

FDP 8

(A REPLAT OF LOT 1, BLOCK 17; LOT 1, BLOCK 24; TRACT D1; SUPERLOT 5 AND PORTIONS OF RIGHT OF WAY, SUPERIOR TOWN CENTER FILING NO. 1B, REPLAT NO. 5, AND SUPERLOT 4B, SUPERIOR TOWN CENTER REPLAT NO. 3 BEING A PART OF SECTION 19, TOWNSHIP 1 SOUTH, RANGE 69 WEST OF THE 6th PRINCIPAL MERIDIAN, TOWN OF SUPERIOR, COUNTY OF BOULDER, STATE OF COLORADO)

Initial Submission January 11, 2019

Revised June 27, 2019

Revised August 29, 2019

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PLAN NARRATIVE

Superior Town Center FDP 8 (A REPLAT OF LOT 1, BLOCK 17; LOT 1, BLOCK 24; TRACT D1; SUPERLOT 5 AND PORTIONS OF RIGHT OF WAY, SUPERIOR TOWN CENTER FILING NO. 1B, REPLAT NO. 5, AND SUPERLOT 4B, SUPERIOR TOWN CENTER REPLAT NO. 3 BEING A PART OF SECTION 19, TOWNSHIP 1 SOUTH, RANGE 69 WEST OF THE 6th PRINCIPAL MERIDIAN, TOWN OF SUPERIOR, COUNTY OF BOULDER, STATE OF COLORADO)



STC METROPOLITAN DISTRICT #2

Initial Submission January 11, 2019

Revised June 20, 2019

Revised August 9, 2019

Revised August 29, 2019

Toll Brothers, one of the nation's leading luxury home builders, is pleased to present its Final Development Plan 8 (FDP) for the completion of Planning Area 03 (PA-03) of Downtown Superior. Toll Brothers is very enthusiastic about being a part of one of the most exciting and forward-thinking communities in the Denver Metropolitan area. The Plan for the portion of PA-03 southeast of Street 5 envisions a vibrant, high quality neighborhood as a complement to the other development in Downtown Superior.

This narrative summarizes the development concept for the portion of PA-03 that Toll Brothers will develop and accompanies other documents and drawings dated August 29, 2019.

In accordance with a request of the Town, this narrative has been organized into sections based on phasing of the proposed development. The intent of this modified organizational strategy is to assist reviewers to understand all aspects of this project as they apply to the project site and the PD Amendment #4. This project is broken into 4 phases. For clarity, the narrative portion of this proposal is divided into 5 sections; the first addresses the overall approach to the site and all applicable systems required for development, each subsequent section addresses individual phases sequentially (i.e. Section 2 provides greater detail for Phase 1, etc.). Refer to Phase Plan on Sheet C3 for phase boundaries.

Supporting documents that may assist reviewers with general understanding of this FDP but which are not specified in the requirements for an FDP submittal have been included at the end of this narrative as exhibits. The exhibits are as follow:

- Exhibit A: Conceptual Circulation Diagram
- Exhibit B: Coal Vein Wall (Design Intent)
- Exhibit C: Interurban Train Pavement (Design Intent)
- Exhibit D: Mining Timbers (Design Intent)
- Exhibit E: Mining Infrastructure Mail Kiosk (Design Intent)
- Exhibit F: Boulder Sculpture Park Feature
- Exhibit G: View 1: Looking southeast along Promenade Drive
- Exhibit H: View 2: Looking northwest at central open space and trail connection
- Exhibit I: View 3: Looking northeast at typical paseo condition
- Exhibit J: View 4: Looking southwest at regional trail connect and paseo
- Exhibit K: View 5: Looking North at tract H Trail connection to regional trail
- Exhibit L: View 6: Overall birds eye view looking northwest
- Exhibit M: View 7: Overall birds eye view from south edge of Tract H
- Exhibit N: Section 1: Promenade Drive
- Exhibit O: Section 2: Typical Paseo
- Exhibit P: Section 3: Tract H Section
- Exhibit Q: Rock Creek Protected Viewshed Comparison
- Exhibit R: Architecture Compliance Table
- Exhibit S: Typology J – Height Compliance
- Exhibit T: Privacy Fence Example Imagery
- Exhibit U: Height Constraints and Product Location
- Exhibit V: Block Organization Comparison
- Exhibit W: Product Mix and Title IX Compliance (By Phase)

