticulated / un-modulated flat roofs and parapets shall be avoided. Uniform massing and silhouettes with stepping roof forms (lifts, pitches, dormers, etc). as well as varying the ridge and parapet lines may be broken down in scale.



7.4 BUILDING MATERIALS

- A. In keeping with the desired palette, detailing and overall richness of the Town Center Core, exterior building materials should attempt to break down the bulk and mass. Examples include stone, brick, and small concrete blocks. Monolithic exterior materials, such as concrete





panels, will require extra articulation and detail to reduce the building's bulk and establish human scale.

- B. Building materials used at the lower floors adjacent to public street frontages should respond to the character of the pedestrian environment through such qualities as scale, texture, color and detail. Special focus will be placed on buildings fronting the Town Center Core.
- C. High quality, regional and durable building materials shall be selected to create an enduring contribution to the community.
- D. Environmentally sound building design, construction techniques and materials such as solar, natural lighting, low flow water fixtures, recycled materials, high sound absorbing and energy insulating materials, and low/no Volatile Organic Compounds (VOC) content and low VOC emitting materials. Green (planted) roofs are permitted.
- E. Building colors should be consistent with those colors in the Town Center and can be found in Appendix C, Architectural Color Palette.
- F. Sloped roof materials and articulation should be consistent with the roofs in the Town Center. (See Appendix C for details).
- G. The exterior palette shall be limited to three primary materials per building to maintain a simplicity and control within the architectural



character.

7.5 RELATION OF BUILDING EXTERIORS TO PEDESTRIANS

- A.** The ground level of the building along sidewalks and public ways shall be vibrant and pleasant to the pedestrian. Architectural elements that help to contribute to a welcoming streetscape include: building entrances, architectural details, arcades and colonnades.
- B.** Primary entries must be accessible from the parking (surface or structured). Consideration will be given to providing entrances facing transit stops, major off-street pedestrian ways or activity areas located near the building. If the building is long or large, more than one entrance may be needed along the front façade.
- C.** Intuitive way-finding techniques and special architectural features will be implemented to emphasize building entrances. Entrances will be enhanced with at least three of the following features: 1) canopies or porticos, 2) overhangs, 3) recesses/projections, 4) arcades, 5) raised corniced parapets over the entry door, 6) peaked roof forms, 7) arches, 8) outdoor patios, 9) display windows, 10) architectural details such as tile and moldings which are integrated into the building design and 11) integral planters or wing walls that incorporate landscape areas and or sitting.
- D.** Where possible, private garages will be screened from public views. Street fronting garages doors shall be limited to 10% of total residential units.

7.6 SERVICE, TRASH AND LOADING AREAS

Service and delivery to large buildings are often





unsightly. Every effort shall be made to reduce the impacts of service and delivery areas through the creative use of architectural and landscape screening techniques. Reference Section 6.10 D for guidelines.

7.7 SPECIAL GUIDELINES FOR BUILDINGS ADJACENT TO U.S. 36 AND MCCASLIN BOULEVARD

A. Building facades oriented towards U.S. 36 and McCaslin Blvd. shall either be the primary entry façade or shall be of compatible quality in terms of architecture, materials and detailing. Buildings along these edges must present a welcoming face and not a back door, unarticulated first impression. All sides of all buildings, not just the main façade, should be attractive and inviting with articulation, (windows, bay spacing, recessed massing) as practical to minimize the impression of the “back” side consistent to the town center planning framework and walkable pedestrian nature.

B. Buildings located along Marshall Road and McCaslin Blvd. shall be designed to “address” the street, to engage the interests of multi-modal traveler. Additional building mass and distinctive architectural elements will be provided at building entries.

7.8 SPECIAL DESIGN GUIDELINES FOR HOSPITALITY USES

The vision for the Planning Area One offers the potential for a 200-300 key brand-hotel along the east side of Marshall Road, providing a gateway from Marshall Road into the Town Center Core and positioned to capture significant north and



north-west views. Additionally, this desirable site takes advantage of high visibility from U.S. 36 and the south facing views to the Coal Creek open space corridor. A second hotel is possible within the Town Center Core.

A. Relationships to Adjacent Streets and Coal Creek Corridor

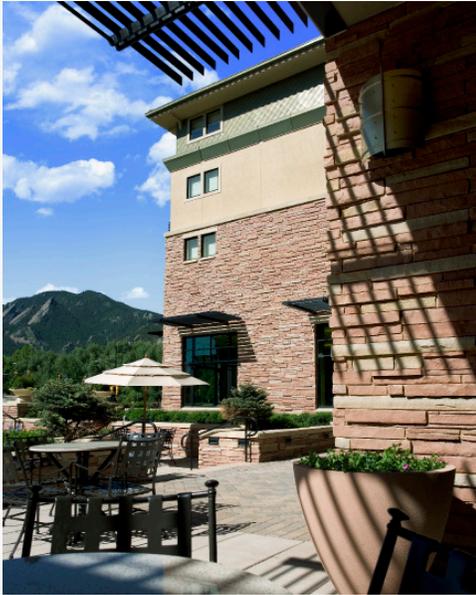
- i. The overall hotel layout shall relate to and enhance the north entry to the Town Center.
- ii. The overall layout and design of the hotel shall enrich its relationship to the Coal Creek corridor.
- iii. Existing outdoor amenities will be leveraged. Direct pedestrian connections will be provided from the hotel site to the sports/recreation fields and Coal Creek trail system.
- iv. A direct pedestrian raised crossing linking the hotel site with the adjacent Civic / Community Center parcel immediately west of Marshall Road will be provided.



B. Building Heights, Massing and Scale

- i. The strategic location, program and characteristics of the proposed hotel offer an excellent opportunity to create an iconic imagery/landmark along US 36. All sides of the block will be articulated with modulated facades that reduce the scale and mass of the building.
- ii. For visual interest, and to reduce a monolithic appearance, the mass of the building will be broken down, horizontally and vertically, into a hierarchy of volumes.
- iii. Further articulation will be considered at the ground floor (podium).
- iv. The building massing will be arranged to provide views from guest rooms.
- v. The maximum height for this hotel is shown in Figure A.1 - Building Mass Diagram.





C. Rooftops and Roof Forms

- i. The design of the roof form and other related elements such as roof material, color, and trim should be an integral part of the architecture to enhance the overall Town Center roof character. (Please see Appendix C for Roof colors and Materials).
- ii. The roof forms at the lower floor (podium and porte cochere) should be highly articulated, crafted in appearance and built from regional palette of materials. The roof forms at the top floors should provide a distinct pitched form with minimal flat roof forms.
- iii. All rooftop mechanical equipment shall be screened from public view.

D. Relation of Building Exteriors to Pedestrians

- i. Primary vehicular entry (hotel porte cochere) shall be easily and directly accessible from Marshall Road and/or adjacent drive aisle (conference porte cochere, if programmed).
- ii. Unique building massing, special architectural features and articulation will be incorporated in roof lines to emphasize building entrances (vehicular and pedestrian).

E. Open Spaces Related to the Hotel

- i. The site design for the hotel should feel integrated within the natural, recreational and resort character of Planning Area One and include a landscaped area oriented towards the Coal Creek Open Space.
- ii. The hotel should offer attractive and inviting pedestrian scale features, spaces and amenities such as: 1) patio/seating areas, 2) landscaped gardens, 3) other amenities.
- iii. Required overnight parking (surface or



structured) shall be located along the west and east portions of the parcel (screened from public view along the Coal Creek corridor. Short-term / drop-off parking along the Marshall Road frontages shall be landscaped and efforts made to maintain a pedestrian priority environment.

7.9 SPECIAL DESIGN GUIDELINES FOR CIVIC / COMMUNITY USES

The parcel immediately west of the hotel site and bounded between McCaslin Blvd to the west and Marshall Road to the north and east is and ideally positioned, gateway site with convenient access to the Town Center and U.S. 36. This parcel enjoys the natural feel and character of the existing Coal Creek corridor.

A. Relationships to Town Center and Coal Creek Corridor

- i. Potential building uses on this site should take special consideration in order to maintain and enhance the north entry to the Town Center and Coal Creek corridor.
- ii. Outdoor amenities shall be considered to provide direct pedestrian connections from potential building uses to designated open spaces and Coal Creek trail system.

B. Buildings Heights, Massing and Scale

- i. The visible location and natural site features and amenities of this site offer an excellent opportunity to create a welcoming gateway and architectural feature.
- ii. The maximum height for this Block is shown on Figure A.1 - Building Mass Diagram.

C. Rooftops and Roof Forms

- i. The design of the roof form and other related





elements such as roof material, color, and trim should be compatible with and enhance the overall Town Center roof character. (Please see Appendix C for Roof colors and Materials).

- D. Relation of Building Exteriors to Pedestrians**
Primary vehicular entry shall be easily and directly accessible from Marshall Road and/or adjacent drive aisle.



8.0 RESIDENTIAL DESIGN GUIDELINES

These design guidelines address both the residential units in the Planning Area 2 and Planning Area 3 neighborhoods. The information in this Section is intended to supplement the requirements of Section 6 - Special Design Guidelines for the Town Center Core.

The overall intent of the Residential Design Guidelines is: 1) to ensure that the form and scale of the building architecture reinforces the mixed use, urban character of the streets and parks and, 2) to encourage a variety of building forms that provide human scale for residents and pedestrians.

8.1 RESIDENTIAL UNIT TYPES

The blocks have been configured to accommodate the wide variety of building types and products identified in detail in Section 8.10 and in the accompanying PD Amendment. Future Final Development Plans shall incorporate such product as necessary to meet the criteria set forth herein including variations to building massing, height and architectural details. In addition, the number of unit types are identified to provide the ability to meet the demands from home buyers in multiple market segments so that a variety of household types are also achieved for the community. As consumer desires evolve, new product types will be developed that fall within the residential unit type criteria established herein.





8.2 ARCHITECTURAL CHARACTER AND NEIGHBORHOOD COMPATIBILITY

- A. Residential buildings will be arranged so that the common open areas, circulation paths and points of common access can be easily observed by residents to create comfortable and safe living environments.
- B. Variety within the Town Center Core will be ensured by combining different residential types, elevations, materials, and colors to foster individuality, improve the sense of community, & meet market demands. This variety is encouraged on a block-by-block & single block basis.
- C. An individualized sense of home will be created by designing and siting multi-unit residential buildings to maximize the sense of variety by incorporating porches close to the street and variety of expression (form, materials, etc.) between adjacent units.

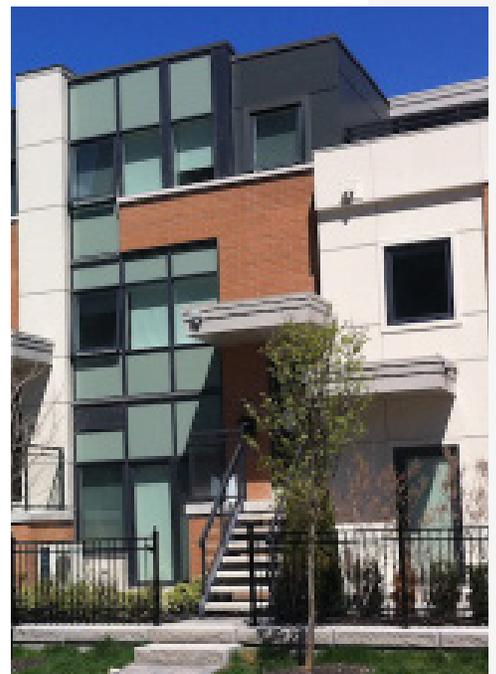
8.3 BUILDING HEIGHTS, MASSING AND SCALE

- A. All multi-unit residential buildings shall be designed to provide a human scale, visual interest and variety with an emphasis placed on reinforcing the vertical bay spacing and proportioning, creating “row-house like” elevations that reduce the appearance of large, long, horizontal buildings. In order to further reinforce a human scale, buildings should incorporate elements of the following architectural features: a distinct first level often defined by strong horizontal elements such as awnings or façade treatments; special accent materials and design details on first floor facades;



transparent windows and doors; textured materials with human scaled proportions; and outdoor and entrance areas that form a relationship with abutting pedestrian areas.

- B.** Buildings shall generally relate in scale and design features to the surrounding buildings, showing respect for the local context. Buildings should incorporate such features as: maintaining the building scale or subtly graduating changes of adjacent buildings; maintaining front yard setbacks at the build-to line; establishing base courses; the use of front porches on residential buildings; repeating cornice lines in buildings of the same height; extending horizontal lines of fenestration; and echoing architectural styles and details, design themes, building material and colors used in surrounding buildings.
- C.** Building fronts and main entrances shall orient to the street(s). Residential entrances shall be clearly defined and emphasized. Ground floor units should have exterior entries whenever possible. In order for building entrances to be clearly defined, such features as awnings, recessed door openings, columns and pilasters, fanlights and sidelights, porches, landscape treatments and other similar architectural elements will be used.
- D.** The design of all buildings shall avoid monolithic, unarticulated shapes and shall include articulated surfaces. To this end, the following techniques are appropriate: changes in color, graphical patterning, texture or material; projections, recesses and reveals; windows and doorways; arcades and pergolas; towers; gable projections; and horizontal and vertical breaks are recommended.





E. The architectural features, materials and the articulation of a façade shall be continued on all sides visible from a public street, including alleys, with the highest concentrated of craft and detail reserved for the ground floor and public street facing facades.

F. Entries may be raised along some elevations (particularly along the row home products) to provide a sense of security, establish a front porch, and allow ventilation to the garage level below.

G. The front of the building should have the greatest articulation, craft and detail followed by the sides and then the rear.

H. The Town Center Core discourages unarticulated three or four story massing. Buildings that mix three and four story, with modest fifth level mezzanine/lofts, are preferred. The building mass of the elevation can be reduced by offsetting residential units and varying building setbacks, heights and materials to promote smaller, individualized expression within the collective form.

8.4 ROOF FORMS AND MATERIALS

A. Roof forms should be designed to break up large, continuous building forms in multiple dwelling structures. Techniques to provide scale and interest should be used to refine large, continuous building forms. Rooftop terraces, balconies, etc., such as, long unbroken ridgelines are strongly discouraged.

B. Generally, for structures lower than 35 feet high,



gable or hip roofs are preferred for the primary roof form. The primary gable roof slope should be no more than 5:12 within Planning Area 1 and Planning Area 2 and no more than 12:12 within Planning Area 3 to allow for a variety of expression within the residential product mix. Secondary structures such as porch roofs, roofs over bay extensions and bay windows may include other roof forms such as shed roofs and hip roofs in combination with gable roofs. However, secondary roofs should be consistent or complementary with the primary roof form. Flat roofs shall provide appropriate opportunities to incorporate green roofs, terraces, patios and outdoor living rooms. Flat roofs shall be limited to secondary roof forms only within Planning Area 3. Secondary flat roofs may be also appropriate to conceal rooftop mechanical equipment.



- C. For multiple dwelling structures, shed roofs and roofs with unequal slopes should not be used for the primary roof form, but are allowed for special roof elements.
- D. Dormer roof forms should generally match the form or pitch of the primary roof or significant secondary roof form.
- E. On larger multiple dwelling structures, where large, shared rooftop equipment is contemplated, equipment shall be screened from public view.



8.5 EXTERIOR MATERIALS, COLOR AND DESIGN ELEMENTS

- A. Durable materials shall be used that will be long lasting.





- B. The opportunities for natural lighting on each building will be maximized. Vertical window proportions are preferred. Mullion patterns to add detail will be incorporated. Ribbon and glass curtain walls are to be avoided in residential buildings and shall be incorporated as accent, feature elements where appropriate.
- C. Privacy between units will be maximized by providing separate entries, and acoustic separation in party walls and floors.
- D. Special emphasis shall be placed at the ground floor by introducing durable, grounding and solid materials to convey the base.
- E. Primary exterior material selections shall introduce warm, regional materials.

8.6 GARAGES AND SERVICE AREAS

- A. Garages and service areas should be integrated into the primary building form and screened from on-site residential areas to the greatest degree possible.
- B. Garages under buildings should provide open ventilation and sunlight where possible. In instances where tuck-under parking is provided, natural ventilated parking is allowed so long as automobiles are screened from public view. Landscape screening is acceptable.
- C. Buildings within each block should share service areas whenever possible.



8.7 TRASH AND EXTERIOR UTILITIES EQUIPMENT

- A.** Common trash receptacles shall be used in higher density, multi-family residential product types and should be centrally located to the residential units they serve, yet inconspicuous and easily maintained. Preferred locations include the ends of parking courts, along interior secondary access routes and private drives, and away from building entrances. Lower density residential products will be served by individual trash receptacles. Trash and recycling receptacles shall be fully enclosed within 6 foot walls and solid, self-closing gates. Receptacles and enclosures should be large enough to accommodate standard recycling containers. Enclosures shall be constructed of materials compatible to the design of the adjacent buildings and softened with landscaping.
- B.** The use of trash compactors will be considered.
- C.** To maintain the visual integrity and residential character of neighborhoods, electric and gas meters requiring external location should be grouped and located out of direct view from adjacent streets. Such meters can be screened by cabinets, wing walls, fencing and/or vegetation.



8.8 COMMON AREA ACCESSORY STRUCTURES

- A.** Accessory structures should present a uniform and consistent design statement compatible with the architecture styles of individual developments.
- B.** Such structures should be centrally located within the neighborhood, included within





common open space areas and neighborhood greens, and highly visible and accessible to residents.

C. Such structures shall be compatible with other streetscape elements and the architectural style of the neighborhood.

D. Mailboxes will be provided in methods appropriate for the residential product type, ranging from individual mailboxes for low density housing products, to cluster mail boxes for high density, multi-family residential products. Clustered mail boxes, where utilized, should be centrally located, offering easy pedestrian access to all residents.

E. If clustered mailboxes are not located within an enclosed building or area within the block, the free-standing structure(s) shall be architecturally compatible with the character of the development in terms of scale, form, materials, exterior finishes, and roofing. Attractive message boards of information kiosks located in conjunction with such structures enhance the community role of the mailbox clusters.

8.9 NEIGHBORHOOD AND PRIVATE/SEMI-PRIVATE OPEN SPACE WITHIN BLOCKS

A. Each residential unit will be provided with at least one private outdoor area such as a yard, porch, patio, or balcony. Balconies should have a minimum 5 foot depth. Projecting and non-projecting Juliet balconies (in line with facade) are allowed with the Town Center Core.

B. Each block should encourage usable and meaningful semi-private open space in



courtyard-like spaces. These spaces should be designed to maximize sunlight, where feasible, for the majority of the year.

- C. Special indoor and outdoor amenities such as community and event rooms, and gardens should be considered with each type to differentiate the products for the expected residents.

8.10 RESIDENTIAL PRODUCTS

Residential products are offered in a variety of configurations and amenities. In some cases, these residences are more urban in character (smaller flat type units overlooking Town Center). Other products more closely resemble the single family home (park side cluster home /urban villas and townhomes). In all cases, priority is focused on establishing a welcoming, safe and pedestrian friendly community and a diversity and variety of product options and individual choice. The following overview highlights the contemplated mix of residential products (type, sizes, configurations, etc.). All reference to unit square feet herein does not include any square footage that is part of a basement.”





A. **Flex Apartment Over Retail**

Unit Sizes: Range: 900 s.f. - 1,100 s.f.

Parking: Shared Structured Parking From Midblock

Unit Dimensions: 25-28' deep x 35-40' wide

Description: The Flex Apartment Over Retail product will provide a high density, urban living residential model. Envisioned to provide a variety of flexible configurations, these units will be arranged around a central corridor and be supported with centralized shared structured parking (above or below grade). A variety of unit types ranging from “micro-apartments” to one and two bedroom high efficiencies will provide a diverse mix within the vibrant Core area. A range of projecting balconies and Juliet balconies will animate the facades and provide diversity of expression. A Juliet balcony allows for a large glazed door opening to be located on an upper floor with a variety of railing types to prevent falls. This type of balcony allows for more sunlight to enter into the homes. Stair entrances will be provided along the edges and a range of private, semi-private and community elevator entries will be located throughout the buildings. Primary massing within this product will be three stories above retail podium and some structures will include a forth floor. In some cases a stepped back 3rd or 4th floor will animate the building form and add variety to the silhouette. Building massing will be regulated to limit unarticulated horizontal massing, in favor of stepped façades. Open space will be provided within shared ground floor courtyards, internal to block.



B. High Density Residential Flats

Unit Sizes: Range: 1,100 s.f. – 1,600 s.f.

Parking: Shared Structured Parking accessed from midblock.

