

## PLAN NARRATIVE

### Superior Town Center FDP 3 Phase 2 (Partial Block 25)

## STC METROPOLITAN DISTRICT #2

Revised January 4, 2019

## NARRATIVE RATIONALE / DESCRIPTION OF THE PROPOSAL

### A. Scope of the Project

This **Final Development Plan 3 Phase 2 (Hereafter referenced as “FDP 3-2”)** is for development of the west portion of Block 25 (FDP 3). FDP 3-2 is within Planning Area 3 of the *Superior Town Center* (Preliminary Development Plan Amendment #PD-A-2013-1 approved August 20, 2013) FDP3-2 includes full build out of all remaining areas within Block 25.

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

- 1) Residential Units: The construction of 75 rear-loaded units; 18 of which will be detached single family and 57 of which will be attached single family. A total of ten (10) townhomes on the interior of Block 25 have been designated to be accessible per C.R.S. 9-101-5 (Title IX).
- 2) Temporary Facilities: Temporary facilities within this FDP will include stormwater management Best Management Practices (e.g. silt fence etc.) and limited contractor staging areas. Details of these items are beyond the scope of an FDP. Additional contractor staging area is provide in Block 10, north of Old Rail Way (outside the FDP limits).
- 3) Pedestrian Circulation: Pedestrian circulation is provided within the Outlots in Block 25. In particular, Outlot L forms the central native grass open space, and all townhomes on the block interior will have front doors facing Outlot L. Pedestrian sidewalks are provided from the internal Lanes to the front door of each unit. Additional sidewalks provide pedestrian connectivity from Outlot L to perimeter streets. An accessible route to the public right of way has been provided from the accessible units to public streets adjacent to the block.
- 4) Utility Infrastructure: Most of the public utility infrastructure to serve this perimeter of this project is included in separate FDP's; specifically, FDP 3 Phase 1 (approved and constructed), FDP1 Phase 2 (approved and mostly constructed). This FDP3-2 includes public water and sewer within the Lanes, private storm, and basic dry utility layout. Specific dry utility layout will be performed by the respective dry utility companies.
- 5) Related Improvements separate from FDP 3-2, but required to serve FDP 3-2 include:
  - a) FDP #1 / Phase 2 right-of-way and streetscape improvements include the following road segments:
    - i) Discovery Parkway from the western boundary of the STC project to Village Green Way. This segment of road is currently constructed.
    - ii) Village Green Way from Promenade Drive to Discovery Parkway. This segment of road is currently constructed.

- iii) Old Rail Way from Promenade Drive to Marshall Road. This segment of road is not currently under construction but is expected to start in the Spring of 2019, concurrent with construction of the other improvements contained in this FDP.
  - b) FDP 3 Phase 1 (FDP3-1)
    - i) Meridian Lane (Formerly known as Lane A): This Lane is situated within Block 25, parallel to Promenade Drive and abuts the rear property line of the Wonderland lots facing Promenade. Underground utilities within this Lane have been installed and the concrete lane has been poured. This Lane is also included in FDP3 Phase 3 because there are changes to utility services and pedestrian crosswalks necessary to accommodate the design of the residential units on the west side of the Lane.
  - c) Discovery Residential (Discovery FDP 3):
    - i) Canary Lane This Lane will provide access to the west side of Block 25 Discovery Parkway. Construction of the entire Canary Lane is not necessary to serve Block 25, but the driveway cut to Discovery Parkway and associated underground utilities are required. The Discovery FDP3 was approved by the Board of Trustees in February 2018. Construction is underway. Infrastructure for the Discovery project is expected to be completed in early 2019.
- 6) Plat: FDP 3-2 is accompanied by a concurrent Preliminary/Final Plat of Block 25, Discovery office Park/Superior Town Center Replat No. 2. This Plat creates easements, Outlots and building lots for all remaining undeveloped portions of Block 25. Refer to a separate narrative for the Plat.

**B. Principal Features and Attributes**

- 1. The principal visible features for FDP 3-2 are the 75 residential units (57 attached townhomes and 18 detached single family) included within the project area. Refer to Sheet 2.0 Overall Site Plan and subsequent sheets. These units are will be constructed by Remington Homes.
  - a. Block 25, Lots 26-32 (7 units) are 1,800 SF (0.041 ac) minimum single family detached lots. Units will have front doors on Village Green Way and garages served from Marigold Lane. Unit types will be selected from three available floor plans. Specific footprints are not indicated on each building lot, because any floor plan could fit on any lot based on builder or buyer preferences.
  - b. Block 25, Lots 33-43 (11 units), are platted for single family detached lots. These lots range in size from 1,800 SF to 2,107 sf (0.041 to 0.048 acres). Units will have front doors on Discovery Parkway and garages served from Marigold Lane. Unit types will be selected from three available floor plans. Specific footprints are not indicated on each building lot, because any floor plan could fit on any lot based on builder or buyer preferences.
  - c. Block 25, Lots 44-54 (11 units), are single family attached lots (Townhomes). These lots range in size from 1,375 SF to 1,740 sf (0.032 to 0.040 acres). Units will have front doors on Outlot L and garages served from Canary Lane. These units will feature a “walkout” lower level, in that the front door is one story below the garage level. These “walkout” units are designated Type 105.