Plan changes required by the Planning Commission (as of 8/28/2019) but not yet integrated into the FDP set shall be submitted as supplementary exhibits with the FDP set. The narrative exhibits are not a part of the supplementary exhibits. The supplementary exhibits are organized in the same order as the FDP:

Civil: 1.00 Series

Architecture: 2.00 Series

Lighting: 3.00 Series

Landscape: 4.00 Series

Irrigation: 5.00 Series

Note: If there are no supplemental exhibits for a given discipline, a blank exhibit shall be issued to indicate the sequence has not been interrupted.



SECTION 1: PROJECT OVERVIEW

SUMMARY OF THE PROPOSAL

Site Conditions

The portion of Planning Area 03 southeast of Street 5 (also known as Central Park Way) is approximately 36.8 acres in size. The site has a ridge line through the western third of the site that runs northeast/southwest and is located slightly west of the existing US 36 bicycle overpass. The site slopes northwest and southeast from this ridge. There is an existing irrigation ditch crossing the site, which will be piped per the attached exhibits. The site is roughly triangular in shape, bounded on the northwest by Tract D1/Central Park/Street 5; on the northeast by US 36 and its bike trail; on the south by Tract H (Open Space). Tract D1 is included into the site as it is the northwestern boundary that includes Central Park Way. Tract H is a portion of the site as it includes the Promenade Dr/Coal Creek Dr that connects Downtown Superior to the Rock Creek Ranch community and a portion of the detention pond that was formerly shown as Tract G in the approved PD Amendment #4.