Unit Dimensions: 25-28' deep x 45-58' wide

Description: This residential product will provide for a high density urban configuration. Envisioned as a multi-story condominium configuration, this product will appeal to the urban dweller. These units will gain access to individual units through a common elevator lobby and through a loaded corridor. Unit sizes will vary from larger one-bedroom through small three-bedroom units. Primary building massing within this product will be limited to three stories above retail podium with special with Board approvals required for fourth floor residential above retail. Building massing will be located along energetic sub-areas within the Village Core and designed to hold the street edge at floors one – three and provide the desired density within the central core. In some cases, 5th level mezzanines (lofts) will animate the skyline and provide a further stepped back massing. Balconies within this product type will be a combination of projected and subtracted forms from the primary massing. Building entrances will be articulated at the ground floor with shared elevator lobby configurations fronting the public way. Parking will be accommodated with on-site structured (above and/ or below grade) configurations. Outdoor space will be shared by residents within centralized plazas and courtyards, internal to blocks.





C. Parkside Cluster Townhomes / Duplexes

Unit Sizes: Range: 1,750 s.f. - 2,500 s.f.

Parking: Shared auto court access with self-park, tuck under garage.

Unit Dimensions: 25' wide x 26'-40' deep

Description: This product type is envisioned as two unit duplex Townhomes arranged around a central auto entry court. Leveraging the natural beauty of the adjacent open space and views, these units will provide up to four bedrooms and private exterior courtyards and terraces. Parking within this product type will provide a 2-car side-by-side garage per unit accessed from shared auto-court. Building massing will be limited to three stories with accessible rooftop terraces with small (up to 15% of floor area) fourth floor amenities allowed. Individual unit articulation is envisioned through material differentiation, building siting and individual unit entrances to encourage a more independent SFR impression. Open space will be a combination of shared entry courts and private, individualized exterior spaces.



D. Attached Rowhome (2-3 Units per building)

Unit Sizes: Range: 1,500 s.f. - 1,800 s.f. plus 250 s.f. ground floor use.

Parking: Self Park, tuck under accessed from shared internal driveway

Unit Dimensions: 30-35' deep x 25-28' wide

Description: This product type is envisioned as a semi-detached row-home. The ground floor will hold the street edge and provide a welcoming first impression. Each unit will provide an individual front door and porch as well as approximately 250 s.f. of ground floor home office / bedroom, etc. and a self-park, tuck-under configuration accessed from internal driveways within the block. In some cases the upper floors will detach providing three individual vertical unit articulations. This configuration will allow for windows, porches and balconies to be introduced at the upper floors of each unit. In other cases, the upper floors may remain attached to present a denser, urban edge along higher density sub-areas. Building massing will be limited to three story primary massing with up to 15% of floor area allowable for a fourth floor program expansion. Roof terraces, balconies are allowed. Street fronting upper floor balconies are encouraged and may project within 5' of front property line.





E. High Density Attached (6-Unit Flats)

Unit Sizes: Range: 1,250 s.f. – 1,600 s.f.

Parking: Self Park, tuck under accessed from shared internal driveway

Unit Dimensions: 40' deep x 35' wide

Description: This product type is envisioned as a medium-high density, single level living product concentrated close to the Town Center Core. Individual units are accessed through a central shared ground floor, street fronting elevator lobby providing access to a total of six one + den and two bedroom flats (two per floor). Parking is accessed from a secured ground floor self-park, tuck under configuration with internal driveways within the block. Building massing is limited to four stories (three residential floors above ground floor parking) plus up to 33% of floor area for fifth floor loft. Individual unit balconies and terraces are encouraged within this product. The overall character of the massing will be rendered as a single primary mass with stacking units. Top floor articulation will be presented with a variety of roof forms, balconies and terraces. Outdoor space will be shared by residents within this block configuration through internalized ground floor paseos and courtyards.



**F. Townhome With Penthouse Attached (6-Unit/
Building)**

Unit Sizes: Townhome: 2,100 s.f. (floors 2-3) (4 units), Penthouse: 1,950s.f. (floor 4 + mezzanine / loft) (2 units)

Parking: Self Park, tuck under accessed from shared internal driveway

Unit Dimensions: 22' wide x 45' deep

Description: This product type provides for slightly larger units with four (4) two-story, three bedrooms + den Townhomes and two (2) top floor, three bedroom penthouses + loft to meet the needs of homeowners who prefer luxurious living on a single level. Parking is accommodated with a self-park, tuck-under configuration accessed from internal driveways. Townhome and penthouse access is provided by individual stairs from garage and/ or (private or shared) elevator access. Large private decks are provided (60-90sf) for each Townhome unit. Building massing is envisioned to be rendered as a singular form for the lower levels with the penthouses detaching from the lower floor massing to be individually articulated. Private roof terraces, accessed from top floor loft are encouraged. Open space is shared between buildings through generous mid-block greenbelts, courtyards and pedestrian amenities.





G. Cottage

Unit Sizes: 1,200 s.f. - 2,500 s.f.

Parking: Parking is provided at the alley in the form of private garages.

Unit Dimensions: 18-35' wide x varying depths

Description: Cottages are 1 and 2.5 story, single-family detached buildings. Half-stories refer to lower plate heights with dormers and scissor trusses on the upper stories and are very common in the region. These houses usually have narrow, deep lots and attached garages with alley access. Cottages should be designed with an open side and a closed side in order to maximize the usability of side yards. Cottages will determine the character of the streetscape in the majority of Planning Area 3. Providing large porches will be very effective in creating inviting, walkable streets. This typology may also include single story, ranch style patio homes.





H. Villas

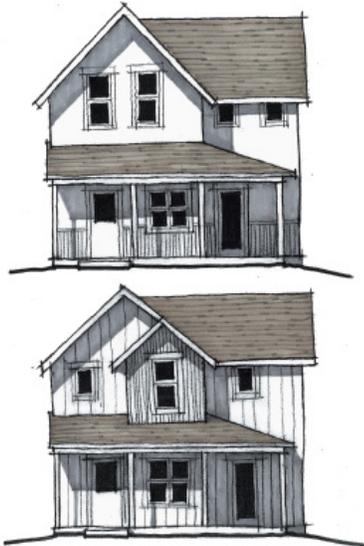
Unit Sizes: 1,500 s.f. – 2,400 s.f.

Parking: Parking is provided at the alley in the form of private garages.

Unit Dimensions: 18'-30' wide x 50' deep

Description: The larger Villas are compact residential buildings that can be located on shallow lots. Typically, the main living space is located on the second floor above the garage. Villas can be arranged in a variety of two and three unit buildings, with small gaps between, which form appealing compositions around paseos and green courts. Second and third-story setbacks are encouraged. Front porches and second-story balconies provide interest and variety.





I. Urban Villas

Unit Sizes: 1,200 s.f. – 1,900 s.f.

Parking: Parking is provided at the alley in the form of private garages.

Unit Dimensions: 18'-30' wide x 40' deep

Description: The smaller Urban Villas are compact residential buildings that can be located on shallow lots. Typically, the main living space is located on the second floor above the garage. Urban Villas can be arranged in a variety of two and three unit buildings, with small gaps between, which form appealing compositions around paseos and green courts. Second and third-story setbacks are encouraged. Front porches and second-story balconies provide interest and variety.





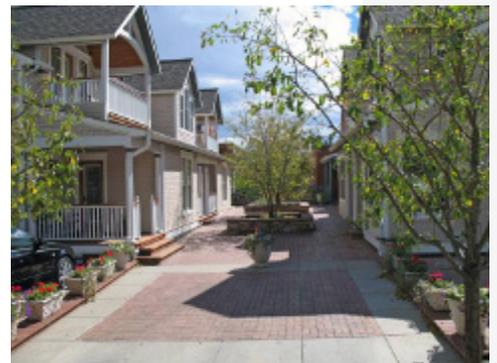
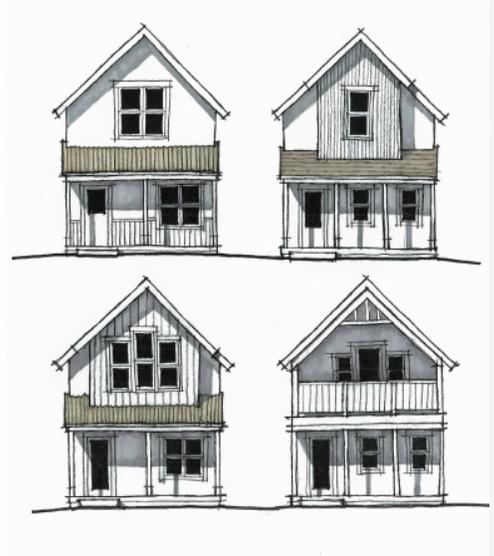
J. Townhomes

Unit Sizes: Range: 1,400 s.f. – 2,200 s.f.

Parking: Parking is provided at the alley in the form of private garages.

Unit Dimensions: 20’-24’ wide x varying depths

Description: Townhomes are 2- to 3-story attached dwelling units. They create strong building presence along the street. In Planning Area 3, townhomes will provide a transition from the more urban building products in the core to the smaller-scale residential cottages. Therefore, the use of porches and articulation of individual units will be important. Access to the units is provided via attached garages along the alleys.





K. Live/Work Townhomes

Unit Sizes: Range: 1,600 s.f. – 2,000 s.f.

Parking: Parking is provided at the alley in the form of private garages.

Unit Dimensions: 20'-24' wide x varying depths

Description: Allowed in the Residential, Flex Space and Commercial zones shown on Figure A and encouraged along Main Street and the Village Green. This live/work townhome product type is a compact, attached building with a street front orientation and design that reflects and allows a transition from residential to commercial uses over time. These units provide for commercial space on the ground floor that is designed to be flexible with residential or commercial uses on the floors above. Tuck under or rear loaded garages to accommodate the residential occupant parking demand and separate or multiple entrances for the residential portion of the unit are common elements of the design for these units. For example, two Main Street entries will be allowed -- one for a commercial space and one for residential. These units will be allowed to be further subdivided in the future to separate the commercial and residential space as well as allowing a portion of the space within any individual unit to be sub-leased. Such flexibility will allow the ground floor space to be consolidated into larger spaces as the character and opportunities in the project mature.



If the flex space on Main Street is constructed with live/work product, residential uses on the ground floor space will not be allowed on 25% of the units. The developer or builder will identify the units that have the residential ground floor restriction on the portions of Blocks fronting on Main Street (portions of blocks 5,7,9 & 11) in the Final Development Plan. The restriction will be enforced by Property Owners Association's (POA) rules, regulations and covenants and as necessary by the Town as a zoning violation.





9.0 STORMWATER MANAGEMENT / DRAINAGE AND EROSION CONTROL

9.1 INTRODUCTION AND PURPOSE

Stormwater and snow-melt from rooftops, paved areas, and lawns carry plant debris, soil particles, and dissolved chemicals into the Town's storm drainage system and Coal Creek. Site development plans should employ management and engineering practices to protect stormwater from these undesirable elements before releasing water into Coal Creek.

The project Drainage Report provides specific technical requirements for design of drainage and stormwater management facilities. In addition to the Drainage Report and the Superior Metropolitan District #1 standards, the following guidelines apply to the Town Center.



9.2 WATER QUALITY CONTROL DESIGN & DETENTION FACILITIES

The overall development plan includes stormwater ponds which will provide water quality and detention for the project, except for Block 1 and Tract A. Final design of all facilities shall be in accordance with the project Drainage Report, Urban Drainage and Flood Control District (UDFCD) Criteria and Town of Superior requirements. Additional detention or water quality measures are not required for development of individual parcels (except for Block 1 and Tract A), unless the imperviousness of each parcel exceeds those planned for by the project Drainage Report.





10.0 DESIGN GUIDELINES FOR CONSTRUCTION SITES AND TEMPORARY FACILITIES

10.1 GENERAL REQUIREMENTS FOR “CONSTRUCTION METHODS PLAN” SUBMISSION

Because STC will be developed over an extended period of time, new construction will be underway adjacent to completed and occupied buildings. Therefore this section establishes the criteria for the Builder’s “Construction Methods Plan” which shall be prepared by the Builder of a development parcel and must be submitted to the Town of Superior consistent with the Town Code. This Plan shall be prepared in the form of a single document that shall specifically reference each issue described in this section and shall include a schedule for construction, as well as all site plans for all temporary and permanent uses, utility plans, and all other reference materials necessary to adequately describe the Builder’s operational plans.

These criteria are intended to supplement Town, County, State, or Federal requirements. Each Builder is responsible for obtaining and maintaining all necessary permits and approvals.

10.2 SITING OF CONSTRUCTION AREAS

A. Vehicular, Equipment, and Pedestrian Access

Safe, clean vehicular and pedestrian access the vicinity of a construction site must be maintained. The Builder shall indicate temporary circulation and parking on the plans. Specific access roads shall be approved for each construction site and may be relocated from time



to time as necessary to most effectively provide access to all projects at STC. Construction traffic must be minimized during peak traffic hours. Each Builder is responsible for insuring that any of his subcontractors or visitors to his site utilizes the appropriate access routes. No one shall be allowed to drive or park outside the designated construction areas.

B. Interim Signage - Directional and Informational

All interim signage must be in conformance with other sections of these Guidelines as well as Town sign ordinances and other regulations. Dimensional detail plans, including materials and colors and site plan locations for all signs shall be included on the “Construction Methods Plan”. On-site directional signs shall be coordinated with other Builders to insure subcontractors and visitors can find the appropriate construction sites. Specific access points for visitors, material and equipment deliveries, contractor parking, and the hours of operation shall be clearly indicated. A project sign identifying the name of the project, the parties participating in the design and construction, the anticipated date of occupancy and leasing information may be located at the construction site. (See Section 11.0 Wayfinding, Signage and Environmental Graphics)

C. Construction Fencing

Dimensional detail plans, including materials and colors and site plan locations for all construction fencing shall be included on the “Construction Methods Plan”. The design and materials of the construction fencing shall be



in keeping with the specific needs during each phase of construction. For instance, a 6-foot high chain link fence may be appropriate for security and definition of construction staging areas in the early development and plywood or more permanent type opaque fencing may be required when occupied buildings are nearby. All construction fencing shall be designed consistent with the project character in materials and color. Fencing shall be required to surround all construction areas to control access to the site.

D. Construction Parking and Material Storage

The areas designated for parking and/or material storage shall be visually unobtrusive from the roadway and adjacent properties. Off-site storage of materials is encouraged. Storage areas shall be described and justified in the “Construction Methods Plan”.

E. Temporary Structures

Temporary structures, portable offices, latrines and other related facilities will be maintained in good repair and arranged in a compact and organized manner on the construction site and shall be secured to the ground against wind. These structures shall not be allowed for more than 16 months without obtaining an extension of time from the Town of Superior. These facilities shall be situated so as not to be obtrusive or unsightly when seen from the street or adjacent properties. All temporary structures and portable facilities shall be removed within the time period set forth in the Town Code. As needed, the contractor shall provide excavation support or shoring along adjacent roadways, driveways, utilities, structures or landscape



areas. The “Construction Methods Plan” shall indicate type, design and location of all temporary structures.

F. Debris & Disposal

All procedures for handling debris accumulation and removal shall be described in the “Construction Methods Plan”.

i. Screening.

Construction debris shall be concealed during construction in a visually screened location and shall be removed on a regular weekly basis. Debris pits are not allowed and open burning will not be permitted.

ii. Trash and Recycling collection.

Segregation of construction debris and recycling is encouraged. A central trash and recycling collection area shall be identified. Trash containers shall be emptied daily unless operations require less frequent servicing. The location of dumpsites, the frequency of dumping and the scheduling of cleaning out or emptying shall be indicated. The builder shall supply the Town of Superior with a collection schedule.

iii. Street Maintenance.

Streets shall be swept and washed once weekly or more frequently as directed by the Town to prevent mud or dust from spreading to adjacent paved areas or passing vehicles. No construction parking is permitted on public streets. The schedule for street cleaning must be indicated. Construction vehicle wheels and tires shall be washed prior to leaving the construction site on all trips.

iv. Final Removal.

After construction is completed, temporary barriers, surplus materials, all trash, debris and rubbish shall be removed from the site. All



backfill shall be clean and free from building materials, stone, and other construction debris. Temporary fences and barricades shall be removed from the site and streets swept of all remaining debris and dust. All disturbances to the public streetscape, infrastructure, or other improvements shall be restored to original condition to the satisfaction of the Town.

10.3 CONSTRUCTION SCHEDULE

The “Construction Methods Plan” shall include a detailed preliminary schedule for the construction project including estimated dates for completion of each phase, substantial completion, and occupancy. The schedule should illustrate, through the use of phasing plans, areas to be used for material storage, equipment storage, parking, and temporary uses during each phase of construction.

10.4 SITE SECURITY AND ON-SITE REPRESENTATION

Builders shall be solely responsible for security arrangements on construction sites. Security measures must be described in the “Construction Methods Plan” for approval by the Town of Superior.

A Builder’s representative shall coordinate all deliveries to the construction site to ensure that only approved access and storage locations are used.



10.5 TEMPORARY UTILITIES

All temporary utilities on the construction site shall be arranged by the Builder from the respective service providers. Temporary utilities locations shall be described within the “Construction Methods Plan”.



11.0 SIGNAGE, WAYFINDING AND ENVIRONMENTAL GRAPHICS GUIDELINES

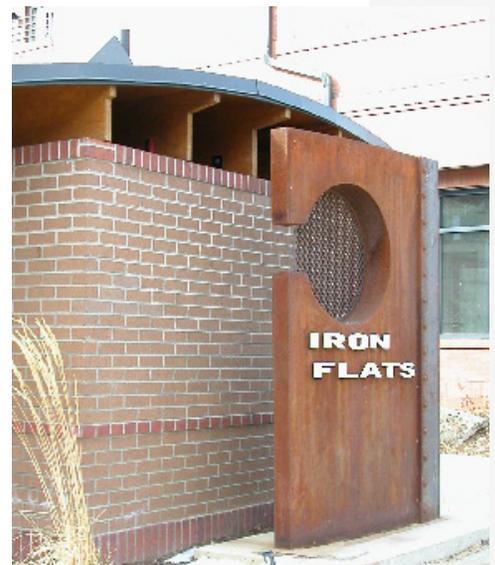
11.1 INTRODUCTION

STC is a diverse Town Center encompassing a mixture of uses. Consequently, a well-organized and coordinated signage system is essential to identify uses, direct pedestrians and motorists and provide information. A carefully orchestrated sign system will create an engaging identity for the Town Center by presenting a unified theme. Signs shall comply with the Town Code and shall be defined in each Final Development Plan.



11.2 PURPOSE AND APPLICABILITY

- A. Project-wide identity and wayfinding signs will complement the architecture, landscape architecture and other site amenities to create the look and feel of the Town Center.
- B. These Sign Guidelines apply to all tenants including those with pre-established sign standards.
- C. Prior to placement of any sign, a sign permit must be secured from the Town of Superior.





D. Photographs, drawings and renderings of existing or proposed buildings, storefronts and tenant signs in these Sign Guidelines are examples for discussion purposes only and are not approved for final design.

F. Retail and office tenants are encouraged to be creative and unique in designing their signs, while complementing the Town Center and working within the parameters outlined in these Sign Guidelines. STC provides an environment that calls for signs that maintain a high quality standard of materials, finishes and details established in all parts of the architecture, streetscape and landscape.



11.3 TENANT SIGN TYPES

Following are the Standards and Guidelines for the tenant sign types permitted within STC.

A. Tenant signage shall be finished on all sides; enhancing the appearance of the project and providing necessary information to the visitor at all decision points.

B. Only one side of signs featuring two parallel sign faces will count against the allowable sign area.

C. Tenants in all locations should carefully consider the colors and illumination of their signs to ensure adequate contrast between the signs and the surface to which the signs are mounted.

D. All tenant signage shall be fabricated and installed at tenant's expense.

E. Seasonal Displays

Temporary seasonal displays and holiday decorations may be proposed by the Commercial





Property Owners Association or Home Owners Association for approval by the Town.

F. Street Address Numbers

Street address number signs, no larger than four square feet in area and carrying only address numbers, shall not be considered signage for the purposes of sign area calculations. Street address number signs shall comply with the Design Guidelines described herein, be large enough to read from the street, and have logical numbering.



G. Materials and Finishes Palette

All signs and sign structures shall be fabricated from a palette of materials and finishes that complements the predominant materials of the Town Center architecture. All signage shall be fabricated of highest quality materials (aluminum, glass), processes (routed sign faces, fabricated aluminum cabinets), finishes (gilding, acrylic polyurethane paint) and details (blind fasteners, multiple layers of material).