- d. Block 25, Lots 55-70 (16 units), are single family attached lots (Townhomes). These lots range in size from 983 SF to 1,225 sf (0.023 to 0.028 acres). Units will have front doors on Outlot L and garages served from Meridian Lane or Marigold Lane. These units will feature a first floor living area that is at or near the same elevation of the garage. Lots 63 through 70 will be Accessible units with no steps from the exterior walk to the front door. These units are designated Type 103.
  - e. Block 25, Lots 71-81 (11 units), are single family attached lots (Townhomes). These lots range in size from 1,155 SF to 1,296 sf (0.027 to 0.030 acres). Units will have front doors on Outlot L and garages served from Meridian Lane. These units will feature a “walkup” condition, in that the front door is one story above the garage level. These “walkup” units are designated Type 104.
  - f. Block 25, Lots 82-91 (10 units), are single family attached lots (Townhomes). These lots range in size from 810 SF to 1,152 sf (0.029 to 0.026 acres). Units will have front doors on Outlot L and garages served from Meridian or Buttercup Lanes. These units will feature a first floor living area that is at or near the same elevation of the garage. Lots 89 and 90 will be Accessible units with no steps from the exterior walk to the front door. These units will be a mix of Type 101 and 103 units.
  - g. Block 25, Lots 92-100 (9 units), are single family attached lots (Townhomes). These lots range in size from 920 SF to 1,012 sf (0.021 to 0.023 acres). Units will have front doors on Old Rail Way and garages served from Buttercup Lane. These units will feature a first floor living area that is at or near the same elevation of the garage. These units are designated Type 102.
  - h. These units will be for sale. Clusters of townhomes (buildings) will be constructed and occupied as they are built and served by applicable public infrastructure and access.
2. Common spaces (Outlot) between private building lots and in the center of the Block (Outlot L) will be owned and maintained by the Metro District, all of which are open to public use. Refer to Section D for a discussion of landscaping and irrigation in the Outlots. All landscape, including seeded and sodded areas, will be irrigated. The landscape legend and hatching on the planting sheets note the different types of seed and sod. Sheet L2.0 details the sod and seed mixes. Some of the areas between lots will provide pedestrian access from streets to the block interiors, depending on grade and desired Lane crossing locations. The largest Outlot L serves as a greencourt for residents and is open to the public.
3. Grading and Retaining Walls
- The topography of Block 25 requires special consideration for design. The west end of Discovery Parkway (where it transitions into Discovery Office Park) is 35 feet higher than Promenade Drive in the middle of the curve. This grade change is taken up through sloping the single-family lots adjacent to Discovery Parkway, cross slope down to the northeast in Canary Lane, and the walkout/walkup townhomes facing Outlot L. Even with these considerations, a tiered retaining wall is required in Outlot L to resolve the

grade between opposing walkup/walkout townhome buildings and create areas that are level enough to accommodate sidewalks.

The retaining wall (denoted on the plans as Wall A) will be constructed of concrete block with weathered rock face texture. The lower tier of the wall will be approximately 230 feet long with a maximum exposed height of 2.5 feet. An upper tier (approximately 50 feet long) with a maximum exposed height of 4 feet will be located in front of Lot 47. The total maximum exposed height of Wall a will be approximately 6.5 feet.

The horizontal location of the retaining wall considers slope stability and places the wall far enough away from the townhomes to avoid foundation impacts if the retaining needed to be replaced in the future.

The steep grading of this block also impacts the design of the sidewalks within Outlot L. The main sidewalk spine through the Outlot begins at the accessible parking space along Marigold Lane and extends northeast between the Townhome buildings. The walk has ADA compliant running slopes of less than 5 percent all the way north to Lot 81. At lot 81, the sidewalk encounters a set of stairs, which help accommodate the 11-foot grade change between Unit 81 (which is a walkup unit, with front door one level above garage) to Unit 82 (which is a townhome unit with front door at the same level as the garage). A retaining wall will also be required between Lots 81 and 82. This wall (Wall B) will be approximately 62 feet long with a maximum exposed face of approximately 4.8 feet. A fence/handrail will be installed along the stairs bisecting the wall, restricting pedestrian access to the wall. The wall will be constructed with of concrete block with weathered rock face texture block identical to Wall A.

The main walk splits at Lot 52 and a second sidewalk continues northwest along the front of Lots 52 through 49. The walk has ADA compliant running slopes of less than 5 percent all the way north to Lot 49.

A separate walk will be constructed between Lot 44 and Discovery Residential Lot 20 across the front of Lots 44 through 47. A set of stairs will connect this walk to the main walk in front of Lot 77. It is not feasible to provide an ADA compliant ramp with stairs in this location; given the 10.5 feet of grade change; the set of switch back ramps would need to be approximately 150 feet long. The available horizontal distance between the top and bottom of stairs is approximately 30 feet.

A sidewalk will also be installed along the front of Accessible Lots 63 through 70. This walk will be connected to the visitor spaces (including the ADA visitor space via a ramp with handrails southeast of Unit 63. A short set of steps (4 risers) provide an alternate non-accessible route to bypass the ramp and provide a shorter distance between the visitor parking and the units. A set of steps is also provided to connect the sidewalks between Lot 70 and Lot 71. Steps are necessary to help resolve the 7.6-foot grade difference between the flat Lot 70 and walkup unit on Lot 71.