Phase Map

Site Plan Concept

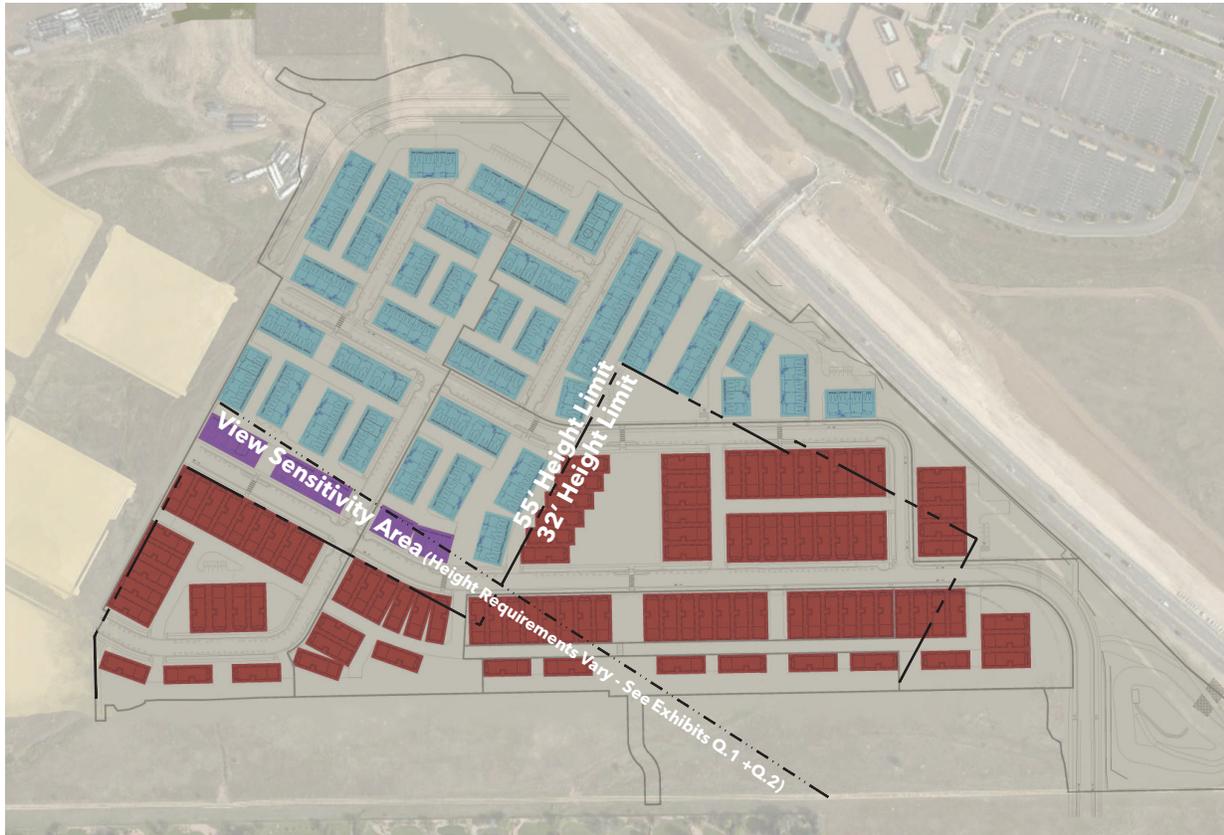
The neighborhood plan is a variation on the approved Site Plan for Planning Area 3 of the Superior Town Center (Downtown Superior). The street and block network is characterized by logical extensions of the existing street pattern in Downtown Superior, and rotates to react to the shape of the parcel. Promenade Drive (Avenue C) is extended southeast from Tract E (park) as shown in the approved plan, but instead of encroaching into Tract H, it turns directly east and runs parallel to Tract H until it turns directly south to align with and connect to Coal Creek Drive as located in the Anderson Property approval (See exhibit G for Promenade Drive Character). Superior Drive is extended directly into the site and turns east to parallel Promenade Drive then turns south to connect to Promenade Drive. Discovery Parkway is extended directly into the site and after paralleling Tract H for a short distance, turns northeast to intersect with both Promenade Drive and Superior Drive. An extension of Street 5 (Central Park Way) Josephine Way and Street 7 create a block north of Superior Drive.

The building types incorporated in the neighborhood are a combination of Building Typology J – Townhomes and Building Typology G – Cottages. The Townhomes are planned generally in the north portion of the site, (north of Promenade Drive) in the blocks that fall within the 55' height limitation area identified for Planning Area 3. The townhomes face streets on all sides of each block, and pedestrian paseos provide connections to the fronts of other units in the mid-blocks (see exhibit I for typical paseo character). These pedestrian paseos align with streets, providing visual continuity into the paseo and pedestrian connectivity through and between the blocks, creating a higher degree of safe and usable open space on the site. The Cottages are generally located on the south and east end of the site. These include Cottages that face Promenade Drive, Superior Drive, Discovery Parkway, and some of the other streets. There are 6 Cottage lots which front on the central park/open space (See exhibit H for Park Character). There are 8 Cottage lots which front on paseos that open to an alley (Alley 17) (See exhibit K for Character of paseo connection along Tract H). These lots (and others) respect the 25' setback from Tract H and include an outdoor side yard that is oriented to Tract H. All residential units have two or three car garages accessed from alleys and private drives on the rear of the building. The site has a large linear park/open space that connects Tract H to the bicycle overpass of US 36 (See exhibit J for paseo character). At the center of the linear park/open space, an open play lawn and a sculptural element is included. This portion of the park/open space is between Promenade Drive and Superior Drive east of Alley 20, presenting this portion of the park/open space to the public. Connections to the US 36 bikeway occur in two locations; one connection joins the US 36 bikeway at the overpass and bisects the site through a series of open spaces, the second connection occurs in the southeast corner of the site near the detention pond (see exhibit L for character of central bike connection).