H. Sign Illumination

Illuminated signs shall utilize the proper light source and color for the desired appearance. Concealed neon and LED light sources are preferred for their durability. Signs incorporating exposed neon may be utilized at the discretion of the Town of Superior. Other types of exposed illumination, such as Tivoli lights (exposed, individual LED bulbs) and fiber optics, may be permitted subject to the process set forth in the Town Code.





- I. Temporary retail and/or office tenant signage must comply with the Town Code.
- J. Illuminated signs may be illuminated up to 30 minutes after closing.
- K. **Prohibited Signs**
Following is a list of sign types prohibited in the Town Center:
 - i. Signs mounted to, attached to, or painted on motor vehicles or trailers;
 - ii. Revolving beacons, flashing lights and/or signs with any type of movement, animation or intermittent lighting effects, unless approved by both the Town and Property Home Owners Association;
 - iii. Signs that emit any type of sound for the purposes of advertising or attracting attention;
 - iv. Signs in the public right-of-way or on public property;
 - v. Signs located so as to conflict with the clear and obvious appearance of public traffic control devices;
 - vi. Roof mounted signs. Signage is not allowed to extend above the building parapet or above the highest point of the roofline of the fascia of the building;
 - vii. Internally illuminated and/or back lit awnings;
 - viii. Hand-painted, “splash” signs on the storefront glass;
 - ix. Signs on raceways;
 - x. Molded plastic letters and/or graphic elements;
 - xi. Steel to prevent rusting;
 - xii. Reader-boards or large LED displays that change or scroll.
- L. **Signage Compliance**
Tenants shall be responsible for adhering to these



Sign Guidelines and all applicable state and local sign and building codes. Any tenant signage that is not in compliance with these Guidelines or that was installed without a sign permit from the Town of Superior shall be removed at tenant's expense.

11.4 COMMUNITY SIGN TYPES

Signage in the Town Center marks project boundaries, entry points, neighborhoods, parks and tenants. Signage design shall be coordinated so that the style is consistent throughout the Town Center. Signs should be of high quality and maintain a uniform color scheme, material and design. Signs shall have an architectural quality and be complementary to the buildings in the Town Center. Directional signs should be designed in a common format scaled to vehicular traffic and pedestrian movement.

Following are descriptions of the sign types to be located within STC. Sign locations will be determined as part of the Final Development Plan phase. Variances from this plan, which may occur subsequent to publication, will be accommodated based on similar sign conditions for alternate building configurations and locations.

A. Town Center Identification Monument Sign/ Primary

These monument signs are located at entries into the Town Center from McCaslin Boulevard and may consist of a monolith, a gateway or of tower elements. The purpose of this monument sign is to serve as a landmark; establishing the character and differentiating the Town Center. The monument sign will carry the Town Center logo and name. This monument sign will be





illuminated.

- i. Maximum height: 25 feet
- ii. Maximum sign face area: 150 square feet
- iii. Minimum setback: 10 feet from property line

B. Town Center Identification Monument/ Secondary

These monument signs are located at the east entry to the Town Center Core from the south and may consist of a monolith, a gateway or a pair of tower elements. The purpose of these monument signs is to identify the core and establish the character of the project. This monument sign will be illuminated.

- i. Maximum height: 15 feet
- ii. Maximum sign face area: 100 square feet
- iii. Minimum setback: 10 feet from property line

C. Town Center Map Sign

These freestanding, pedestrian-scale signs are located at high-traffic, pedestrian areas at either end the Town Center Plaza. Their purpose is to engage pedestrian visitors, offering an overview of the Town Center. These signs are intended to direct pedestrian traffic to Town amenities, parking and the retail district. These signs may be illuminated.

- i. Maximum height: 10 feet
- ii. Maximum sign face area: 20 square feet
- iii. Minimum setback: Placed to maintain sight distance triangles.

D. Vehicular Directional Sign

These freestanding signs are located immediately preceding major vehicular intersections, scaled to be legible to vehicular traffic, giving drivers advance notice of their choices. These signs are intended to direct vehicular traffic to Town



Center amenities, parking and districts within the project. These signs will feature reflective graphics.

- i. Maximum height: 4 feet
- ii. Maximum sign face area: 6 square feet
- iii. Minimum setback: Placed to maintain sight distance triangles

E. Pedestrian Directional Sign

These freestanding signs are located at primary pedestrian crossroads, scaled to be legible to pedestrian traffic, providing directions to amenities, parking and districts within the Town Center. These signs may be illuminated to engage pedestrians and enliven the pedestrian environment.

- i. Maximum height: 10 feet
- ii. Maximum sign face area: 20 square feet
- iii. Minimum setback: Place to maintain sight distance triangles

F. Town Center Regulatory Sign

Regulatory signs indicate handicapped parking, loading zones, fire lanes and other service related components. These signs should be kept to a regulatory minimum and be consistent with the overall sign system. Signs shall conform to the height, information and color standards of the Town of Superior Traffic Code and the Manual on Uniform Traffic Control Devices. Posts shall be color coded with the theme of the overall project. These signs will feature reflective graphics.

G. Residential Neighborhood Identification Sign

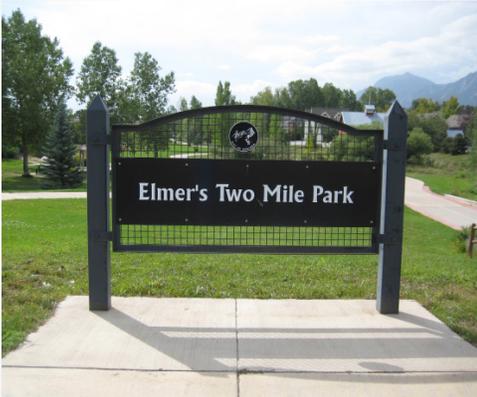
These freestanding signs are located at the entries into the residential neighborhoods at the southeast corner of the site. The purpose is to





provide an identity, defining each neighborhood in contrast to the Town Center Core. The signs will carry the Town Center logo. These signs may be illuminated.

- i. Maximum height: 6 feet
- ii. Maximum sign face area: 40 square feet
- iii. Minimum setback: placed at entrance to maintain corner visibility triangles



H. Park and Open Space Identification Signs

These freestanding signs are located in the Coal Creek Park and Open Space corridor and other major park and open space areas.

The purpose of these signs is to identify the public park and open space facilities. These signs may feature reflective graphics.

- i. Maximum height: 6 feet
- ii. Maximum sign face area: 40 square feet



I. Construction Project Temporary Sign

Temporary signage includes one freestanding construction project identification sign per building. The sign should incorporate the STC logo.

- i. Maximum height: 10 feet
- ii. Maximum sign face area: 100 square feet



J. Parking Identification Sign

These signs are located at the entry driveways to each public parking facility. The purpose of these signs is to identify public parking facilities and call attention to the numerous available parking facilities throughout the Town Center. These signs will be illuminated.

- i. Maximum height: 6 feet
- ii. Maximum sign face area: 40 square feet





- iii. Minimum setback: zero feet

K. Office Building Entrance Wall Sign

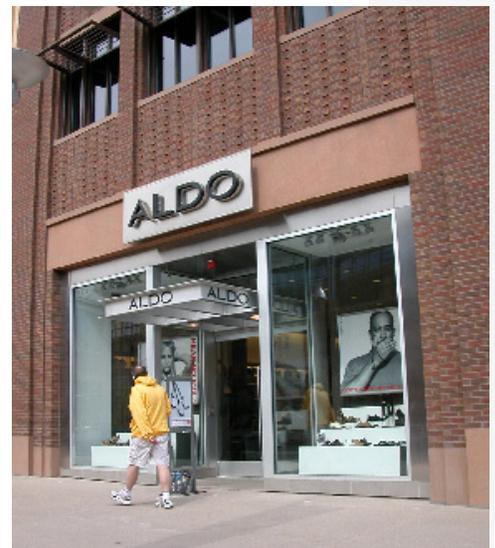
Entrance signs indicate the entrances of office buildings and should be of a pedestrian scale. Typically, these signs occur on the transom or lintel above the entry doors and carry building name and address. Brass, bronze, aluminum, etched stone, masonry, or cast stone are all appropriate materials for entry signs and should occur as a plaque, etching, or pin-mounted letters. The illumination of these signs will come from ambient light only.

- i. Maximum height on building: at or below floor line of second floor
- ii. Maximum sign face area: 25 square feet
- iii. Minimum setback: zero

L. Retail Storefront Identification Wall Sign

Retail tenants are permitted one sign of this type, per public store frontage, to a maximum of two total signs of this type for tenants on a corner with two public store frontages. These signs shall be building-mounted above the main entry doors, in a sign band, projecting perpendicular to the storefront or suspended from the wall or overhang. Projecting signs may not extend more than 42" from the face of the building on which the sign is mounted. These signs should be complementary to the architecture of the building and consistent with the character of the products/services offered, carrying the tenant logo. Halo illuminated, individual reverse pan channel letters and/or logos are required for these signs. Cabinet signs are not allowed. These signs will be illuminated.

- i. Maximum height: at or below a plane that is 6"





- ii. down from top of parapet or roofline
- ii. Maximum sign face area: one square foot of sign face area per one foot of linear street frontage
- iii. Minimum setback: zero

M. Retail Arcade Sign

This sign type is to be building-mounted above each permitted tenant's main entry doors. The sign shall mount perpendicular to the building, using a projecting mounting bracket, and is intended to be viewed by pedestrian traffic walking along the project frontage. The illumination of these signs will come from ambient light only.

- i. Maximum height: 8'-0" clear from bottom of sign to top of finished grade
- ii. Maximum sign face area: 4 square feet
- iii. Minimum setback: zero

N. Retail Vinyl Window/Door Graphic

This sign type mounts to the glass on tenant's project frontage(s). Tenant may implement one sign of this type in each window and door of storefront(s). Sign shall be computer cut, self-adhesive, vinyl letters and/or logo, professionally fabricated and installed, applied to the exterior of the storefront glass. The illumination of these signs will come from ambient light only.

- i. Maximum height: at or near 5'-6" above finished grade
- ii. Maximum sign face area: 1 square foot
- iii. Minimum setback: zero

11.5 SIGN MAINTENANCE

All signs and sign structures shall be maintained at all times in a state of good repair.



APPENDIX A - KEY AMENDMENTS/ MODIFICATIONS TO 30 NOVEMBER 2012 STC PD AND DESIGN GUIDELINES

A.1 ADDITION OF PROPERTIES IDENTIFIED AS PHASE 2 IN THE DESIGN GUIDELINES

- A.** Expands November 2012 STC PD to Incorporate the land identified in the Design Guidelines as Phase 2 to further implement the goals of the Design Guidelines, including a mixed density residential neighborhood with a variety of housing products that provide a connection and transition from Rock Creek to the Superior Town Center urban core. The residential products (detached small lot, medium and high density detached, attached and condominium) will be smaller than Rock Creek to the south and generally lower density than the residential units in the urban Superior Town Center core. In addition, there will be free-standing offices, retail, office over retail, and live work office property types oriented with parks, playfields and a site for a pre-K school facility.

- B.** Provides a connection to Coal Creek Drive.

- C.** Provides additional trail connections to Rock Creek.

- D.** Accommodates realignment/underground piping of exiting irrigation delivery laterals.



A.2 MARSHALL ROAD REALIGNMENT

- A.** Marshall Road, within the Town Center site, is repositioned to the west to introduce vehicular and pedestrian movements to a more central location within the Town Center core.
- B.** Leverages existing detention pond to become an entry “gateway” water feature and potential community center amenity at the southeast corner of the McCaslin/Marshall Road intersection.
- C.** Crosses Coal Creek further west to provide opportunity to create multi-use playing field(s) within the Coal Creek Open Space corridor.
- D.** Creates opportunity to maximize site for signature hotel along the curve of Marshall Road, leveraging views and sun, and providing a gateway feature within walking distance to the Town Square and Superior Marketplace.

A.3 TRAFFIC/TRANSPORTATION/ INTERSECTIONS

- A.** Maintains McCaslin/Main Street roundabout and second roundabout at the first intersection.
- B.** Main Street extended east from McCaslin becomes a true functioning “main street” incorporating parallel and diagonal parking.
- C.** Provides the opportunity for future roadway connection south to Rock Creek Parkway via South Coal Creek Drive, and S. 88th Street.
- D.** Vehicular Underpass at railroad grade eliminated due to utilities in McCaslin Boulevard.

**A.4 TOWN HALL/CIVIC USES**

- A. Provides a potential Town Hall site in a prominent location as a gateway/entry to Town Center.
- B. Expanded usable area of Public Plaza “Town Square” reconfigured and located in heart of the new downtown.
- C. Potential 65,000 sf community-serving public buildings

A.5 PRIVATE INDOOR RECREATION FACILITY

- A. Approximately 140,000 sf indoor recreation facility located adjacent to US 36 at east terminus of Main Street.

A.6 PHASE 2 PROPERTY ZONING AND SETBACKS

- A. Change to PD zoning from B-O zoning.
- B. Maintains existing setback along south property line adjacent to Rock Creek.
- C. Reconfigures and enhances existing stock pond areas including conversion to storm water management function.
- D. Recognizes that US 36 right of way has been acquired by CDOT to accommodate US 36 widening project and locate flex space along the US 36 to provide a visual and noise buffer.
- E. The tree preservation restrictions are no longer relevant as most of the existing trees are diseased or dead. Viable trees in the Coal Creek Corridor that are not part of the construction envelopes shall be protected; any viable trees proposed to



be removed must be approved.

A.7 PARKING

- A.** Parking is accommodated in a combination of sub-surface parking structures, podium parking, tuck-under parking for townhome and single family residential units, on-site surface parking and on-street parking configurations.



APPENDIX B - LANDSCAPE PLANT LIST

B.1 LANDSCAPE STANDARDS

All landscaping will be in compliance with or exceed these Design Guidelines. If landscape requirements are not specified in these Design Guidelines, the Town of Superior Municipal Code and Standard Specifications apply.

Minimum plant sizes should be used as follows:

Deciduous Street Canopy Trees - 2.5" minimum trunk caliper and first branch height at 6'-0"

Open Space / Parking Lot Canopy Trees - 2 1/2" minimum trunk caliper

Evergreen Trees - 10' minimum height

Ornamental Trees - 2" minimum trunk caliper

Evergreen and Deciduous Shrubs - 5 gallon container minimum

Ornamental Grasses - 5 gallon container minimum where available / 1 gallon for varieties not available in 5 gallon containers

Perennials/Groundcovers - 1 gallon container minimum





B.2 RECOMMENDED STREET TREES

Because of the importance of trees to the STC urban landscape, a list of trees that are suitable for the streetscape landscape has been developed. These trees were selected from the Town of Superior’s Recommend Plant List and the 2010 Front Range Tree List Recommendation List, which is a collaborative effort by a committee of Colorado municipal arborist, nurserymen, landscape architects, and State Extension office staff.

Recommended Street Trees

Scientific Name	Common Name
Acer Platanoides varieties	
- ‘Deborah’	Deborah Maple
- ‘Emerald Lustre’	Emerald Lustre Maple
- ‘Royal Red’	Royal Red Maple
Carpinus caroliniana	American Hornbeam
Catalpa speciosa	Western Catalpa
Catalpa ovata	Chinese Catalpa
Celtis occidentalis	Common Hackberry
Gleditsia triacanthos v. inermis	
- Imperial	Imperial Honeylocust
- Shademaster	Shademaster Honeylocust
- Skyline	Skyline Honeylocust
Gymnocladus dioicus	Kentucky Coffeetree
Pyrus calleryana varieties	
- ‘Canticleer’	Canticleer Pear
- ‘Cleveland Select’	Cleveland Select Pear
- ‘Redspire’	Redspire Pear
Quercus alba x robur	Crimson Spire Oak
Quercus bicolor	Swamp White Oak
Quercus macrocarpa	Bur Oak
Quercus muehlenbergii	Chinkapin Oak
Quercus robur	English Oak
Quercus robur ‘Fastigiata’	Columnar English Oak
Quercus shumardii	Shumard Oak



B.3 STREET TREES TO BE USED IN LIMITED NUMBERS

The following trees have typically performed well as street trees in Colorado, but should be used in limited quantities due to potential pest / disease problems or cultural limitations.

Ash Varieties: While Emerald Ash Bore (EAB) has not been found in Colorado, it is a serious problem in the Midwest. Ash should only be used in limited quantities as a precaution.

Scientific Name	Common Name
<i>Fraxinus americana</i> 'Autumn Purple'	Autumn Purple Ash
<i>Fraxinus pennsylvanica</i> 'Patmore'	Patmore Ash
<i>Fraxinus pennsylvanica</i> 'Marshalls'	Marshall Seedless Ash

Buckeye / Horsechestnut Varieties: Buckeye/ Horsechestnut (Ohio and Common) trees are excellent street trees that tolerate a wide variety of conditions and are very disease resistant. However, the fruit can be considered a nuisance in some urban settings.

Linden Varieties: Lindens are excellent street trees but should not be used in medians or along major arterial roads due to sensitivity to road salts. Recommended Lindens include:

Scientific Name	Common Name
<i>Tilia cordata</i> 'Greenspire'	Greenspire Linden
<i>Tilia x euchlora</i> 'Redmond'	Redmond Linden

Northern Red Oak (*Quercus rubra*): A fast growing, broad tree with good fall color, but can have problems with iron chlorosis in alkaline soils with a pH over 7.5.

An automatic irrigation system which employs drip ring emitters is required for all street trees.





Structural backfill soils such as “CU Structural” (as defined by the Urban Horticulture Institute, Cornell University) shall be used for all street trees planted in sidewalks or planters smaller than 50 SF.

B.4 OTHER RECOMMENDED DECIDUOUS TREES

The following trees are suitable for open space areas, parking lot islands, buffers, or other non-street tree applications. Trees listed in 1.1 and 1.2 above are also suitable for these applications.

Other Recommended Deciduous Trees

Scientific Name	Common Name
<i>Acer grandidentatum</i>	Bigtooth Maple
<i>Acer ginnala</i> ‘Flame’	Flame Amur Maple
<i>Acer tataricum</i> ‘Hot Wings’	Hot Wings Maple
<i>Amelanchier canadensis</i>	Shadblow Serviceberry
<i>Amelanchier x grandiflora</i> ‘Autumn Brilliance’	Autumn Brilliance Serviceberry
<i>Cornus mas</i> ‘Golden Glory’	Golden Glory Cornelian Cherry
<i>Crataegus crus-galli</i>	Cockspur Hawthorn
<i>Crataegus crus-galli</i> var. <i>inernis</i>	Thornless Cockspur Hawthorn
<i>Crataegus phaenopyrum</i>	Washington Hawthorn
<i>Koelrueteria paniculata</i>	Golden Raintree
<i>Malus</i> sp. ‘Brandywine’	Brandywine Crabapple
<i>Malus</i> sp. ‘Indian Magic’	Indian Magic Crabapple
<i>Malus</i> sp. ‘Radiant’	Radiant Crabapple
<i>Malus</i> sp. ‘Spring Snow’	Spring Snow Crabapple
<i>Prunus cerasifera</i> ‘Newport’	Newport Purple Leaf Plum
<i>Prunus americana</i>	Native Plum
<i>Prunus maackii</i>	Amur Chokecherry
<i>Prunus virginiana</i> ‘Canada Red’	Canada Red Chokecherry
<i>Quercus gambelii</i>	Gambel Oak
<i>Syringa reticulata</i>	Japanese Tree Lilac

Note: Cottonwood trees may only be used in conjunction with a riparian corridor restoration plan for Coal Creek.