The sidewalks north of Unit 81, connecting the front doors of these townhomes with Old Rail Way will be constructed with ADA compliant slopes.

Even with the stairs, the overall design of the block, including the position of ADA compliant units and their sidewalk connections to public right-of-way meet ADA and Title IX guidelines.

**C. Conformance with the Approved PD Plan**

FDP 2-3 complies with the planned landscape and architectural themes included in the approved Planned Development Fourth Amendment (June 2018) and the Design Guidelines accompanying the Planned Development Third Amendment (June 2016) All the proposed materials and finishes meet the requirements established in those documents for this area of Superior Town Center.

Please reference the narrative and the sheets CS1.0, AW0.1, AR1.0, and AD0.1 for tables and more detailed information on proposed heights, setbacks, and how the project meets Superior Town Center Design Guidelines and the Preliminary Development Plan Amendment. In addition, the below table compares the proposed unit square footage, height and setbacks with applicable provisions of the PD.

Plan	Proposed Square Footage	Allowed Square Footage Per PD	Proposed Building Height	Allowed Building Height	Proposed Front & Rear Setback	Allowed Front & Rear Setback	Proposed Side Setback (Internal/End)	Allowed Side Setback
101	1,524 SF	1,200-2,500 SF	39'-3"	55'-0"	0'	0'	0'/2'	0'
102	1,740 SF	1,200-2,500 SF	39'-3"	55'-0"	0'	0'	0'/2'	0'
103	1,885 SF	1,200-2,500 SF	39'-3"	55'-0"	0'	0'	0'/2'	0'
104	2,046 SF	1,200-2,500 SF	41'-9"	55'-0"	0'	0'	0'/2'	0'
105	2,253 SF	1,200-2,500 SF	43'-10"	55'-0"	0'	0'	0'/2'	0'
801 3 Story	2,480 SF	1,500-2,500 SF	41'-2"	55'-0"	0'	0'	3'	0'
801 4 Story	2,978 SF	1,500-2,500 SF	49'-2"	55'-0"	0'	0'	3'	0'
802 3 Story	2,560 SF	1,500-2,500 SF	40'-8"	55'-0"	0'	0'	3'	0'
802 4 Story	3,085 SF	1,500-2,500 SF	49'-0"	55'-0"	0'	0'	3'	0'
803 3 Story	2,534 SF	1,500-2,500 SF	41'-10"	55'-0"	0'	0'	3'	0'
803 4 Story	3,045 SF	1,500-2,500 SF	47'-5"	55'-0"	0'	0'	3'	0'

1. Residential Typologies

a. Remington Homes' Block 25 courtyard building plans depict 3-story attached townhomes, consistent with the PD description of Residential Typology J: "Townhomes" which are allowed from 1,200 - 2,500 SF. All of the townhomes units will have porches fronting either

the street or the green space. Decks with stone columns and metal railings above recessed front porches, various roof forms, boxed bay windows and offset wall elevations all provide for articulation. Density and urban street presence are maintained with minimal setbacks, and all objectives of the PD and Residential Typology J are satisfied.

- i. Plan 101 (3 story flat site) = 1,524 SF
  - ii. Plan 102 (3 story flat site) = 1,740 SF
  - iii. Plan 103 (3 story flat site) = 1,885 SF
  - iv. Plan 104 (3 story walk up) = 2,046 SF
  - v. Plan 105 (3 story walk out) = 2,253 SF
- b. Remington Homes' Block 25 units fronting Discovery Parkway and Village Green Way, building plans depict 3 and 4-story detached single family homes, some with 4th level rooftop decks, closely resembling the Residential Typology H: "Villas" which are allowed from 1,500 - 2,400 SF. All of the single family homes will have porches fronting the street with the main floor living on the second floor above the garage. All of the home will have a second story deck and most will have a third story deck facing the street. The decks will have stone columns and metal railing above recessed front porches, boxed bay windows and offset wall elevations all provide for articulation of the single family homes. Applicant is requesting approval for modifications to the PD Residential Typology in that six of the plan types exceed 2,400 SF, consistent with the same approval which was granted for the Block 13 detached units. Density and urban street presence are maintained with minimal setbacks, and all objectives of the PD and Residential Typology H are otherwise satisfied.

- i. Plan 801 (Study) = 2,480 SF
- ii. Plan 801 (4 Story Option) = 2,978 SF
- iii. Plan 802 (Study) = 2,560 SF
- iv. Plan 802 (4 Story Option) = 3,085 SF
- v. Plan 803 (Study) = 2,534 SF
- vi. Plan 803 (4 Story Option) = 3,045 SF

## 2. Height Limits

a. All units within Block 25 are under the 55' maximum height zone designated with the PDA #3. There are a few factors site factors that affect the height of the building placed on an individual lot or group of lots. One is the grading on the exterior perimeter of the building, and two, the stepping of the building for contouring the sloping conditions. These conditions can affect the building height by about 2'.