B.5 EVERGREEN TREES

Evergreen Trees

Scientific Name	Common Name
<i>Juniperus scopulorum</i>	Rocky Mountain Juniper
<i>Juniperus scopulorum</i> 'Wichita Blue'	Wichita Blue Upright Juniper
<i>Pinus edulis</i>	Pinyon Pine
<i>Pinus flexilis</i>	Limber Pine
<i>Pinus nigra</i>	Austrian Pine
<i>Pinus ponderosa</i>	Ponderosa Pine
<i>Pinus strobiformis</i>	Southwestern White Pine
<i>Picea pungens</i> 'Hoopsii'	Hoopsii Spruce
<i>Picea pungens glauca</i>	Colorado Blue Spruce



B.6 SHRUBS

Shrubs

Scientific Name	Common Name
<i>Amorpha canescens</i>	Leadplant
<i>Berberis thunbergii</i> 'Crimson Pygmy'	Crimson Pygmy Barberry
<i>Berberis thunbergii</i> 'Rose Glow'	Rose Glow Japanese Barberry
<i>Buddleia davidii</i> 'Pink Delight'	Pink Butterfly Bush
<i>Caryopteris x claud.</i> 'Dark Knight'	Dark Night Blue Mist Spirea
<i>Corneus sericea</i> 'Bailey'	Bailey Redtwig Dogwood
<i>Cotoneaster lucidus</i>	Peking Cotoneaster
<i>Fallugia paradoxa</i>	Apache Plume
<i>Juniperus chinensis</i> 'Armstrong'	Armstrong Juniper
<i>Juniperus horizontalis</i> 'Icee Blue'	Icee Blue Juniper
<i>Juniperus sabina</i> 'Arcadia'	Arcadia Juniper
<i>Juniperus sabina</i> 'Scandia'	Scandia Juniper
<i>Pinus mugo</i> 'White Bud'	White Bud Mugo Pine
<i>Pinus mugo</i> 'Mops'	Miniature Mugo Pine
<i>Perovskia atriplicifolia</i>	Russian Sage
<i>Potentilla fruticosa</i> 'Gold Drop'	Gold Drop Potentilla
<i>Potentilla fruticosa</i> 'McKay's White'	McKay's White Potentilla
<i>Prunus besseyi</i>	Western Sandcherry





Shrubs (continued)

Scientific Name	Common Name
<i>Prunus besseyi</i> 'Pawnee Buttes'	Creeping Western Sandcherry
<i>Rosa</i> x 'Knock Out'	Knock Out Rose
<i>Rosa</i> x Meidiland Pink	Single Pink Shrub Rose
<i>Rosa</i> x Meidiland Scarlet	Meidiland Scarlet Rose
<i>Rosa</i> x Meidiland White	Double White Shrub
<i>Rosa</i> <i>Rhus trilobata</i>	Three Leaf Sumac
<i>Ribes aureum</i>	Gold Current
<i>Rosa woodsii</i>	Woods Rose
<i>Spiraea japonica</i> 'Neon Flash'	Neon Flash Spirea
<i>Syringa vulgaris</i> 'Charles Joly'	Double Red French Lilac
<i>Viburnum dentatum</i> 'Blue Muffin'	Blue Muffin Arrowwood
<i>Viburnum opulus</i> 'Compactum'	Compact European Cranberry Bush

Ornamental Grasses

Scientific Name	Common Name
<i>Calamagrostis acutiflora</i> 'Overdam'	Overdam Feather Reed
<i>Festuca glauca</i> 'Elijah Blue'	Elijah Blue Fescue Grass
<i>Helictotrichon sempervirens</i>	Blue Avena Grass
<i>Miscanthus sinensis</i> 'Gracillimus'	Maiden Grass
<i>Miscanthus sinensis</i> 'Purpurescens'	Purple Flame Maiden Grass
<i>Panicum virgatum</i> 'Heavy Metal'	Heavy Metal Switch Grass
<i>Panicum virgatum</i> 'Prairie Sky'	Prairie Sky Switch Grass
<i>Pennisetum alopecuroides</i> 'Cassian'	Cassian Fountain Grass
<i>Pennisetum alopecuroides</i> 'Hameln'	Dwarf Fountain Grass



B.7 PERENNIALS AND GROUND COVER

Perennials and Ground Cover

Scientific Name	Common Name
<i>Achillea</i> 'Moonshine'	Moonshine Yarrow
<i>Coreopsis verticillata</i> 'Moonbeam'	Moonbeam Coreopsis
<i>Delosperma floribundum</i> 'Star Burst'	Star Burst Ice Plant
<i>Echinacea purpurea</i>	Purple Cone Flower
<i>Gaillardia</i> x <i>grandiflora</i> 'Goblins'	Goblin Gaillardia
<i>Kniphofia</i> 'Corallina'	Torch Lily or Red Hot
<i>Lavendula angustifolia</i> 'Hidcote'	Deep Blue Lavender
<i>Lupinus</i> 'Russel Hybrids'	Mixed Lupine
<i>Leucantheum</i> x <i>superbum</i>	Shasta Daisy
<i>Nepeta</i> x <i>faassenii</i> 'Six Hills Giant'	Catmint
<i>Rudbeckia fulgida</i> 'Goldstrum'	Black-eyed Susan
<i>Sedum</i> 'Autumn Joy'	Autumn Joy Stonecrop
<i>Sedum spurium</i> 'Dragon's Blood'	Dragon's Blood Stonecrop
<i>Salvia nemorosa</i> 'May Night'	May Night Salvia
<i>Saponaria ocymoides</i>	Rock Soapwort
<i>Zauschneria californica latifolia</i>	Hummingbird Flower



B.8 IRRIGATION

An automatic irrigation system is required in all planted areas and shrub beds. Low water use irrigation practices and grouping plants by water use requirements is strongly recommended.

B.9 TURF AND NATIVE GRASSES

To reduce water usage, Texas Bluegrass Hybrid variety (rather than Kentucky Bluegrass or Fescue turf grass sod) is encouraged for use (with approval by Town Staff) in the developed open space areas within the Town Center site. Soil prep and installation of sod shall be per the Town of Superior's Standard Specifications. An efficient automatic irrigation system is required in all sodded areas.



Native grass seed mixes are to be used in open space areas that are not programmed for active recreation or expected to receive heavy foot traffic. Approved native seed mixes are provided by the Town of Superior Parks and Recreation Department. Approved mixes include:

The Town's Standard Native Seed Mix
Rock Creek Native Irrigated Seed Mix
Rock Creek Native Dryland Seed Mix

An automatic irrigation system is required in all sodded and seeded areas, unless a non-irrigated dryland native seed mix is approved by the Town. Soil prep and installation of native seed mixes shall be per the Town of Superior's Standard Specifications.

B.10 PROHIBITED PLANTS

The following tree species are not allowed within STC: Russian Olive, Siberian Elms, Black Locust, Lombardy Poplar, Tamarix, Willow, Silver Maple and related hybrid tree species. Consult with the Town and Boulder County to make sure that nothing is planted that is on the prohibited noxious plant and weed list.

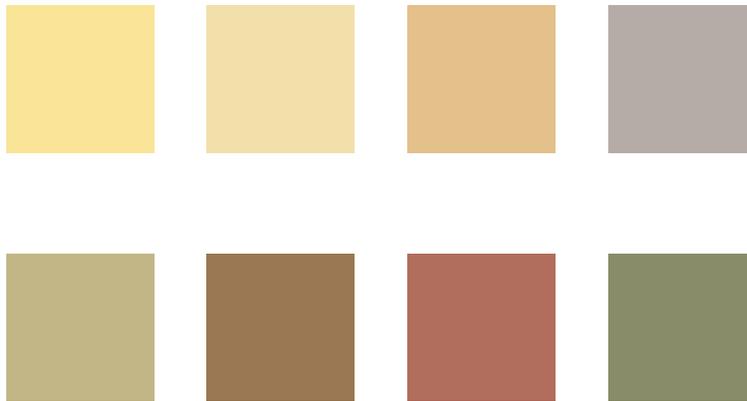


APPENDIX C - ARCHITECTURAL COLOR/ MATERIALS PALETTE

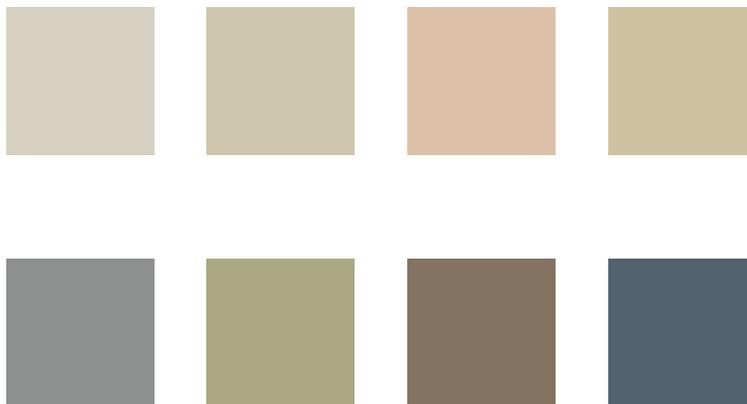
C.1 ARCHITECTURAL COLOR PALETTE

A. The use of color to enliven building facades is an essential part of the design for STC. The following examples offer insight and suggestion as to the use of color within the project.

ACCENT COLOR PALETTE



PRIMARY COLOR PALETTE



ROOF COLORS





- B. The most saturated colors are reserved for accent elements (non wall elements). The entry features are an opportunity for the most of the wall colors to help call attention to the entries. Color changes are to be accompanied by a plane change or separated by a substantial reveal. The primary hues of the wall surfaces should relate to earth tones. Patterns should be mostly faux representations of historic or similar architectural elements. The use of color should augment, not diminish, the differences between the facades. The primary colors are the most consistent colors, acting as a common thread of infrastructural elements. Color palettes building to building should vary so that they preserve their individuality.

- C. Final building color palettes have not been determined; however, the palettes should be of similar tones, values and styles as the examples shown in Fig. C1. Final building colors will be submitted and reviewed during architectural review for each building.

Fig. C1





C.2 ARCHITECTURAL MATERIALS PALETTE

- A.** Use high-quality, durable materials that are compatible with the materials in the area and reflect the character of the natural environment surrounding the Town of Superior.
- B.** Use natural, high-quality materials such as sandstone (or other stone) and brick. Other acceptable materials may include painted wood/ cementitious siding, stucco, precast concrete, cast stone, architectural metals and metal panel systems and glass. Intense, shiny reflective surfaces are to be avoided.





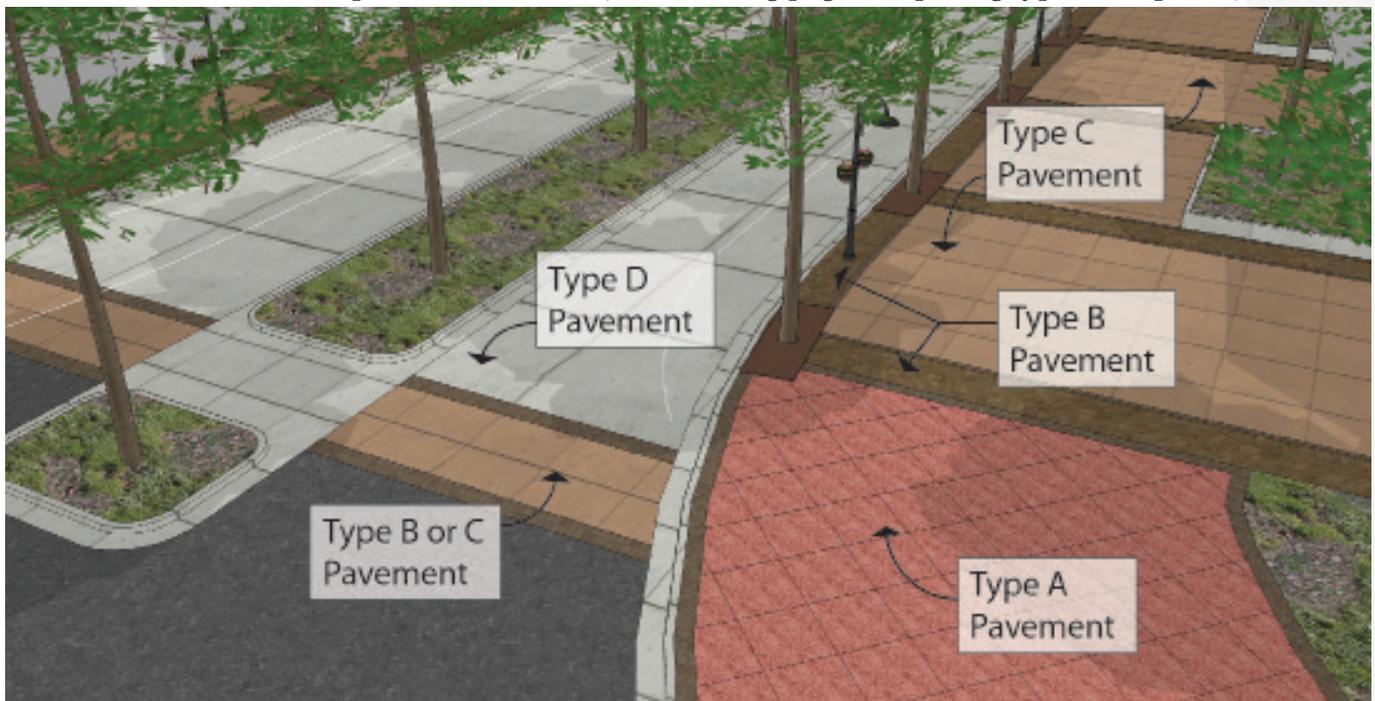
APPENDIX D – STREETSCAPE MATERIALS PALETTE

D.0 STREETSCAPE MATERIALS PALETTE

The plazas, outdoor dining areas, street furnishings zones, sidewalks, and multi-use paths within the STC are to be constructed in mix of paving materials that enliven the streetscape environment in each area of the site. As described by the Bicycle/ Pedestrian/Transit Circulation Diagram (see Figure F in the Appendix), the level of finish varies -- from the rich, classic paving details and materials proposed for the Town Center Plaza to the more utilitarian concrete walkways and multi-use paths found in the open space areas.

- A. All paving materials used in the STC shall be of the highest quality, most durable materials available in each Paving Type described below. Materials are to comply with the specifications and standards for the Town of Superior (concrete), the Interlocking Concrete Paving Institute (concrete unit pavers), the Brick Industry Association (clay paving units), etc.
- B. Paving materials for the Town Center have been grouped in Paving Types based on desirability, level of finish, expected life-cycle cost, etc.

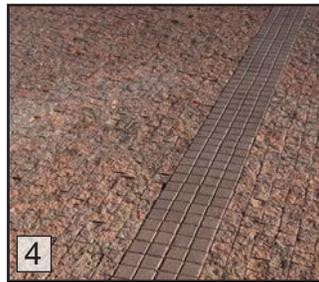
An example of the application of the Paving Types to the West Main Street Gateway Streetscape is shown below (see following pages for paving type descriptions)





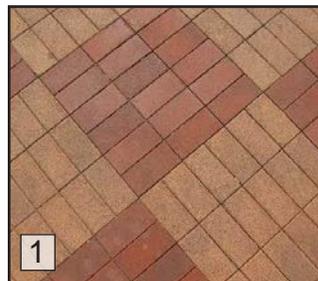
Paving Type A

This group includes natural stone such as granite (1) and sandstone (2), precast concrete paving units with a natural stone finish (3), and limited quantities of well articulated / tumbled concrete unit pavers in blends of multiple colors and a range of sizes (4).



Paving Type B

This group includes the standard 4" x 8" concrete unit paver modules (1), poured in place concrete that is tinted and stamped to create a natural stone finish (2), or "sandscape" texture / exposed aggregate concrete (3).





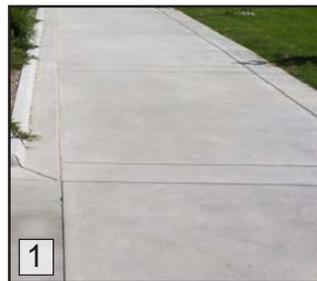
Paving Type C

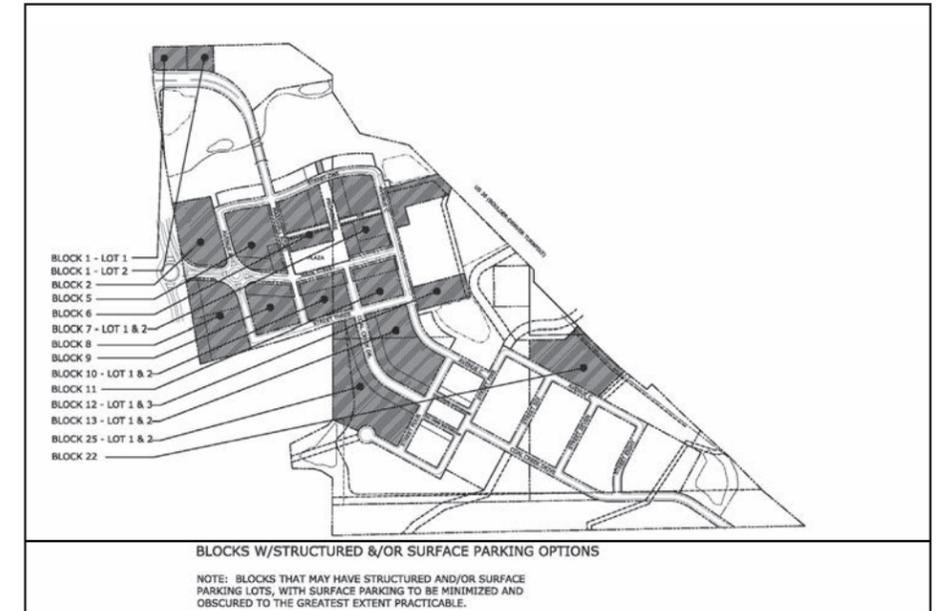
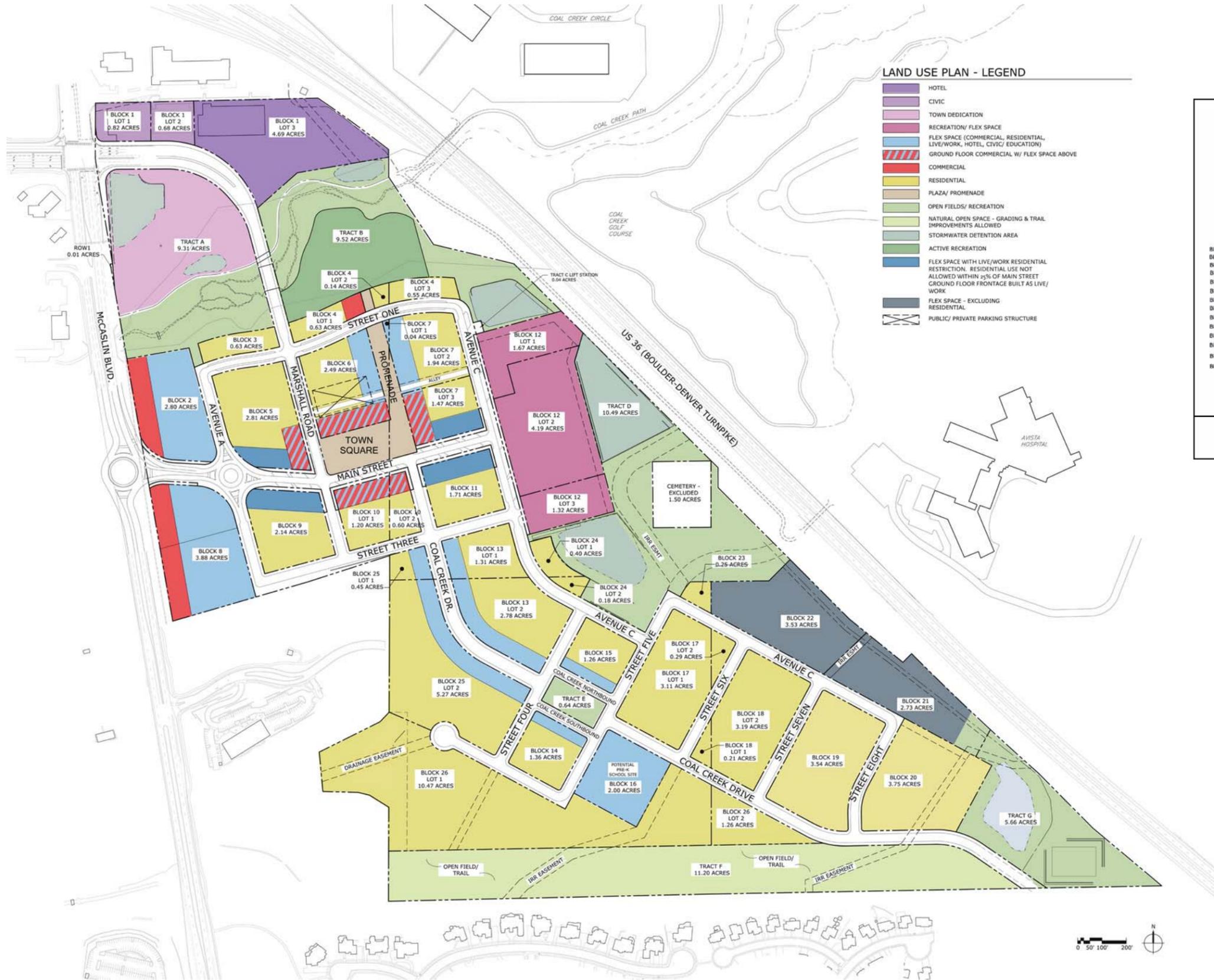
This group includes tinted poured in place concrete with decorative scoring (1) or a stamped pattern (2).

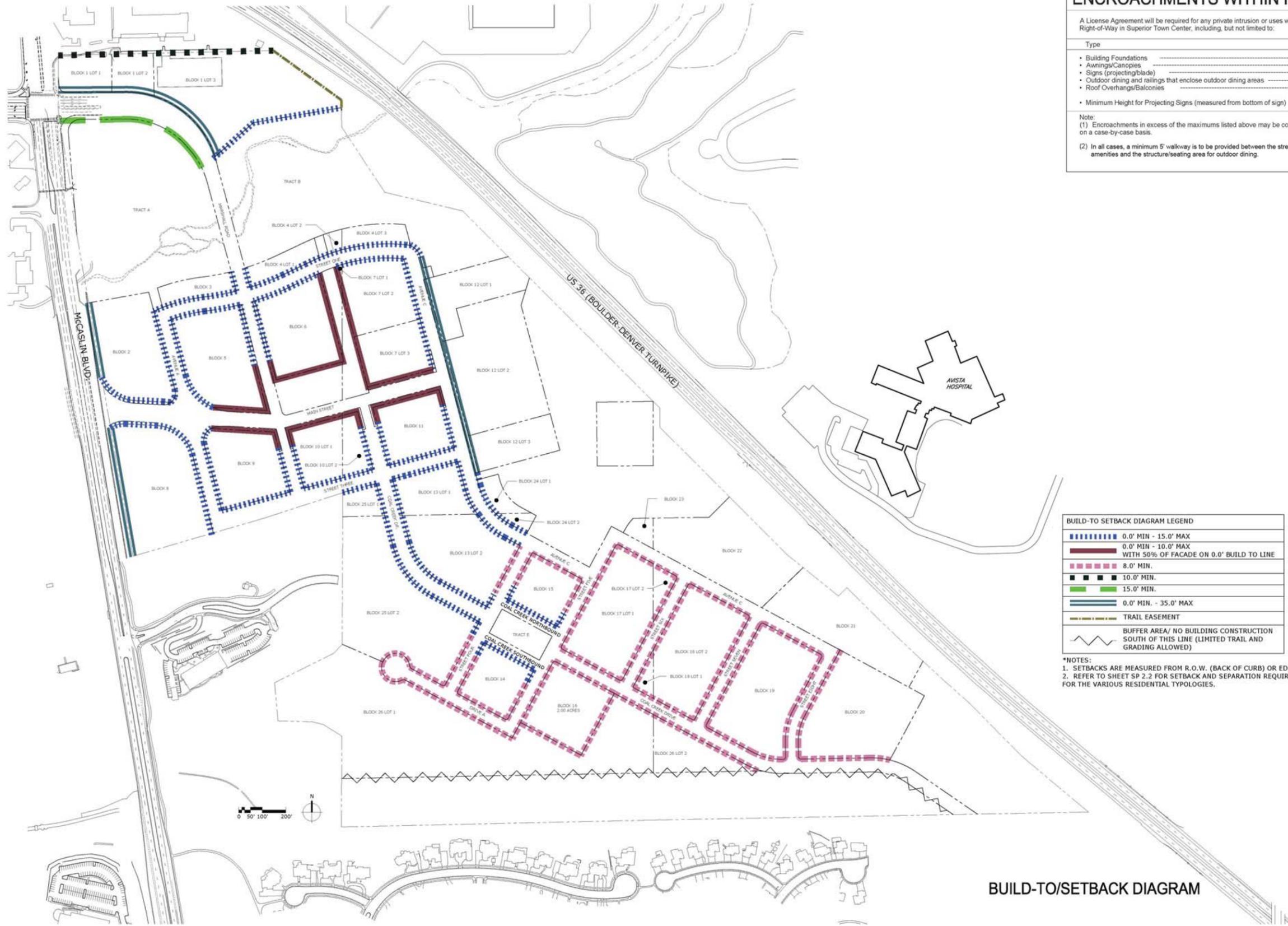


Paving Type D

This group includes standard gray poured in place concrete with or without decorative scoring (1) and, in low pedestrian volume open space areas, aggregate surfacing such as locally obtained crusher fines (2).







ENCROACHMENTS WITHIN RIGHT-OF-WAY

A License Agreement will be required for any private intrusion or uses within the Public Right-of-Way in Superior Town Center, including, but not limited to:

Type	Maximum Encroachments
• Building Foundations	4.0'
• Awnings/Canopies	10.0'
• Signs (projecting/blade)	5.0'
• Outdoor dining and railings that enclose outdoor dining areas	15.0' (2)
• Roof Overhangs/Balconies	10.0'
• Minimum Height for Projecting Signs (measured from bottom of sign)	8.0'

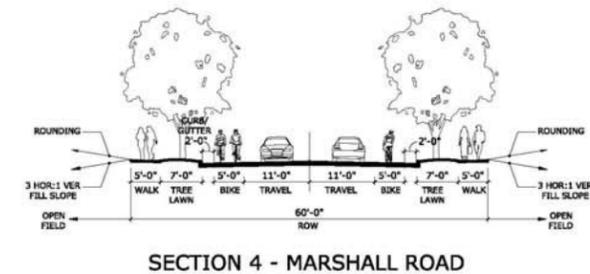
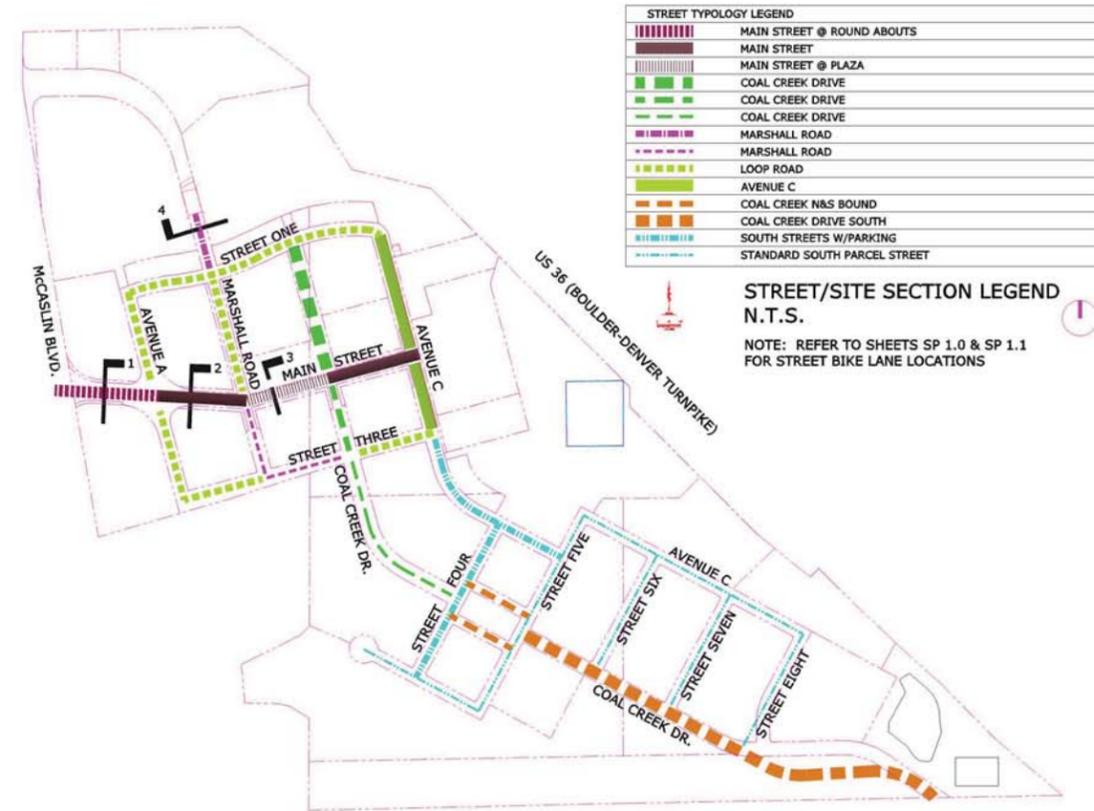
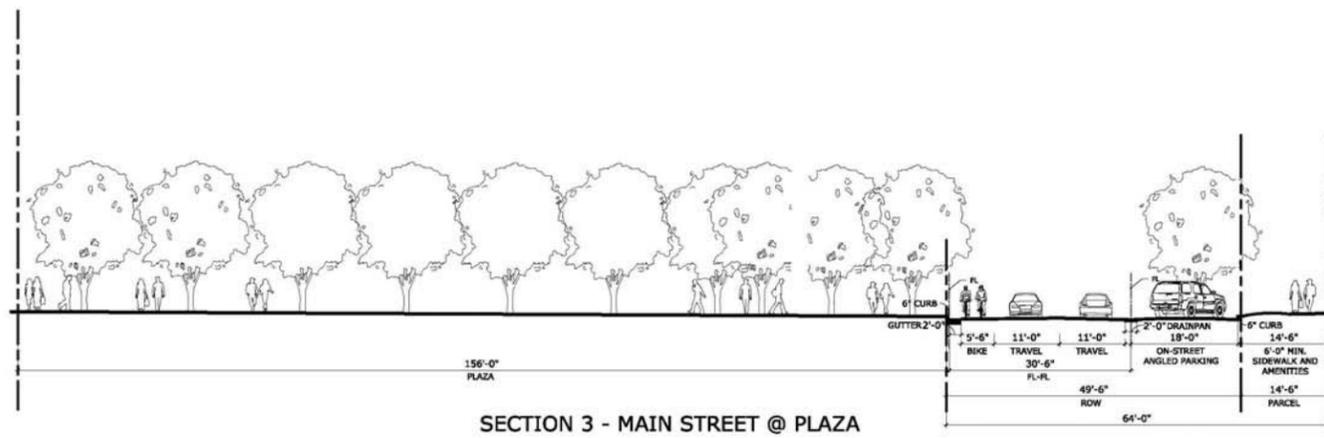
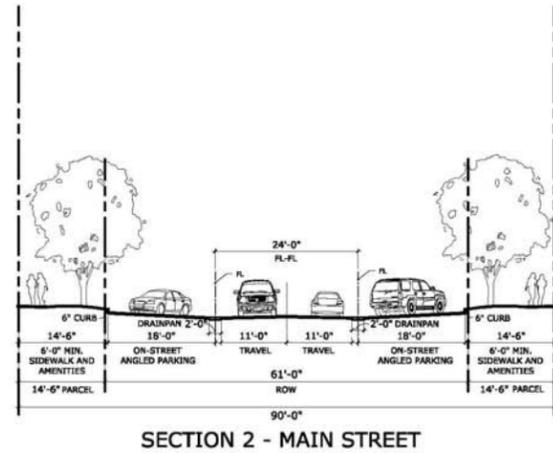
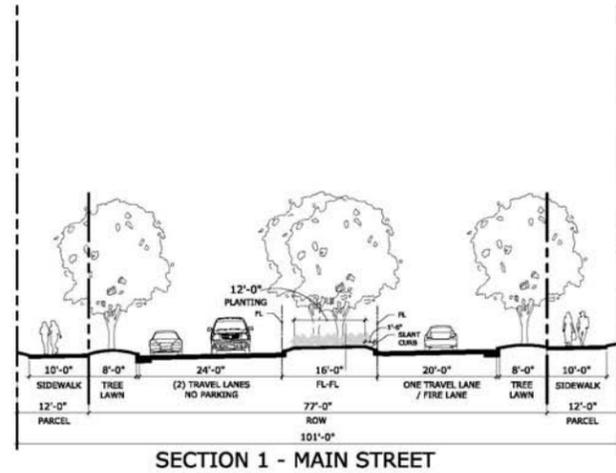
Note:
 (1) Encroachments in excess of the maximums listed above may be considered on a case-by-case basis.
 (2) In all cases, a minimum 5' walkway is to be provided between the street amenities and the structure/seating area for outdoor dining.

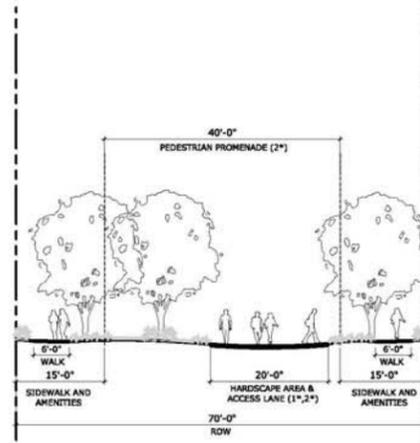
BUILD-TO/SETBACK DIAGRAM LEGEND

	0.0' MIN - 15.0' MAX
	0.0' MIN - 10.0' MAX WITH 50% OF FACADE ON 0.0' BUILD TO LINE
	8.0' MIN.
	10.0' MIN.
	15.0' MIN.
	0.0' MIN. - 35.0' MAX
	TRAIL EASEMENT
	BUFFER AREA/ NO BUILDING CONSTRUCTION SOUTH OF THIS LINE (LIMITED TRAIL AND GRADING ALLOWED)

*NOTES:
 1. SETBACKS ARE MEASURED FROM R.O.W. (BACK OF CURB) OR EDGE OF PARCELS.
 2. REFER TO SHEET SP 2.2 FOR SETBACK AND SEPARATION REQUIREMENTS FOR THE VARIOUS RESIDENTIAL TYPOLOGIES.

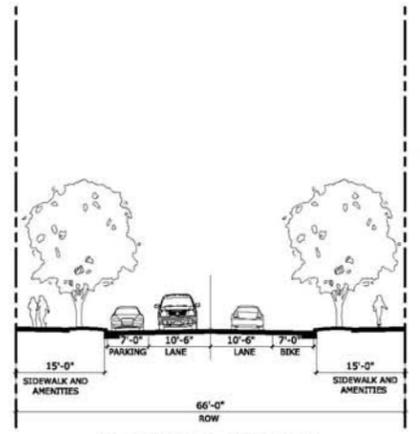
BUILD-TO/SETBACK DIAGRAM



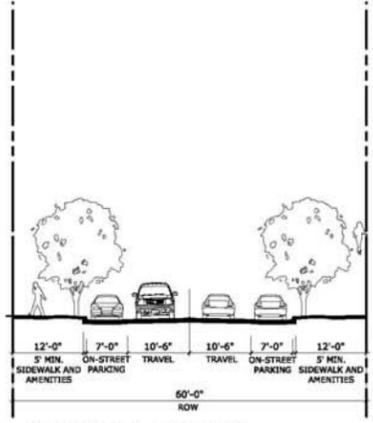


SECTION 5_70' ROW
PEDESTRIAN PROMENADE

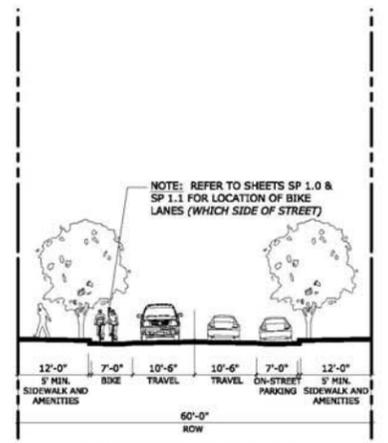
NOTES:
1. LOCATION OF 20' WIDE ACCESS FIRE & SERVICE LANE VARIES WITHIN R.O.W.
2. LAYOUT OF SOFTSCAPE AND HARDSCAPE WITHIN PEDESTRIAN PROMENADE VARIES
3. BICYCLIST MUST DISMOUNT WHEN TRAVELLING THROUGH THE PROMENADE.



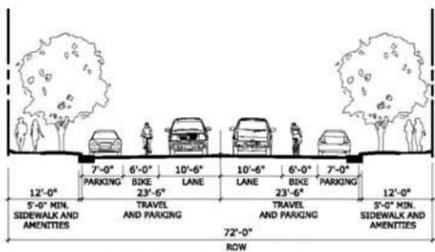
SECTION 6_66' ROW
COAL CREEK DRIVE



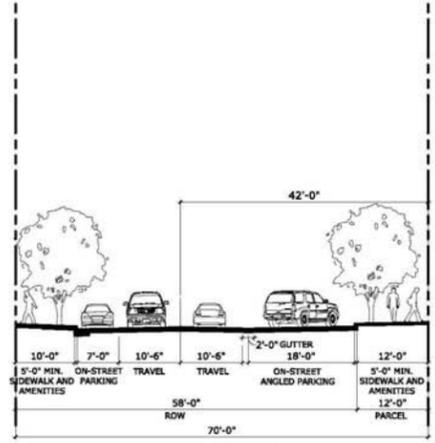
SECTION 8_60' ROW
AVENUE A



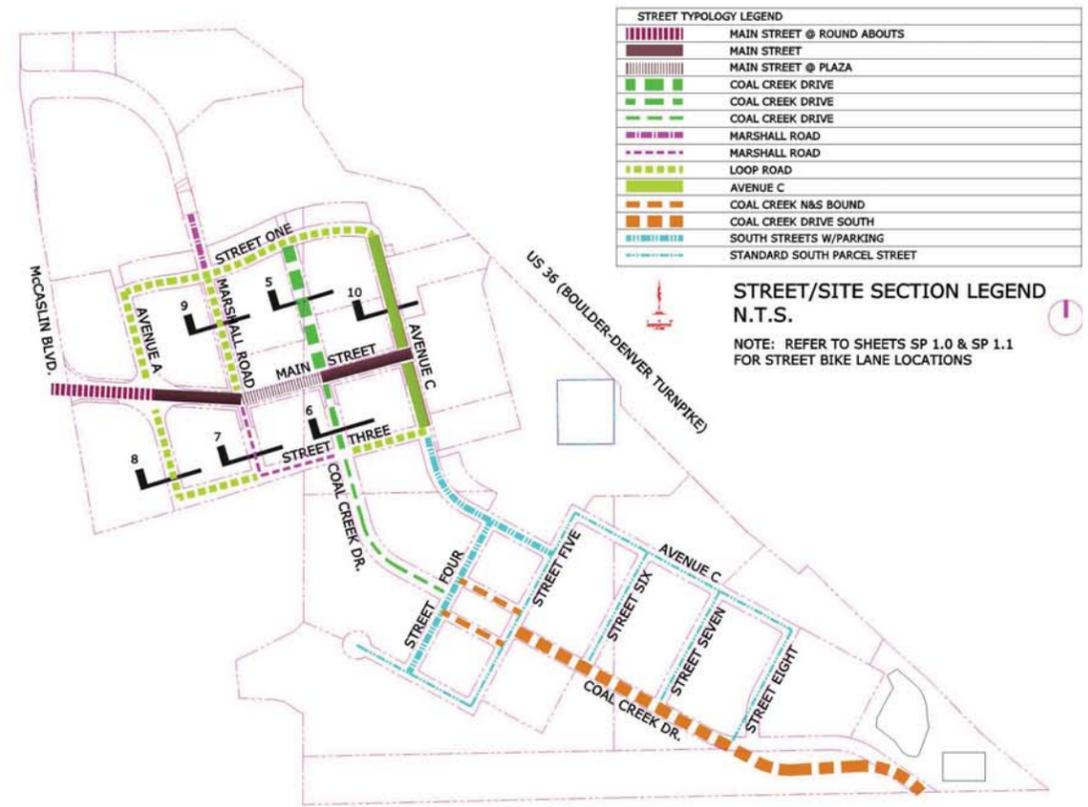
SECTION 7_60' ROW
AVENUE A (TYP. LOOP ROAD)