The three-story townhome building will range in height from 39' to 44' depending on building type, grading, and the stepping conditions across the building.

- i. Flat Site three story (plans 101, 102, and 103) proposed 39'-3" building height
- ii. Walkout three Story range (plan 105) proposed 43'-10" building height
- iii. Walkup three Story range (plan 104) proposed 41'-9" building height

b. The three-story plans for the single-family homes will range in height 41' to 42' with the four-story option applied the plans grow in height from 48'-50' all well under the 55' maximum height.

- i. Plan 801 (Study) proposed 41'-2" building height
- ii. Plan 801 (4 Story Option) proposed 49'-2" building height
- iii. Plan 802 (Study) proposed 40'-8" building height
- iv. Plan 802 (4 Story Option) proposed 49'-0" building height
- v. Plan 803 (Study) proposed 41'-10" building height
- vi. Plan 803 (4 Story Option) proposed 47'-5" building height

### 3. Color Selection

a. All units within Block 25 will have the same paint schemes used in Block 13. The schemes used in Block 13 were warm earth tone colors complementing the green space. There are eight paint schemes which will be used on different buildings throughout the project. There is stacked stone on the end units and castle stone on the interior units. The same color schemes will not repeat within the same building. Please refer to the 3D renderings for a conceptual application of color variety in the community. Each paint scheme helps tie the community together but will help provided variation between the buildings.

### G. Architecture

On Block 25, the central cluster concept of residential units will be attached groups of residential three stories units and will have front doors opening to a courtyard green space design. All buildings shall be continuous and consistent on all elevations to achieve a uniform and complete design statement in accordance with the STC Design Guidelines as stated in section 7. The units are accessible by a sidewalk from visitor parking on the Southeast Marigold Lane. These units will be similar in massing to the courtyard units already under construction on Block 13. The massing will consist of three story buildings on flat sites, walk-outs sites, and walk-ups sites. The three different buildings were all designed to flow with the sloping hill side and minimize a forced appearance of buildings on the hill side.

Per the direction of the town staff Remington Homes is asking for a modification to the STC guidelines which requires the front doors facing the road.

The individual units will have either a deck or porch facing the green space which will help create a sense of outdoor living that is highly desired. The deck or patio has been designed similar in size to the balconies that are on block 13. The balconies average over 100 square feet in size which will accommodate a table and chairs or other furniture. The outdoor living spaces will help with building articulation and encourage a sense of community.

These building have been designed with four-sided architecture; elements present on the front and rear elevations have been carried around to the side elevations. The side elevations include a mixture of stone, siding material, many windows, varying plate heights and exposed balcony sections, making the side elevation in concert with the front and rear elevations.

With the complexity of building on the hillside each building has been carefully placed on the site to help with hillside retainage but also create a place where the residents will feel an inviting area. The stone columns and iron rails placed on the decks create richness to the common areas of the community.

A cluster of units fronting Old Rail Way will share similar architectural design as these courtyard units but will instead have front doors facing Old Rail Way. Materials on the townhomes will consist of manufactured stone, anchoring the base of the units to the ground, with durable concrete siding products used on upper levels to help provide variation and a sense of interest.

The roofs will be a composite asphalt shingle. Windows have been placed on the units to be mindful of the needs and desires of interior living activity and architectural design on the outside.

The townhome buildings range in height from about 39' to 43' which is 10' less than the allowed 55' maximum building height. The single family buildings that are three stories range in height from about 40' to 42', which is 10' under the allowed 55' maximum building height. If the single family adds the 4<sup>th</sup> floor option to the building the height of the building increases to about 47' to 49' which is still under the allowed maximum building height by 6'.

All other units within Block 25 will be single family detached units and will either have front doors on Village Green Way or Discovery Parkway. These units will be similar in character to the perimeter units facing Superior Drive and Village Green Way that were approved for construction within Block 13. All garage doors within Block 25 will front the private lanes. Attached units on Block 25 may be flat sites, walk-out basements, or tuck under garages depending on site-specific grading.

Sustainability all the single family and town homes that will be built in block 25 will be built with the green building standards in mind. They all will have Energy Star testing performed giving them Energy Star Ratings. Both the single family and town homes will perform well beyond the current residential building code.

#### **D. Landscape Plan and Aesthetics**

1. Overview: The Landscape Plans for FDP 3-2 (Sheets L1.0 – L1.4) show the plantings proposed for the project area. The plans designate the locations and species for each tree, shrub, ornamental grass, perennial, and define sidewalks, seating areas, and site amenities. Areas to be seeded with native grasses (all are irrigated) or which are to be seeded/sodded with manicured turf grasses are also shown. The Plant List (Sheet L2.0) tabulates the sizes and numbers for each proposed plant. Notes describe the proposed landscape materials (mulch, seed mixes, etc.).
2. Design intent: The landscape design intent is to provide an aesthetically pleasing, naturalized setting punctuated by showy formalized plantings near seating areas, entries to homes, and entries to Block 25. The environmentally-sensitive landscape plan aims to last well into the future by specifying low-water, native, and adapted species and responding to the topography appropriately. Native grass areas provide opportunity for

wildflowers, pollinators, soil health, and maintenance savings for the future Metro District homeowners who value Colorado's natural resources and naturalized aesthetics. The plan also aims to support the Town Board's goal of encouraging environmental sustainability.