SECTION 9_72' ROW
MARSHALL ROAD

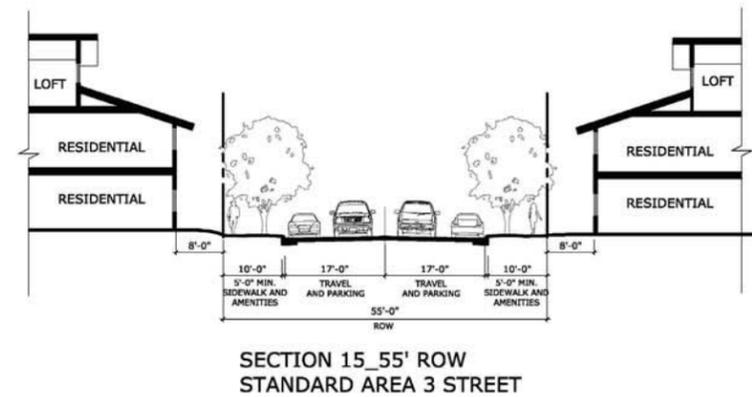
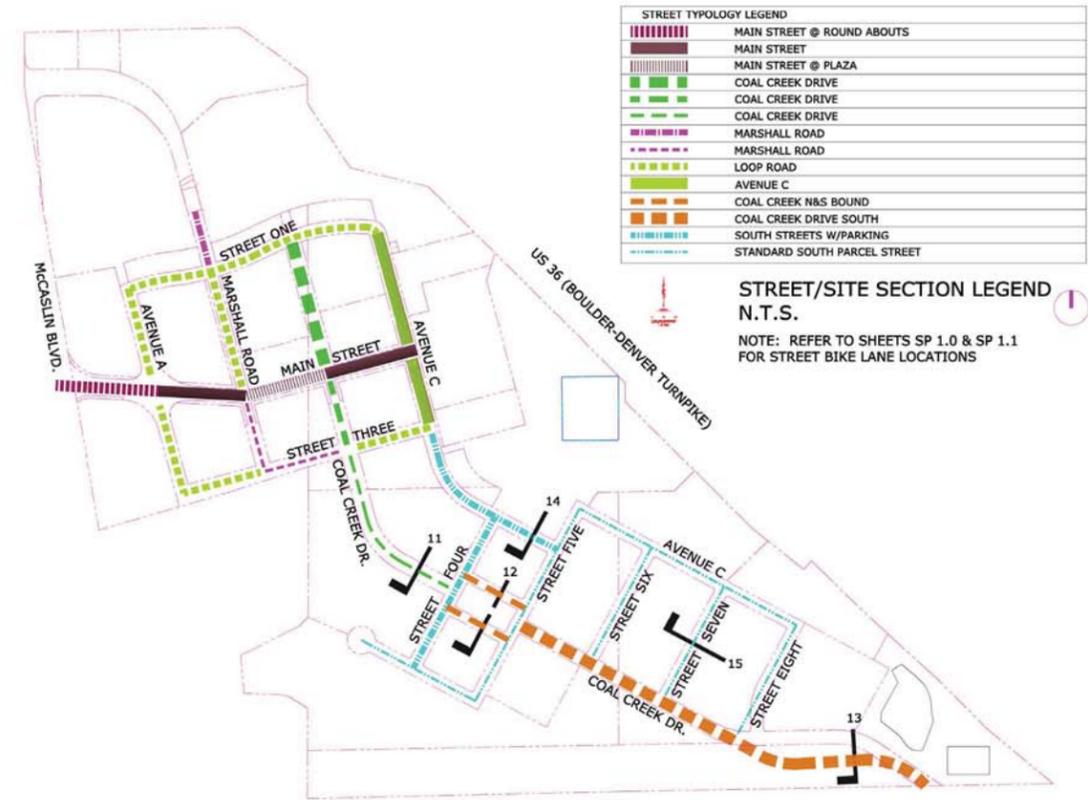
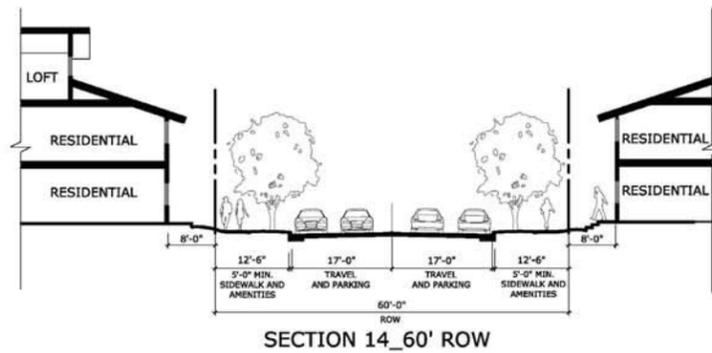
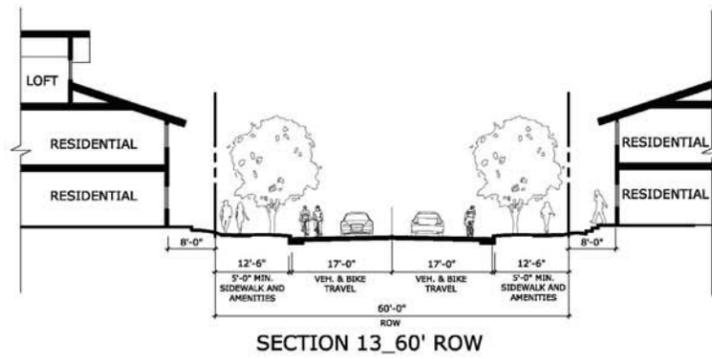
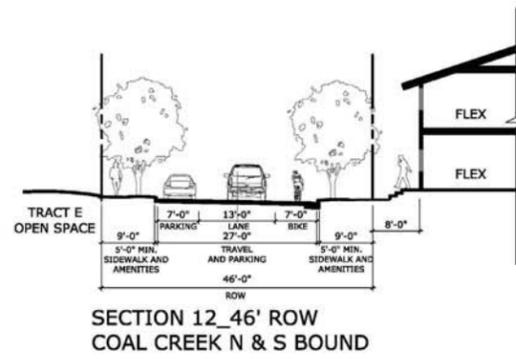
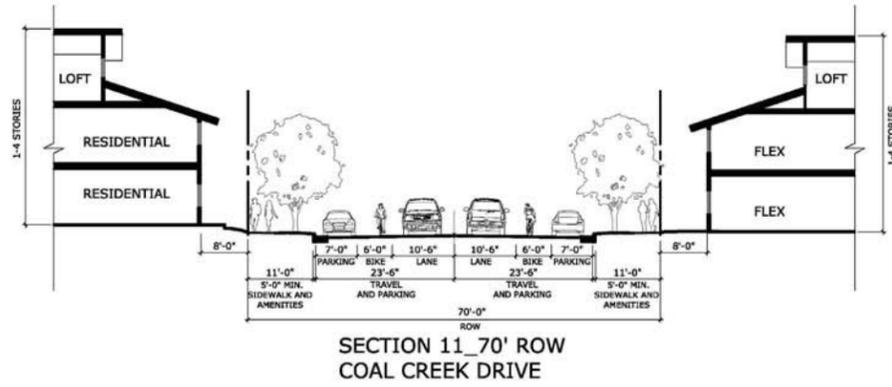


SECTION 10_70' ROW
AVENUE C



STREET TYPOLOGY LEGEND	
[Red dashed line]	MAIN STREET @ ROUNDABOUTS
[Red solid line]	MAIN STREET
[Red dashed line]	MAIN STREET @ PLAZA
[Green dashed line]	COAL CREEK DRIVE
[Green solid line]	COAL CREEK DRIVE
[Green dashed line]	COAL CREEK DRIVE
[Purple dashed line]	MARSHALL ROAD
[Purple solid line]	MARSHALL ROAD
[Yellow dashed line]	LOOP ROAD
[Yellow solid line]	AVENUE C
[Orange dashed line]	COAL CREEK N&S BOUND
[Orange solid line]	COAL CREEK DRIVE SOUTH
[Blue dashed line]	SOUTH STREETS W/PARKING
[Blue solid line]	STANDARD SOUTH PARCEL STREET

STREET/SITE SECTION LEGEND
N.T.S.
NOTE: REFER TO SHEETS SP 1.0 & SP 1.1
FOR STREET BIKE LANE LOCATIONS





1 - VIEW LOOKING WEST INTO TOWN SQUARE



2 - VIEW LOOKING EAST INTO TOWN SQUARE



TOWN SQUARE AERIAL LOOKING NORTHEAST



3 - VIEW LOOKING NORTH TO "PAVILION"



TOWN SQUARE SITE CONCEPT PLAN
0' 30' 60'
N



RC SUPERIOR
12275 El Camino Real
Suite 100
San Diego, CA 92130

Vested Rights:
This Plan constitutes a site specific development plan as defined in Section 24-68-101, et, seq., C.R.S., and Chapter 16 of the Superior Municipal Code, available at the Superior Town Hall, 124 East Coal Creek Drive, Superior, Colorado. This PD incorporates the Design Guidelines Supplement by reference, and such Design Guidelines Supplement shall be considered part of the PD.

**SUPERIOR TOWN CENTER
PD AMENDMENT**

PROJ. NO. -
DRAWN: AH
CHECKED: PMK
APPROVED: PMK
DATE: OCTOBER 2013

SUBMITTALS:
05-07-2013 1ST DRAFT
05-09-2013 PARTIAL RE-SUBMITTAL OF 1ST DRAFT
05-15-2013 FINAL SUBMITTAL
06-04-2013 CS1.0
06-24-2013 ALTERNATIVE 2
07-17-2013 GENERAL REVISIONS
07-24-2013 GENERAL REVISIONS
08-09-2013 GENERAL REVISIONS
08-15-2013 GENERAL REVISIONS
08-23-2013 FINAL REVISIONS
08-28-2013 GENERAL REVISIONS
09-13-2013 CS1.0
09-27-2013 GENERAL REVISIONS
10-09-2013 GENERAL REVISIONS
10-16-2013 CS1.0
10-23-2013 GENERAL REVISIONS
10-29-2013 GENERAL REVISIONS

SHEET TITLE:
**PRELIMINARY
MASTER
LANDSCAPING
PLAN / OPEN
SPACE & PARKS
PLAN (NORTH)**
SCALE: 1" = 100'-0"
SHEET NUMBER
L1.0



RC SUPERIOR
12275 El Camino Real
Suite 100
San Diego, CA 92130

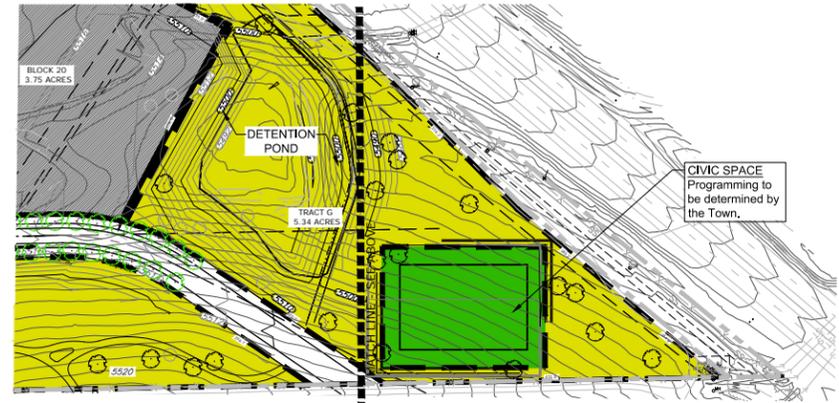
Vested Rights:
This Plan constitutes a site specific development plan as defined in Section 24-68-101, et, seq., C.R.S., and Chapter 16 of the Superior Municipal Code, available at the Superior Town Hall, 124 East Coal Creek Drive, Superior, Colorado. This PD incorporates the Design Guidelines Supplement by reference, and such Design Guidelines Supplement shall be considered part of the PD.

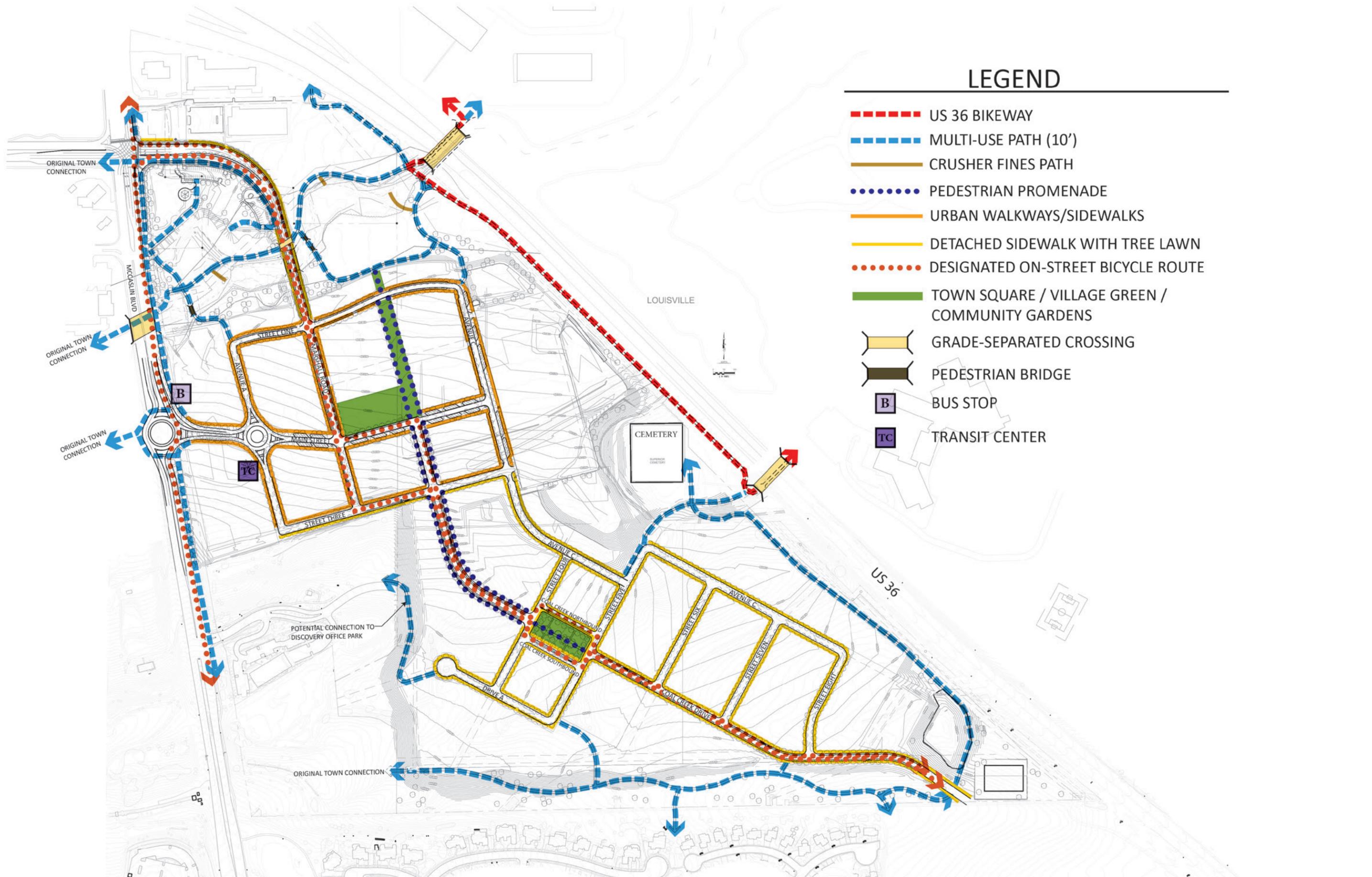
**SUPERIOR TOWN CENTER
PD AMENDMENT**

PROJ. NO. -
DRAWN: AH
CHECKED: PMK
APPROVED: PMK
DATE: OCTOBER 2013
SUBMITTALS:
05-07-2013 1ST DRAFT
05-09-2013 PARTIAL RE-SUBMITTAL OF 1ST DRAFT
05-15-2013 FINAL SUBMITTAL
06-04-2013 CS1.0
06-24-2013 ALTERNATIVE 2
07-17-2013 GENERAL REVISIONS
07-24-2013 GENERAL REVISIONS
08-09-2013 GENERAL REVISIONS
08-15-2013 GENERAL REVISIONS
08-23-2013 FINAL REVISIONS
08-28-2013 GENERAL REVISIONS
09-13-2013 CS1.0
09-27-2013 GENERAL REVISIONS
10-09-2013 GENERAL REVISIONS
10-16-2013 CS1.0
10-23-2013 GENERAL REVISIONS
10-29-2013 GENERAL REVISIONS

SHEET TITLE:
**PRELIMINARY
MASTER
LANDSCAPING
PLAN / OPEN
SPACE & PARKS
PLAN (SOUTH)**
SCALE: 1" = 100'-0"
SHEET NUMBER
L1.1

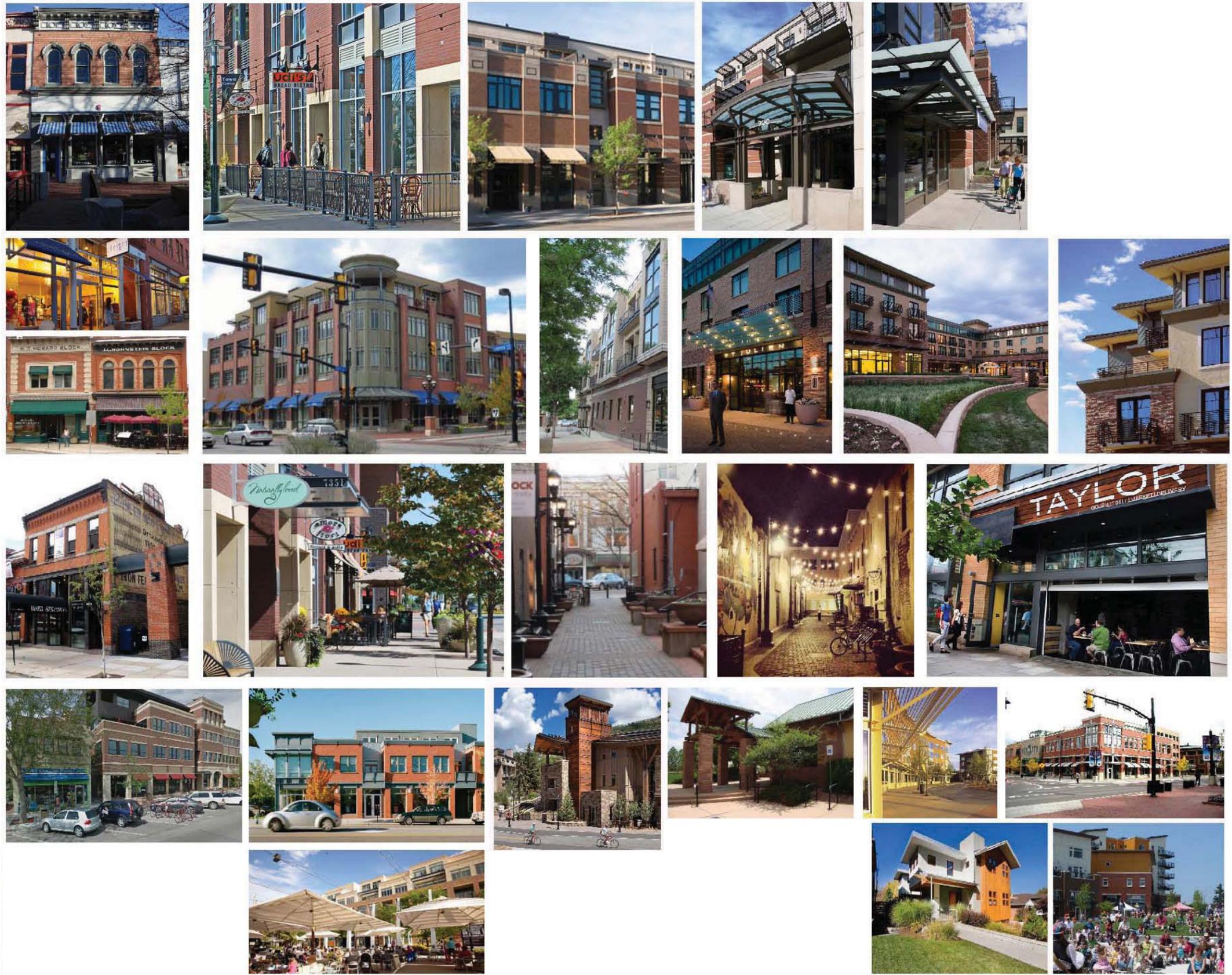
- LEGEND:**
- STREET TREE
 - DEVELOPED PARKLAND
 - NATURALIZED LANDSCAPE / OPEN SPACE
 - DEVELOPMENT PARCELS
 - PROPERTY LINE
- NOTE: PROPOSED RECREATIONAL USES ARE AS SHOWN ON PLAN.