The plan is characterized by native grass open space that slopes down from the homes fronting Canary Lane to those fronting Buttercup and Meridian Lanes. A tree buffer is provided along the western edge. Shrubs, perennials, and ornamental grasses border the homes where possible while maintaining a 5' buffer between the center of the plant and the building foundation to reduce the risk of irrigation water damage to the foundation.

The concept aims to maximize color throughout the seasons and plants that have long blooming periods have been favored. Compact planting spaces have been given structure with ornamental grasses that will provide an aesthetic edge in front of homes yet keep walkways clear. Showy perennials have been used for extra visual interest at entrances. Plants such as Isanti Redtwig Dogwood, having vibrant red winter branches, and Miniature Mugo Pine, a compact evergreen shrub with dark green needles, have been used to provide winter interest. The mulch material is 1-1/2"-3" rounded river rock in shades of gray, tan, and pink (the same as Main Street and Block 13). Areas within 5' of building foundations will be mulched. In some cases, the plant center is just outside the 5' buffer so that plant foliage will spill into the 5' buffer while irrigation will remain outside.

The landscape has been thoughtfully designed to keep the following low:

- Maintenance costs: Fewer pesticides/fertilizers and only small amount of weekly mowing
- Water demand: The landscape has been designed to conserve water.
- Pesticide application and pollutants from mowers

The following have been emphasized:

- Colorful flowering plants that are low-water use
- Stewardship: The native grasses and wildflowers on slopes are aesthetically pleasing, offer biodiversity, and are good for pollinators. See plan sheet L2.0 for seed mix information. In addition to the Town of Superior's standard mix, the applicant is proposing two enhanced low-growing, irrigated native grass mixes (including wildflower enhancement has been added in the sunny sloped landscape areas).
- Site circulation through a site with a large amount of grade change. Several stairs are provided for direct connections from the high to low side of the site.
- Several seating nooks for informal gatherings or individual enjoyment / rest

The Block is surrounded by turf in the adjacent ROWs and is very close to Village Green Park, Central Park, and Parks 1 and 2. The landscape has been coordinated with all adjacent landscape plans.

3. Foundation Plantings: Homes adjacent to public right-of-ways include the single family homes along Discovery Parkway and Village Green Drive as well as nine townhomes

along Old Rail Way Per the Landscape Densities chart on Sheet L1.0 of STC PDA #3, no foundation planting is required. An additional note below this chart (Note 1.4 Foundation Plantings and Landscape Buffers) states, "Where lots in the Superior Town Center are developed to the property line (zero lot line), foundation plantings and landscape buffers between uses will typically not apply." The units within this FDP are either single family residential or front Metro District property or a private lane, thus, no foundation planting requirements apply. However, foundation plantings have been provided in every possible location where the 5' buffer allows. The public right-of-ways adjacent to the single family homes have right-of-way plantings.

4. Handrails: Several handrails adjoining ramps and stairs are needed along the walkways. The details for those are shown on Sheet L2.2 and match the railings that will be constructed in the Block 13 courtyard.
5. Site Amenity Location and Description:

**Outlot K**: Sandstone seat boulders and a flat turf area encompassed by a shrub bed border.

**West of Lots 82/83**: A small turf lawn area that also includes a seating area. The seatwall can be enjoyed from both sides (facing the grass or facing the sidewalk). The seatwall has a concrete slab integrated for ADA companion seating. The turf area adjoins the naturalized area with the Flatirons beyond. This provides an opportunity for children to contact the native grass edge which holds insects, flowers, caterpillars, butterflies, birds, and a bit of nature out their back door.

**West of Lot 81**: A seating area including a seatwall with ADA companion seating, movable Adirondack chairs, and standing room. This seating area is hugged by a shrub bed and a tree. This could be used to read a book away from home, have impromptu conversations with neighbors, or rest during a walk.

**North of Lot 44**: A seating area with movable Adirondack chairs hugged by a shrub bed and ornamental trees. This is a great place for a cup of tea, good book, taking a rest from the stairs, or catching up with a friend.

**Outlot I**: A bench near the mail kiosks with a small flat turf area surrounded by shrub bed. A person could open mail here, wait for a ride, have a picnic, or lay in the grass.

**Between Lots 52 and 71**: A seating area with a seatwall near a bicycle rack backed by shrub bed.

**Northeast of Lot 62**: A steel bench near the mail kiosks and parking.

**Bicycle Racks**: Bicycle racks (4), each of which will hold two bikes (8 bike parking spaces total), are provided near the entries and the midpoint of Block 25. These are provided for visitors. Homeowners will store bicycles within their homes.

**Dog Waste Bag Stations and Trash/Recycling**: Several dog waste bag stations are provided throughout the plan. The refilling and maintenance of these stations will be funded and maintained by the Metro District, which is in turn funded by the homeowners. Dog owners will be responsible for cleaning up after their pets. Trash cans are provided at the north and south ends of the block, near the parking areas. The trash cans are required to be ADA accessible and are placed in ADA accessible locations.

**Walking Paths/Circulation Through the Block:** Circulation cutting through the block from Discovery Parkway towards Block 13 is provided. Walking paths are provided throughout.

## E. Exterior Lighting Approach

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

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

### 1. Drive Lanes

The primary lighting strategy is to illuminate the drive lanes from building-mounted luminaires adjacent to the garage doors. Low-output luminaires (selected by Builder) are preferred because they contribute to better contrast. The color temperature for all building mounted luminaires shall be 3000K. Pedestrian crossings and drive lane intersections are prioritized to improve visibility, which warranted the addition of a low-output pedestrian luminaire at key locations. This luminaire is to be full-cutoff and not to exceed 12- ft in height, nor 2500 lumens in light output. The color temperature shall also be 3000K or below. The light equipment shall be selected per the reference criteria established in the STC Design Guide

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

Pedestrian-scaled light poles are placed at locations where there may be pedestrian-vehicle conflict. Light levels not exceeding 4.0 fc occur directly under these light poles, however, some additional light is warranted at these locations to improve visibility and pedestrian safety.

### 2. Courtyards and Pass-Thru Walkways

Path lights will be provided within the courtyards. Lighting is to be scaled to pedestrians, provide wayfinding, and enhance the perception of safety. Path lights no greater than 750 lumens will be placed at main walkway intersections, intermittently along longer pathways, and all steps as required by the STC Design Guide. Additional lighting will be provided at the entrance of each housing unit,

provided by a low-output, wall mounted sconce (selected by Builder). The building mounted lighting will also provide lighting along adjacent paths. The color temperature for all courtyard and walkway luminaires shall be 3000K.

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

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

Light bollards are primarily placed at locations where wayfinding is needed or a change in grade occurs. Light levels not exceeding 4.0 fc occur in front of the bollards, however, some additional light is warranted at these locations to improve visibility and pedestrian safety.

### 3. Parking Spaces

Pedestrian pole lights and path lights are located adjacent to the off-street parking spaces to assist in wayfinding and to provide additional illumination for entering and exiting vehicles. The light equipment shall be selected per the reference criteria established in the STC Design Guide and will be the same as used along the drive lanes and paths.

The maximum horizontal illuminance (measured in foot-candles) at the parking spaces will not exceed 2.5fc as given in the Town of Superior Land Use Code, Sec. 16-20-30 (4) d.

## **F. Parking and Lanes**

FDP 3-2 of the Superior Town Center complies with development parameters included in the PD Amendment and Design Guidelines. Refer to Parking table on CS 1.0 for tabulations and additional information.

### 1) Parking

- a) Per the parking ratios set forth in the approved PD, this FDP requires:
  - i) Two resident spaces for each of 73 three-bedroom units ( $73 \times 2=146$  spaces)
  - ii) 1.5 spaces for each of the two (2) two-bedroom units ( $1.4 \times 2=3$  spaces).
  - iii) 0.1 guest space per unit ( $75 \times 0.1=7.5$ , which rounds up to 8 spaces).
  - iv) The total parking required for this FDP is therefore 157 spaces.
- b) Parking is provided on this FDP as follows:
  - i) Two spaces within each residential unit in the garage ( $75 \times 2=150$  spaces).
  - ii) Thirteen (13) guest spaces in Outlots G and L (including on ADA accessible space)

- iii) Total: 163 spaces vs. 157 spaces required.
- c) This FDP meets the Town Center PD parking ratio requirements without including any of the on-street parking available on adjacent public streets. The PD allows on-street parking to be considered when evaluating parking for the entire project. There are 21 available on-street parking spaces along Discovery Parkway and Village Green Way on the frontage of this FDP. There are another 29 spaces available along Promenade Drive on the east side of Block 25, along the frontage of FDP3 Phase 1. On-street parking is not allowed on the south side of Old Rail Way adjacent to the north side of the block (due to a bicycle lane).

Pedestrian connections were provided in FDP 3 Phase 1, and continued as part of this FDP, to facilitate access from Promenade Drive to the interior of Block 25 and make these on-street spaces viable as additional guest and resident parking.

- 2) Paving materials and finishes comply with Section 4.6 and Appendix D of the Design Guidelines. All the Lanes, sidewalks and public gathering spaces included in FDP 3-2 will be constructed with standard, natural color concrete. Crosswalks across the Lanes will be stamped colored concrete, using the same patterns and colors used in Block 13. Crosswalks across Meridian Lane (currently paved with plain grey concrete) will be retrofitted based on the design shown.
- 3) Lane, driveway and intersection configurations accommodate the Rocky Mountain Fire Protection District design vehicle. Refer to Exhibit A as an attachment to the FDP for a graphical simulation of fire truck movements are critical intersections.
- 4) Common area lighting satisfies the requirements of Section 4.8 of the Design Guidelines and provides a pleasant aesthetic for residents.

#### **G. Signage**

Street signage will include stop signs, ADA parking signs and street name signs. “No Parking – Fire Lane” signs will be installed in locations determined by the Fire Department. The anticipated location of Fire Lane signs are included on the FDP. Stop and Fire Lane signs will be in accordance with MUTCD standards. Street name signs will be similar to Town standard, but not include the Town logo as they are private lanes. Refer to sheet C6.0 Overall Signage Plan.