LEGEND

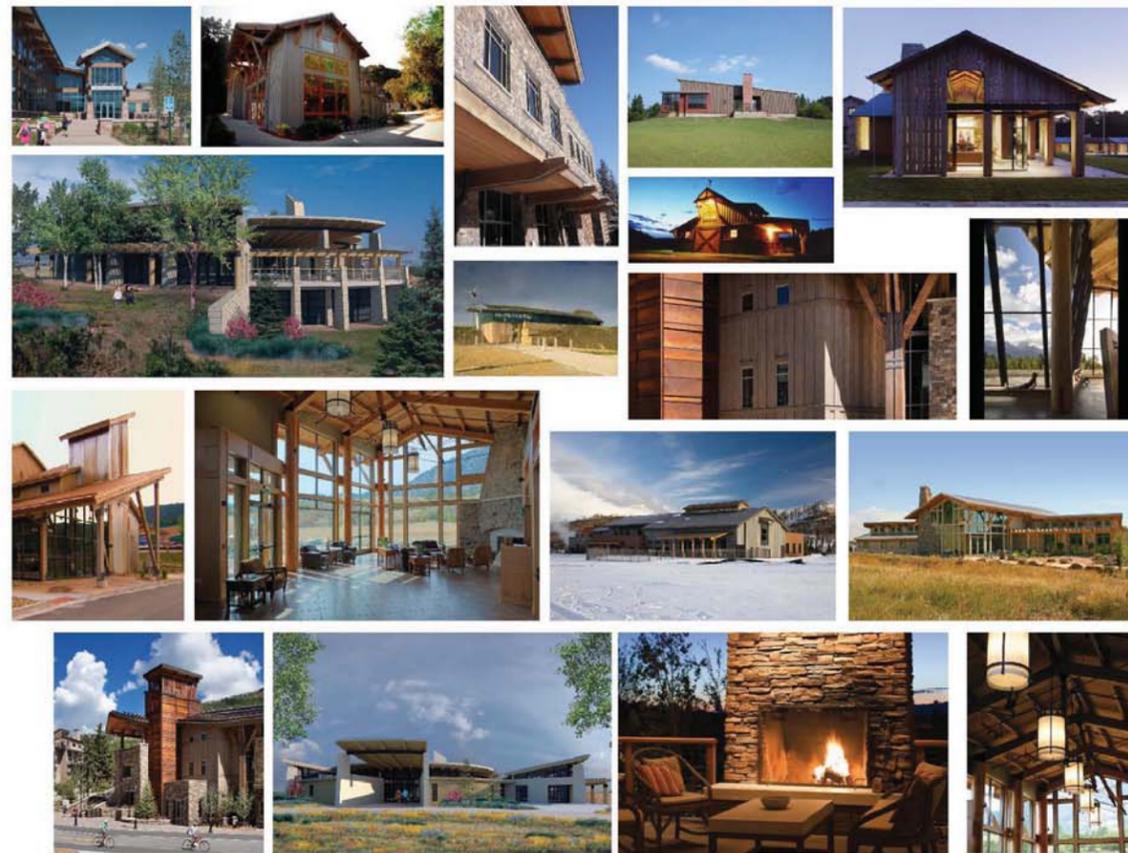
- - - US 36 BIKEWAY
- - - MULTI-USE PATH (10')
- CRUSHER FINES PATH
- PEDESTRIAN PROMENADE
- URBAN WALKWAYS/SIDEWALKS
- DETACHED SIDEWALK WITH TREE LAWN
- DESIGNATED ON-STREET BICYCLE ROUTE
- TOWN SQUARE / VILLAGE GREEN / COMMUNITY GARDENS
- GRADE-SEPARATED CROSSING
- PEDESTRIAN BRIDGE
- B BUS STOP
- TC TRANSIT CENTER



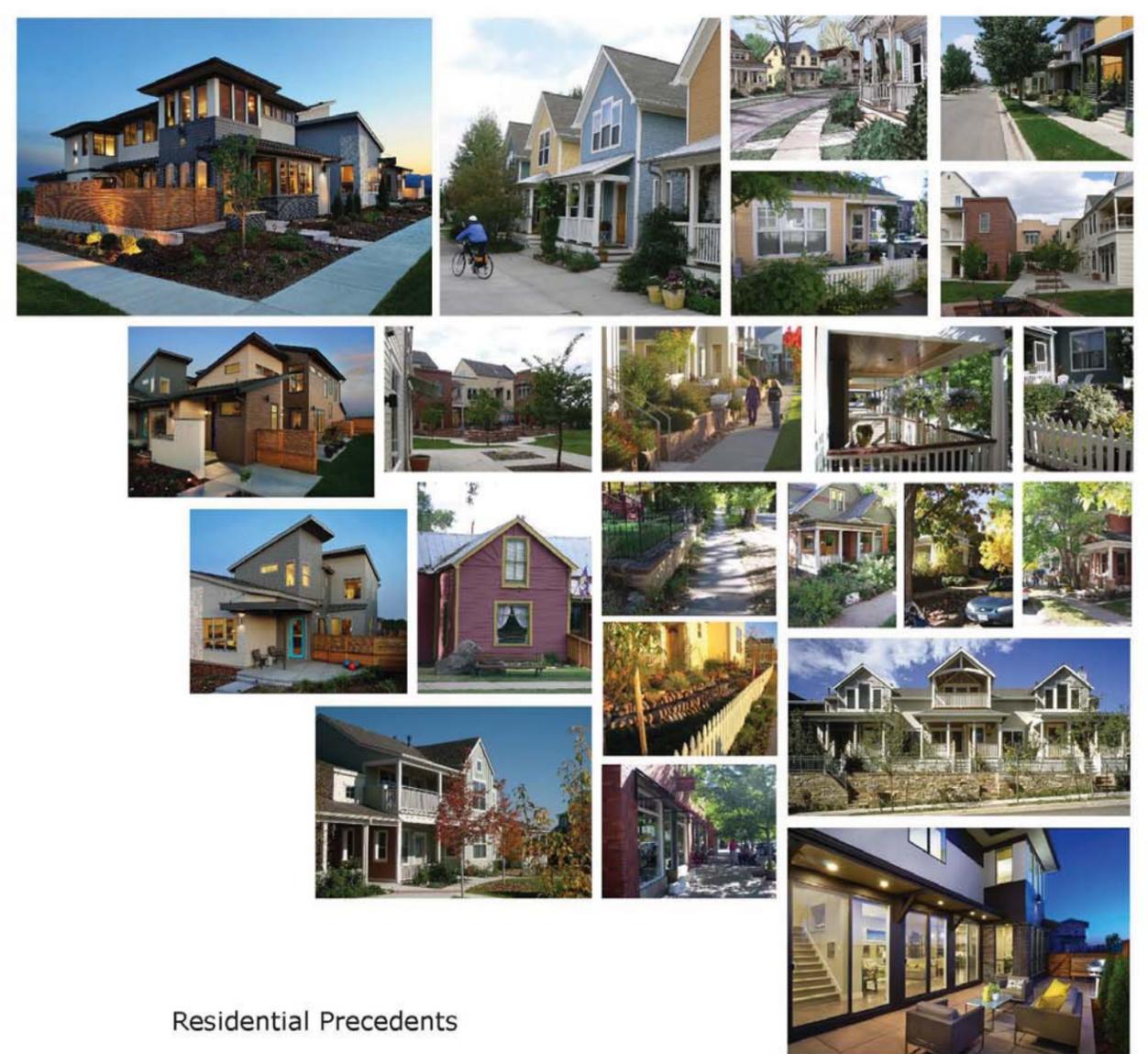
Architectural Precedents - Core Area (Planning Area 2)



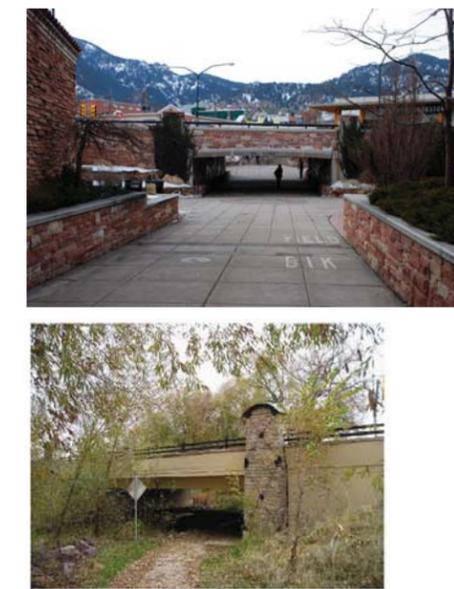
Freestanding Office Precedents



Civic Building Precedents

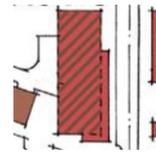


Residential Precedents



Underpass Precedents

PLANNING AREA 02

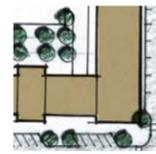


A. FLEX APARTMENT OVER RETAIL:

Unit Sizes: Range: 900 s.f. - 1,100 s.f.
Parking: Shared Structured Parking From Midblock
Unit Dimensions: 25-28' deep x 35-40' wide

Description: The Flex Apartment Over Retail product will provide a high density, urban living residential model. Envisioned to provide a variety of flexible configurations, these units will be arranged around a central corridor and be supported with centralized shared structured parking (above or below grade). A variety of unit types ranging from "micro-apartments" to one and two bedroom high efficiencies will provide a diverse mix within the vibrant Village Core. A range of projecting balconies and Juliet balconies will animate the facades and provide diversity of expression. A Juliet balcony allows for a large glazed door opening to be located on an upper floor with an variety of railing types to prevent falls. This type of balcony allows for more sunlight to enter into the homes. Stair entrances will be provided along the edges and a range of private, semi-private and community elevator entries will be located throughout the buildings. Primary massing within this product will be limited to three stories above retail podium with special with Board approvals required for fourth floor residential above retail. In some cases a stepped back 3rd or 4th floor will animate the building form and add variety to the silhouette. Building massing will be regulated to limit unarticulated horizontal massing, in favor of stepped façades. Open space will be provided within shared ground floor courtyards, internal to block.

Setbacks: Front & Side: 0'-10' (flr's 2-4) / 10'-20' (floor 5). Balconies may project up to property line / limited to 6' projection from building face. Rear: 0'-5'

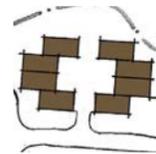


B. HIGH DENSITY RESIDENTIAL FLATS:

Unit Sizes: Range: 1,100 s.f. - 1,600 s.f.
Parking: Shared Structured Parking accessed from midblock.
Unit Dimensions: 25-28' deep x 45-58' wide

Description: This residential product will provide for a high density urban configuration. Envisioned as a multi-story condominium configuration, this product will appeal to the urban dweller. These units will gain access to individual units through a common elevator lobby and through a common double loaded corridor. Unit sizes will vary from larger one-bedroom through small three-bedroom units. Primary building massing within this product will be limited to three stories above retail podium with special with Board approvals required for fourth floor residential above retail. Building massing will be located along energetic sub-areas within the Village Core and designed to hold the street edge at floors one - three and provide the desired density within the central core. In some cases, 5th level mezzanines (lofts) will animate the skyline and provide a further stepped back massing. Balconies within this product type will be a combination of projected and subtracted forms from the primary massing. Building entrances will be articulated at the ground floor with shared elevator lobby configurations fronting the public way. Parking will be accommodated with on-site structured (above and/ or below grade) configurations. Outdoor space will be shared by residents within centralized plazas and courtyards, internal to blocks.

Setbacks: Front & Side: 0'-10' (flr's 2-4) / 10'-20' (floor 5). Balconies may project up to property line / limited to 6' projection from building face. Rear: 0'-5'

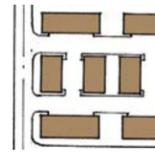


C. PARKSIDE CLUSTER DUPLEX / TOWNHOMES:

Unit Sizes: Range: 1,750 s.f. - 2,500 s.f.
Parking: Shared auto court access with self-park, tuck under garage. Unit Dimensions: 25' wide x 26'-40' deep

Description: This product type is envisioned as two - unit duplex Townhomes arranged around a central auto entry court. Leveraging the natural beauty of the adjacent open space and views, these units will provide up to four bedrooms and private exterior courtyards and terraces. Parking within this product type will provide a 2-car side-by-side garage per unit accessed from shared auto-court. Building massing will be limited to three stories with accessible rooftop terraces & small (up to 15% of floor area) fourth floor amenities allowed. Individual unit articulation is envisioned through material differentiation, building siting and individual unit entrances to encourage a more independent SFR impression. Open space will be a combination of shared entry courts and private, individualized exterior spaces.

Setbacks: Front: 10' min. Side: 5' min. (25' min. separation between buildings) Rear: Depends on utility easements / floodplain limitations

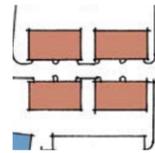


D. ATTACHED ROWHOME (2-3 Units per building):

Unit Sizes: Range: 1,500 s.f. - 1,800 s.f. plus 250 s.f. ground floor use.
Parking: Self Park, tuck under accessed from shared internal driveway
Unit Dimensions: 30-35' deep x 25-28' wide

Description: This product type is envisioned as a semi-detached row-home. The ground floor will hold the street edge and provide a welcoming first impression. Each unit will provide an individual front door and porch as well as approximately 250 s.f. of ground floor home office / bedroom, etc. and a self-park, tuck-under configuration accessed from internal driveways within the block. In some cases the upper floors will detach providing three individual vertical unit articulations. This configuration will allow for windows, porches and balconies to be introduced at the upper floors of each unit. In other cases, the upper floors may remain attached to present a denser, urban edge along higher density sub-areas. Building massing will be limited to three story primary massing with up to 15% of floor area allowable for a fourth floor program expansion. Roof terraces, balconies are allowed. Street fronting upper floor balconies are encouraged and may project within 5' of front property line.

Setbacks: Front: 0' -10'. Side yard: 0'-10' (min. 15' separation between buildings). Rear: (garage access: 30' between buildings)

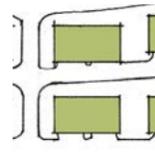


E. HIGH DENSITY ATTACHED (6-UNIT FLATS):

Unit Sizes: Range: 1,250 s.f. - 1,600 s.f.
Parking: Self Park, tuck under accessed from shared internal driveway
Unit Dimensions: 40' deep x 35' wide

Description: This product type is envisioned as a medium-high density, single level living product concentrated close to the Village Core. Individual units are accessed through a central shared ground floor, street fronting elevator lobby providing access to a total of six one + den and two bedroom flats (two per floor). Parking is accessed from a secured ground floor self-park, tuck under configuration with internal driveways within the block. Building massing is limited to four stories (three residential floors above ground floor parking) plus up to 33% of floor area for fifth floor loft. Individual unit balconies and terraces are encouraged within this product. The overall character of the massing will be rendered as a single primary mass with stacking units. Top floor articulation will be presented with a variety of roof forms, balconies and terraces. Outdoor space will be shared by residents within this block configuration through internalized ground floor paseos and courtyards.

Setbacks: Front: 0'-10'. Side yard: 0'-5' (min. 10' separation between buildings). Rear: (garage access: 30' between buildings)



F. TOWNHOME WITH PENTHOUSE FLOOR (6 Units / Building):

Unit Sizes: Townhome: 2,100 s.f. (floors 2-3) (4 units)
 Penthouse: 1,950s.f. (floor 4 + mezzanine / loft) (2 units)
Parking: Self Park, tuck under accessed from shared internal driveway
Unit Dimensions: 22' wide x 45' deep

Description: This product type provides for slightly larger units with four (4) two-story, three bedrooms + den Townhomes and two (2) top floor, three bedroom penthouses + loft to meet the needs of homeowners who prefer luxurious living on a single level. Parking is accommodated with a self-park, tuck-under configuration accessed from internal driveways. Townhome and penthouse access is provided by individual stairs from garage and/ or (private or shared) elevator access. Large private decks are provided (60-90sf) for each Townhome unit. Building massing is envisioned to be rendered as a singular form for the lower levels with the penthouses detaching from the lower floor massing to be individually articulated. Private roof terraces, accessed from top floor loft are encouraged. Open space is shared between buildings through generous mid-block greenbelts, courtyards and pedestrian amenities.

Setbacks: Front: 0'-10'. Side yard: 0'-5' (min. 20' separation between buildings). Rear: (garage access: 30' between buildings)

NOTE:

All units sizes provided do not include basement square footage, if applicable.

PLANNING AREA 03



G. COTTAGES:

Unit Sizes: Range: 1,200 s.f. - 2,500 s.f.
Parking: Parking is provided at the alley in the form of private garages.
Unit Dimensions: 18-35' wide x varying depths

Description: Cottages are 1 to 2.5 story, single-family detached buildings. Half-stories refer to lower plate heights with dormers and scissor trusses on the upper stories and are very common in the region. These houses usually have a narrow, deep lots and attached garages with alley access. Cottages should be designed with an open side and a closed side in order to maximize the usability of side yards. Cottages will determine the character of the streetscape in the majority of Planning Area 3. Providing large porches will be very effective in creating inviting, walkable streets. This typology may also include single-story, ranch -style patio homes.

Setbacks: Front: 4' min. to the porch, 8' min. to the building. Side yard for principal buildings: 3' min., 8' total of both sides, 8' min. separation in between cottages. Sides for garages: 0' or 3' min., (i.e., either attached or at least 6' in between the garages). Rear: 4' min.



H. VILLAS:

Unit Sizes: Range: 1,500 s.f. - 2,400 s.f.
Parking: Parking is provided at the alley in the form of private garages.
Unit Dimensions: 18'-30' wide x 50' deep

Description: The larger Villas are compact residential buildings that can be located on shallow lots. Typically, the main living space is located on the second floor above the garage. Villas can be arranged in a variety of two and three unit buildings, with small gaps between, which form appealing compositions around paseos and green courts. Second and third-story setbacks are encouraged. Front porches and second-story balconies provide interest and variety.

Setbacks: Front to the passeio or green: 0' min. Front/side to street: 4' min. Side yard: 0' or 3' min., (i.e., either attached or at least 6' in between buildings), Rear: Depends on the utility easements but probably 4' min.

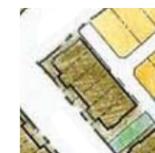


I. URBAN VILLAS:

Unit Sizes: Range: 1,200 s.f. - 1,900 s.f.
Parking: Parking is provided at the alley in the form of private garages.
Unit Dimensions: 18'-30' wide x 40' deep

Description: The smaller Urban Villas are compact residential buildings that can be located on shallow lots. Typically, the main living space is located on the second floor above the garage. Urban Villas can be arranged in a variety of two and three unit buildings, with small gaps between, which form appealing compositions around paseos and green courts. Second and third-story setbacks are encouraged. Front porches and second-story balconies provide interest and variety.

Setbacks: Front to the passeio or green: 0' min. Front/side to street: 4' min. Side yard: 0' or 3' min., (i.e., either attached or at least 6' in between buildings), Rear: Depends on the utility easements but probably 4' min.

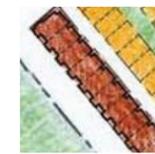


J. TOWNHOMES:

Unit Sizes: Range: 1,400 s.f. - 2,200 s.f.
Parking: Parking is provided at the alley in the form of private garages.
Unit Dimensions: 20'-24' wide x varying depths

Description: Townhomes are 2- to 3-story attached dwelling units. They create strong building presence along the street. In Planning Area 03, townhomes will provide a transition from the more urban building products in the core to the smaller-scale residential cottages. Therefore, the use of porches and articulation of individual units will be important. Access to the units is provided via attached garages along the alleys.

Setbacks: Front: 4' min. to the porch, 8' min. to the building. Side yard: 0' or 5' min. (min. 10' separation between the buildings at gaps). Rear: Depends on the utility easements but probably 4' min.



K. LIVE / WORK TOWNHOMES:

Unit Sizes: Range: 1,600 s.f. - 2,000 s.f.
Parking: Parking is provided at the alley in the form of private garages.
Unit Dimensions: 20'-24' wide x varying depths

Description: Allowed in the Residential, Flex Space and Commercial zones shown on Figure A and encouraged along Main Street and the Village Green. This live/work townhome product type is a compact, attached building with a street front orientation and design that reflects and allows a transition from residential to commercial uses over time. These units provide for commercial space on the ground floor that is designed to be flexible with residential or commercial uses on the floors above. Tuck under or rear loaded garages to accommodate the residential occupant parking demand and separate or multiple entrances for the residential portion of the unit are common elements of the design for these units. For example, two Main Street entries will be allowed -- one for a commercial space and one for residential. These units will be allowed to be further subdivided in the future to separate the commercial and residential space as well as allowing a portion of the space within any individual unit to be sub-leased. Such flexibility will allow the ground floor space to be consolidated into larger spaces as the character and opportunities in the project mature.

Setbacks: Front: 0' min. Side yard: 0' or 5' min. (min. 10' separation between the buildings at gaps). Rear: 4' min.