#### **H. Materials Boards**

Details for the site furnishings proposed for the open space are shown on Sheet L2.1. Color architectural elevation sheets have been provided as exhibits.

#### **I. Snow Removal**

Snow storage will be provided in the various Outlots that border the Lanes. Refer to the Partial Site plans for a graphical depiction of areas. In particular, snow storage areas are available at the southwest corner of Outlot L, near the intersection of Marigold Lane and Canary Lane; near the intersection of Marigold Lane and Meridian Lane (south of Lot 63), Outlot I at the west end of Canary Lane, and within Outlot east of Lot 84 provide larger spaces for snow storage. Guest parking spaces are not designated snow storage areas.

The placement of pedestals and meters at the end of each townhome building been selected to maximize available space for snow storage. Snow shall only be stored in designated landscape

areas where plant material and branches will not be negatively impacted. Bollards will be provided near above grade utility boxes where necessary to minimize damage from plows. The location and number of bollards will be determined in the field at time of construction.

Snow removal for the pedestrian walkways in Outlot L from Marigold Lane north to Lot 81 is anticipated to be accomplished using an ATV with a plow. A sidewalk “bulb” is provided west of Lot 81 to allow a three-point turn before the equipment would encounter stairs. Snow removal for other walkways will be accomplished using hand operated equipment and shovels. Snow for interior courtyards may be stored in the central courtyard areas.

#### **J. Traffic Study**

This FDP is consistent with the land uses included in the Superior Town Center Traffic Impact Analysis, prepared by LSC Transportation Consultants, dated July 23, 2013. Based on the trip generation rates presented therein for Townhomes and Single-Family Homes, the estimated trip generation for this FDP is as follows:

Average Weekday:	726
AM Peak (in):	10
AM Peak (out):	45
PM Peak (in):	44
PM Peak (out):	23

Refer to attached spreadsheet for additional detail.

#### **K. Mail**

The Applicant will be working with the US Postal Service to meet mail delivery standards. Mail kiosks that meet the USPS requirements will be provided in centralized locations to serve the residential units. See landscape details for the mailbox type – USPS requires a standard mail kiosk.

#### **L. Utilities**

##### **Gas Meters, Electric Meters, and Telecommunications Pedestals**

Preliminary designs for electrical utilities have been prepared by Xcel and incorporated into this FDP submittal. Meters and pedestals will be clustered (ganged) at the ends of each townhome building, and individual service lines will extend from the meter to each individual lot through a to the front of each townhome. This will avoid the need to place these items in between garage doors facing the Lanes (as was necessary in Block 13) and afford some opportunity to install minimal landscaping between townhome driveways.

There is a 2' (minimum) wide utility easement on the end of each townhome cluster to accommodate the ganged meters. In most cases the end units of each townhome cluster are also adjacent to a utility easement in an Outlot, so the effective width of the utility easement is at least 8 feet.

Telecommunications pedestals will be located along the Lanes and the private service lines will be extended to the rear of each townhome. There is a 3' wide utility easement at the rear of each lot to facilitate installation of the telecom conduits.

Meters for single family detached houses will be placed on the units in a location to be determined at time of building permit. Electric and telecom pedestals will be placed on the rear (Lane) side of the lots along common lot lines to avoid driveway conflicts.

**Potable Water:**

A new 8-inch diameter PVC water main will be constructed within all Lanes. The mains will connect to stubs in Discovery Parkway and FDP3 Phase 1 as previously installed. The water line at the north end of Canary Lane will continue into the adjacent Discovery Residential project. Three fire new hydrants are proposed. Water mains will be situated a minimum of 10 feet horizontally from all parallel sanitary sewer and storm drain main lines. Vertical design of water mains has been completed as part of construction plans to verify that there are no conflicts with crossing utilities. All water mains within FDP3 Phase 2 are proposed to be Public, with operation and maintenance by the Town.

Water meters for Lots 26 and 27 (single family lots fronting Village Green Way) have already been installed in the landscape strip between the sidewalk and raised intersection of Village Green and Promenade Drive.

Meters for Lots 29-32, also single family lots fronting Village Green, will be installed within the pavement of Marigold Lane and 26-foot wide utility easement following the Lane. An additional 3-foot wide utility easement is provided within the private lots along Marigold Lane to allow Town access to the back side of the meters. All new meter pits within the limits of this FDP will be constructed with traffic rated components. It was not possible to provide water services to these lots from Village Green Way because the existing 5' wide tree lawn does not provide sufficient width to accommodate the meter, curb top, curb drain, and street light conduits. This is consistent with the existing Remington lots in Block 13. This is anticipated to be the last location within Planning Area 3 where a lot fronting a private street has water service taken from the adjacent Lane, instead of the street.

Water meters for Lots 33 through 43 (single family lots fronting Discovery Parkway Way) have been installed as part of FDP1 Phase 2 construction. These meters will be in the tree lawn of Discovery Parkway, completely within public right-of-way. The 6' tree lawn is sufficiently wide to accommodate the meter pit, curb stop, street lighting conduits, and standard curb underdrain.

Water meters for Lots 44 through 62 (town home lots accessed from Canary Lane) will be located on the north side of Canary Lane outside the traveled way of the Lane. Most of the meter pits will be located within landscaped areas between private driveways. Due to technical constraints with separating the service tap from an elbow on the water main, the pit for Lot 46 will be within the private driveway for that unit and will be constructed with a typical traffic rated pit. The pits are located a minimum of 3 feet from the face of the building within a 31-foot wide utility easement encompassing the entire width of adjacent Outlot G (the Lane). An

additional three (3) foot wide utility easement is provided within private lots along Canary Lane to allow Town access to the back side of the meters the should future maintenance needs arise.

Water meters for Lots 63 through 83 (town home lots accessed from Meridian Lane) have already been constructed on the south/west side of Meridian Lane, outside the traveled way of the Lane. To the extent feasible (as dictated by achieving horizontal separation between water services and sanitary services, water main valves or appurtenances) these meter pits were designed to be located in landscape areas between private residential driveways. All new meter pits within the limits of this FDP will be constructed with traffic rated components. The pits are located a minimum of 3 feet from the face of the building within a 33-foot wide utility easement encompassing the entire width of adjacent Outlot G (the Lane). An additional three (3) foot wide utility easement is provided within private lots along the south/west side of the Lane to allow Town access to the back side of the meters.

Water meters for Lots 84 through 91 (town home lots accessed from the south side of Buttercup Lane) will be installed within the pavement of Buttercup Lane and 31-foot wide utility easement following the Lane. An additional 3-foot wide utility easement is provided within the private lots along the south side of Buttercup Lane to allow Town access to the back side of the meters. All new meter pits within the limits of this FDP will be constructed with traffic rated components.

Water meters for Lots 92 through 100 (town home lots accessed from the north side of Buttercup Lane, fronting Old Rail Way) will be installed in the tree lawn of Old Rail Way. The tree lawn is sufficiently wide to accommodate the meter pit, curb stop, street lighting conduits, and standard curb underdrain.

**Sanitary Sewer:**

A new 8-inch diameter PVC sanitary sewer main (with underdrain) will be constructed within Canary Lane, Marigold Lane, and Buttercup Lane. A sanitary sewer main was previously constructed in Meridian Lane as part of the previous Wonderland FDP. The mains in Marigold Lane and Buttercup Lane will connect to stubs in Meridian Lane as previously installed. Inverts and slopes of the sanitary sewer are indicated on the plans. The depth of sewer is intended to provide basement service for all units which will have basements. The sewer line at the north end of Canary Lane will continue into the adjacent Discovery Residential project. Note that the sewer in Canary lane must be completed to provide service to the Discovery Residential project.

All sanitary sewer mains within FDP3 Phase 2 are proposed to be Public, with operation and maintenance by the Town.

Sanitary services will be installed along all new sanitary sewer mains as part of this FDP. Sanitary services to Lots 63-83 have already been constructed with the main in Meridian Lane. Underdrain services will be provided to all lots which will have below grade building space (basement or walkout spaces). The services will be stubbed beyond the back of easements within future building lot footprints to facilitate future connection by builders without disturbing pavement.

### **Irrigation**

Irrigation service will be taken from a reuse main tap located on the south side of Old Rail Way just west of Meridian Lane. This meter was already installed as part of FDP3 Phase 1 and it has been sized to feed all of Block 25. Refer to Section O for additional information.

### **Reuse Water**

FDP 3 Phase 2 does not include any reuse water main piping.

### **Drainage**

Storm drainage piping will be installed within the Outlots to convey runoff to the public system in Old Rail Way, Promenade Drive, Village Green Way, and Discovery Parkway. The storm sewers internal to Block 25 will be owned and maintained by the Superior Town Center Metro District and are denoted on the plans as "Private". The public storm sewers in the surrounding streets have been designed to accommodate the flow from the interior of Block 25. Additional information is available in the Drainage Conformance Memorandum prepared in support of this FDP.

### **M. Trash/Recycling**

Private trash and recycling cans for each residential unit will be required to be stored inside garages except on pickup days.

### **N. Emergency Access**

Each Lane contains an emergency access easement with a minimum width of 26 feet, in accordance with Rocky Mountain Fire standards. Lane intersections have been designed to accommodate the largest apparatus criteria provided by Rocky Mountain Fire.

### **O. Irrigation**

The irrigation system will be connected to 2" tap off Old Rail Way, installed in previous phase of work. The water source will be non-potable city water and a booster pump will be required to be installed for this phase. Irrigation service will be metered, and water will be paid for by the STC Metro District. All irrigation beyond the meter will be owned and maintained by the STC Metro District.

All visible irrigation equipment will be purple in color to indicate non-potable, per state requirements (all sprinkler heads, valve boxes, quick coupler valves). The irrigation is for the common areas for Block 25. This irrigation will be connected to a 2-wire controller that was installed in a previous phase. The turf and native areas will use a combination of pop-up sprays on areas 25' or less and gear stream rotors for areas 25' wide or more. Shrub beds will use low volume drip irrigation for the plant material and the street trees will use low volume deep root bubbler systems. The system will be zoned such that different plant materials, exposures and elevation will be considered and will be irrigated on separate zones.