RESIDENTIAL ABOVE GROUND FLOOR "FLEX" RETAIL AT MAIN STREET

FREE STANDING
RETAIL/ FLEX SPACE
PAVILION

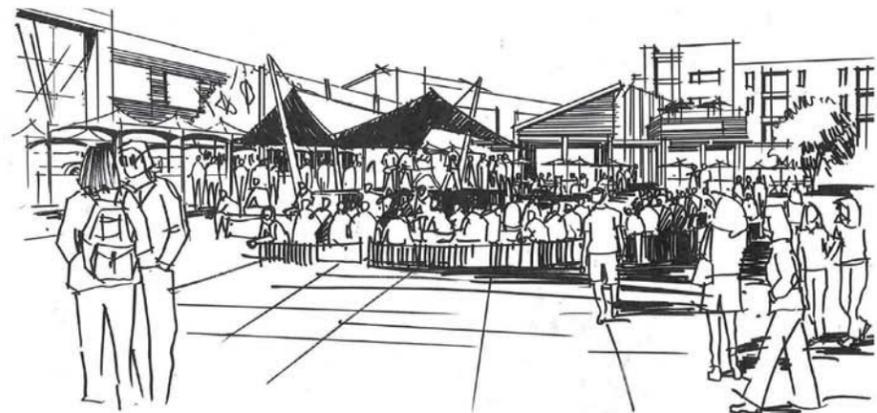


LOOKING WEST INTO TOWN SQUARE FROM MAIN STREET

FLAT UNITS
OVER FLEX SPACE
TYPE A

SECOND FLOOR
FLEX SPACE

GROUND FLOOR
RETAIL



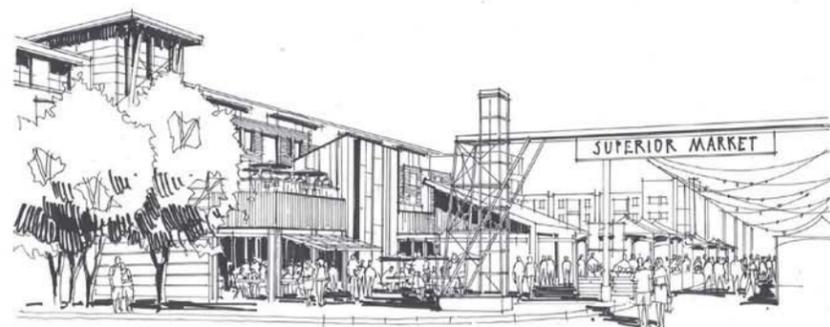
FLEXIBLE EVENT SPACE WITHIN TOWN SQUARE - SUMMER CONCERTS

MIXED USE BUILDING
COMMERCIAL/FLEX/
RESIDENTIAL
TYPE A & B

TYPE A FLATS
OVER CIVIC / FLEX SPACE



MAIN STREET CHARACTER ALONG TOWN SQUARE LOOKING WEST



FLEXIBLE EVENT SPACE ALONG MAIN STREET - FARMERS MARKET





CIVIC / COMMUNITY BUILDING CHARACTER STUDY
PLANNING AREA 1



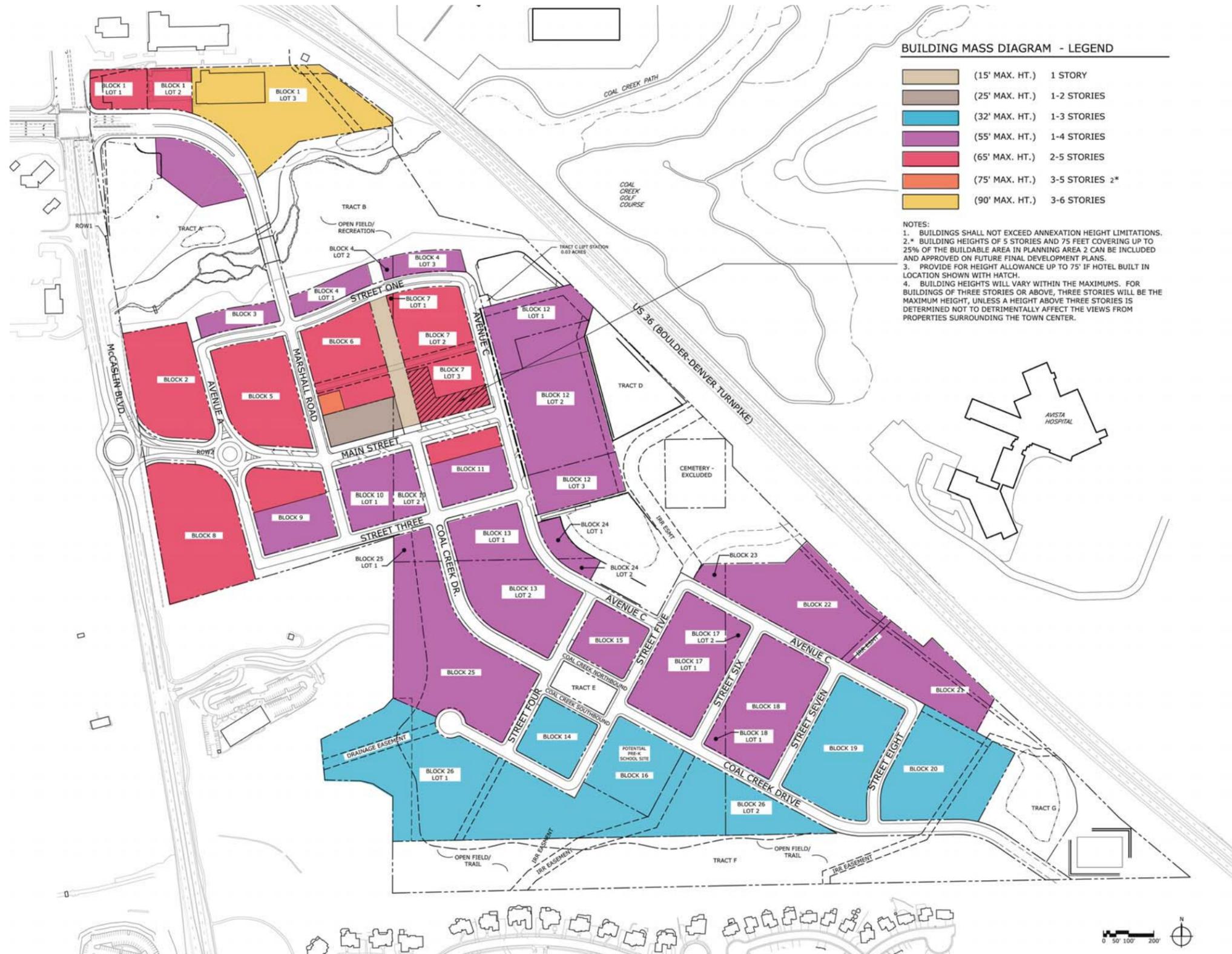
HOTEL CHARACTER STUDY - LOOKING EAST ALONG MARSHALL ROAD
PLANNING AREA 1



RESIDENTIAL CHARACTER STUDY - LOOKING EAST ALONG COAL CREEK DRIVE TO STREET 3



LOOKING FROM RECREATIONAL FIELDS TO PEDESTRIAN PROMENADE
PLANNING AREA 1



**SUPERIOR TOWN CENTER
EXAMPLE PARKING DEMAND AND SUPPLY CALCULATION
Total Floor Area / Parking Summary (Planning Area 01 - North Parcels)**

Use	Estimated Square Footage by Use	Rooms/DUs	Parking Ratio	Parking Formula	Gross Parking Demand	Shared Parking Utilization (Including Alternate Mode Reduction)	Net Parking Demand
Hotel							
Guest Rooms		300	1 sp/100	1,000/300	300	0.80	270
Meeting Space (Public Areas Only)	8,000		1 sp/165 sf	0.0061	48	0.75	36
Restaurant (Front of House Only)	1,200		1 sp/150 sf	0.0067	8	0.80	6
Commercial (Non-restaurant)	10,000		1 sp/190 sf	0.0053	30	0.80	27
Civic Center	20,000		1 sp/190 sf	0.0053	61	0.80	55
PARKING REQUIRED:							395
LESS ON-STREET PARKING PROVIDED							0
PARKING REQUIRED TO BE SHOWN ON FUTURE FINAL DEVELOPMENT PLANS (Formula for minimum on a phased basis)							395

**SUPERIOR TOWN CENTER
Total Floor Area / Parking Summary (Planning Area 02 - Core Area)**

Use	Estimated Square Footage by Use	Rooms/DUs	Parking Ratio	Parking Formula	Gross Parking Demand	Shared Parking Utilization (Including Alternate Mode Reduction)	Net Parking Demand
Hotel							
Guest Rooms		300	1 sp/100	1,000/300	300	0.80	240
Meeting Space (Public Areas Only)	2,500		1 sp/165 sf	0.0061	15	0.75	11
Restaurant (Front of House Only)	1,200		1 sp/150 sf	0.0067	8	0.70	6
Commercial (Non-restaurant)	177,400		1 sp/190 sf	0.0053	386	0.80	309
Commercial (Restaurant)	40,000		1 sp/150 sf	0.0067	267	0.70	187
Civic Town Hall/Town Square	40,000		1 sp/190 sf	0.0053	121	0.80	97
Private Indoor Recreation	150,000		1 sp/400 sf	0.0025	375	0.80	300
Residential		750	Based on estimated unit by bedroom count	1.4/2500	1,210	0.80	1,017
PARKING REQUIRED:							2,116
LESS ON-STREET PARKING PROVIDED							200
PARKING REQUIRED TO BE SHOWN ON FUTURE FINAL DEVELOPMENT PLANS (Formula for minimum on a phased basis)							1,876

**SUPERIOR TOWN CENTER
Total Floor Area / Parking Summary (Planning Area 03 - South Parcels)**

Use	Estimated Square Footage by Use	Rooms/DUs	Parking Ratio	Parking Formula	Gross Parking Demand	Shared Parking Utilization (Including Alternate Mode Reduction)	Net Parking Demand
Commercial (Non-restaurant)	107,200		1 sp/190 sf	0.0053	335	0.80	292
Commercial (Restaurant)	7,500		1 sp/190 sf	0.0053	28	0.80	20
Civic/Educational	40,000				28	0.80	23
Residential		650	Based on estimated unit by bedroom count	2.3/8750	1,552	1.00	1,552
PARKING REQUIRED:							1,887
LESS ON-STREET PARKING PROVIDED							380
PARKING REQUIRED TO BE SHOWN ON FUTURE FINAL DEVELOPMENT PLANS (Formula for minimum on a phased basis)							1,517

**SUPERIOR TOWN CENTER
Total Floor Area / Parking Summary (Total Project)**

Use	Estimated Square Footage by Use	Rooms/DUs	Parking Ratio	Parking Formula	Gross Parking Demand	Shared Parking Utilization (Including Alternate Mode Reduction)	Net Parking Demand
Hotel							
Guest Rooms (High range)		300	1 sp/100	1,000/300	300	0.80	240
Meeting Space (Public Areas Only)	15,500		1 sp/165 sf	0.0061	94	0.75	48
Restaurant (Front of House Only)	2,400		1 sp/150 sf	0.0067	16	0.75	12
Commercial (Non-restaurant)	244,600		1 sp/190 sf	0.0053	741	0.85	628
Commercial (Restaurant)	47,500		1 sp/164 sf	0.0061	289	0.72	207
Civic							
Civic / Community Center	20,000		1 sp/190 sf	0.0053	61	0.80	51
Town Hall/Town Square Civic Use	40,000		1 sp/190 sf	0.0053	121	0.80	97
Educational	40,000				28	0.80	23
Private Indoor Recreation	150,000				375	0.80	300
Residential							
Planning Area 01		750	1.3 sp/unit	1.4/2500	1,210	0.80	1,017
Planning Area 02		650	1.3 sp/unit	2.3/8750	1,552	1.00	1,552
PARKING REQUIRED:							4,448
LESS ON-STREET PARKING PROVIDED							670
PARKING REQUIRED TO BE SHOWN ON FUTURE FINAL DEVELOPMENT PLANS (Formula for minimum on a phased basis)							3,778

BASE PARKING SCHEDULE FOR RESIDENTIAL UNITS

Residential Parking Requirement	SPACES PER UNIT PLUS 0.5 SPACES ADDED FOR GUEST PARKING DEMAND
Estimated Unit/Bedroom count	1 br = 1.35 spaces/unit 2 br = 1.6 spaces/unit 3 br = 2.10 spaces/unit 4+ br = 2.60 spaces/unit Average 1.63
Planning Area 02 - Core Area	40.0%
Estimated Unit/Bedroom count	1 br = 1.35 spaces/unit 2 br = 1.6 spaces/unit 3 br = 2.10 spaces/unit 4+ br = 3.10 spaces/unit Average 2.39
Planning Area 03 - South Parcels	5.0%

Note: This is before Shared Parking/Alternate Mode Reductions

**SUPERIOR TOWN CENTER
OVERALL PROJECT DENSITY MAXIMUMS**

The overall development described within the approved Planned Development (PD) Plan, should conform to the following maximums:

Use	Maximum	Notes
Commercial / Retail:	444,600 sf	"Flex Space" is allocated for commercial/retail and mixed-use office.
Office:	373,000 sf	"Flex Space" allocated to free standing office
Private Indoor Recreation:	150,000 sf	"Recreation Flex Space" including associated uses
Civic Space:	na	To be determined by the Town
School:	40,000 sf	Building area only
Hospitality:	500 guest rooms	Plus related pre-function, meeting, restaurant and retail space
Residential:	1400 du's	All product types, excluding Assisted and/or Group Living

Note: Commercial/retail includes all retail and sales tax generating space including hospitality space identified above. There are no minimum densities.

**SUPERIOR TOWN CENTER
STANDARD PARKING RATIOS**

Land Use:	Parking Ratio	Other
Residential: Planning Area 2		
1 BR Unit	1.25 spaces per unit	plus .10 guest spaces
2 BR Unit	1.50 spaces per unit	plus .10 guest spaces
3 BR Unit	2.0 spaces per unit	plus .10 guest spaces
4 BR Unit	2.5 spaces per unit	plus .10 guest spaces
Residential: Planning Area 3		
1 BR Unit	1.25 spaces per unit	plus .10 guest spaces
2 BR Unit	1.50 spaces per unit	plus .10 guest spaces
3 BR Unit	2.0 spaces per unit	plus .10 guest spaces
4 BR Unit	2.5 spaces per unit	plus .10 guest spaces
Office	1 space / 930 SF	Usable Space Only
Civic	1 space / 330 SF	
Private indoor Recreation	1 space / 400 SF	Usable Recreation Area
Retail	1 space / 330 SF	
Commercial (Restaurants)	1 space / 150 SF	
Hotel		
Rooms	1 space / Key	Usable Meeting Space Only
Conference Space	1 space / 160 SF	Front of House Only
Restaurants	1 space / 150 SF	

SHARED PARKING GUIDELINES FOR TOWN CORE (PLANNING AREA 2)

Shared Parking Definition:
Shared parking may be applied when land uses have off-set parking demand patterns and are able to use the same parking spaces/areas throughout the day. Shared parking is most effective when these land uses have significantly different peak parking characteristics that vary by time of day, day of week, and/or season of the year. In these situations, shared parking strategies will result in fewer total parking spaces needed when compared to the total aggregated number of spaces needed for each land use or business separately. Land uses often used in specific shared parking arrangements include: office, restaurants, flex, colleges, recreation, cinemas, and special event situations. Shared parking is often inherent in mixed-use developments, which include one or more businesses that are complementary, ancillary, or support other activities. General parking lots and/or on-street parking that is available for patrons of nearby businesses/commercial districts is another form of shared parking.

Shared Parking Guidelines:
The minimum number of parking spaces accompanying development in Superior Town Center shall be determined by following guidelines established by the Shared Parking Analysis for Superior Town Center (dated July 2, 2012). The parking ratios and participation rates established by this analysis may be reduced based upon a study prepared by the applicant following the procedures of the Urban Land Institute (ULI) Shared Parking Report, Institute of Transportation Engineers (ITE) Parking Generation Manual, or other procedures approved by Town staff. If standard rates are not available or limited, the applicant may collect data at similar sites to establish local parking demand rates. If the reduced parking plan assumes use of an existing parking facility, then field surveys shall be conducted to determine actual parking accumulation. The following source data and assumptions should be used if a subsequent shared parking analysis is provided:

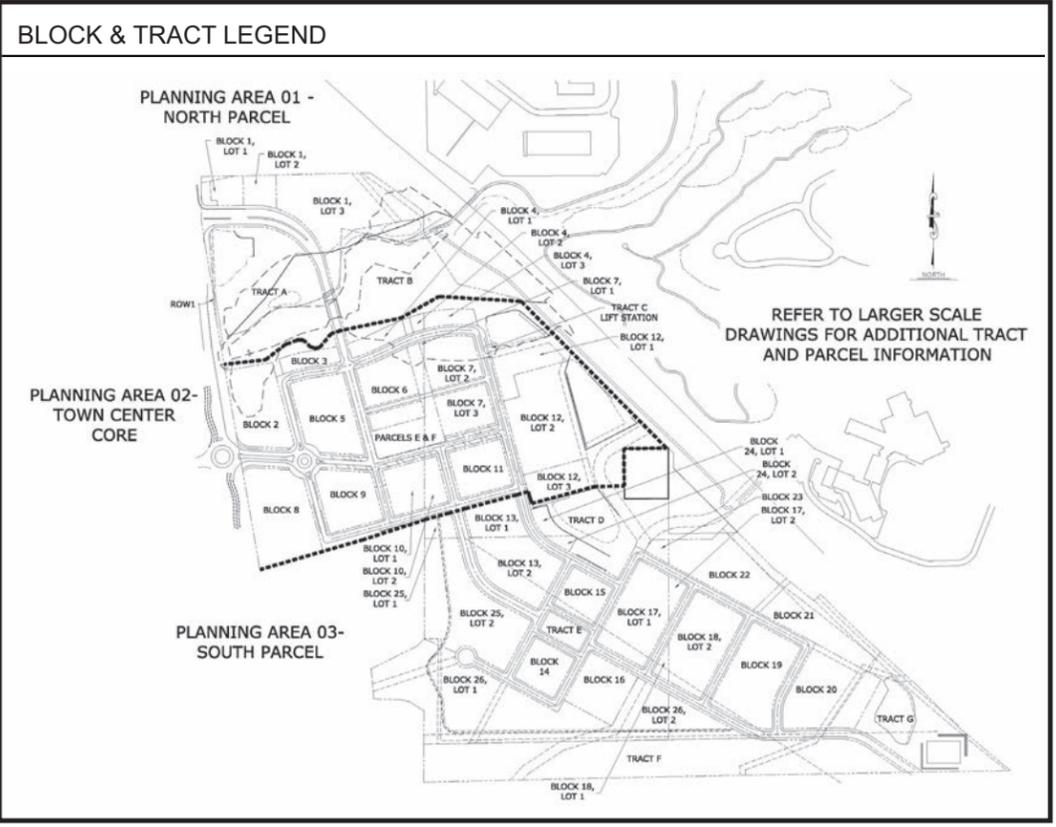
- Peak Parking Ratio by Land Use – use latest editions of ULI, ITE Parking Generator Manual, or Superior Municipal Code.
- Alternative Mode Use – as shown in Table 1, or supported by empirical data and approved by Town staff.
- Internal Capture Rates – as shown in Table 1, or supported by empirical data and approved by Town staff.

All building sites in Superior Town Center shall evaluate parking requirements using participation percentages set forth in the Shared Parking Analysis. If development occurs through a Master Developer of the entire Superior Town Center site, a Shared Parking Analysis of the entire site is required. If development occurs on a single lot or block, a Shared Parking Analysis shall consider current parking capacity coupled with required capacity for each additional building site.

The following shall be included in a site specific Shared Parking Analysis:

- Site plan of parking spaces intended for shared parking and their proximity to land uses they will serve.
- A signage plan that directs drivers to the most convenient parking areas for each particular use or group of uses (if distinctions can be made).
- A pedestrian circulation plan that shows connections and walkways between parking areas and land uses. These paths should be as direct and short as possible.
- A safety and security plan that addresses lighting and maintenance of the parking areas.

NOTE:
Parking in the STC Core is intended to be on-street supplemented by structured parking. Surface parking lots may be used in the interim until all lots are built out. This enables the development to attain the building massing goals and create a true Town Center. The Table to the left shall be completed and submitted with each future Final Development Plan to demonstrate that the calculated parking demand is achieved.



DEFINITIONS ASSOCIATED WITH BLOCK, LOT, TRACT, & PARCEL LEGEND:

BLOCK: Development parcel bounded by Tracts, Parcels, Right-of-Way, or project boundaries

LOT: Portion of a development block

TRACT: Common areas to be dedicated to the Town upon recording of the Final Plat

PARCEL: Only occur in Planning Area 2 (core area) and include the Town Square, Pedestrian Promenade and portions of the sidewalk areas and/or amenity zones adjoining the Blocks. Parcels will be further subdivided in subsequent FDP's and are necessary to allow commercial activities in otherwise public spaces. The Parcels can be owned by a Metro District, Commercial property association, or private party. The use of Parcels is restricted to supporting the public realm and activities in the Superior Town Center's public spaces