PD Amendment #4 Requirements to Be Met

The essential parameters of PD Amendment #4 are being followed and respected in this proposed Final Development Plan. It is noted that Toll Brothers will be meeting the following requirements as specified in PD Amendment #4:

1. The two height limitation zones – including one of 55' and one of 32'. All proposed buildings shall comply with the height zones designated in PD Amendment #4. The method for measuring height shall be based on the average grade at the center of all exterior walls of a building measured to the highest point of the structure or accessory appurtenance as defined in the Town of Superior's municipal code.
2. A view sensitivity area (VSA) with specific height limits is in effect on the south side of the site and will be respected. All lots within the VSA shall be restricted to either the height limit described within PDA #4 or the VSA, whichever condition is more limiting. Additionally, future additions within said lots shall have the same restriction. Lots 46 and 47 within block 24 and lots 1 and 2 within block 18 represent the only lots currently assessed to have VSA restrictions more limiting than the PDA #4 height limit (see exhibits Q.1 and Q.2 for VSA analysis; see exhibit P for typical spatial relationship between FDP 8 development and Tract H).



3. Street hierarchy/widths of the street types in PD Amendment #4 are followed (unless otherwise necessitated by Xcel energy and designed in consultation with the Town).
4. Tract H "No-Build" Zone – A 25' offset of the property line to Tract H has been respected and no buildings (including eaves and other appurtenances) nor above-ground utility infrastructure has been proposed within the setback. Aside from Promenade Drive Right of Way crossing the zone to connect with Rock Creek neighborhood, the "No-Build" zone is used solely for residential side yards and open space.

PD Amendment #4 – Minor Modifications

Through meetings and other correspondence with representatives of the Town of Superior, direction has been gleaned as to what modifications may be requested to reach the goals of the Town, the design intent of the PD, and the success of this project. To comply with code, site conditions, and requests from utility and governing bodies minor modifications to PD Amendment #4 listed below are requested for approval:



1. The realignment of Avenue C/Promenade Drive from Tract H as contemplated in condition “O” of Ordinance Number 0-1, series 2016, allows existing blocks 21 and 22 to be changed to Flex Space.
2. As a consequence of, and in addition to, the relocation of Avenue C/Promenade Drive, the locations of other streets have been modified in this proposed Final Development Plan to create a modified block pattern of developable land, small parks, and open space.
3. A vehicular overpass of US 36 has been proposed by the Town as an extension of Street 5/Central Park Way. This extension is in a different location than the easement shown in Amendment #3, which indicates the extension near the existing bike/pedestrian overpass. The overpass is not included in this Final Development Plan, but the future implementation of the overpass by the Town or others is accommodated in this plan.
4. Trail connectivity between the Tract H trail and the US 36 trail is not currently incorporated in PD Amendment #4. Two connections between these trails are proposed in the Concept Plan.
5. Fences for the Cottage units in FDP 8 deviate from the STC – Design Guidelines in order to match the adjacent Rock Creek residential development. The guidelines indicate wood is prohibited to use as a material, however 3 rail fences are proposed along the back and side yards of units.
6. Privacy fences are included with the cottage units. The STC – Design Guidelines do not contemplate privacy fences within planning area 3. The proposed privacy fences, outlined within the landscape sheets of the FDP #8, provide 15%-30% transparency (additional transparency at sight triangle locations) with a maximum 5’ height.
7. Street Right of Ways (ROW) generally conform to PD Amendment #4. Please note that the ROW shown on plans are reduced 10’ due to Xcel requiring facilities to be installed on private property, this is discussed in Section 1.5.a. Outlots dedicated to the town of Superior will include the additional 5’ sidewalk on each side to reach the required ROW width per PDA #4.
 - a. Superior Drive – Matches Section 14 of PD as a 60’ ROW (50’ after reduction). There is a bike lane on the north side of the road instead of parking to assist with circulation through the site. Additionally, after public comment and upon consultation with town staff, the sidewalk has been widened, while the tree lawn and bike lane have been narrowed to provide additional safety for bikers who would prefer not to ride in the street.
 - b. Promenade Drive – Matches Section 14 of PD as a 60’ ROW (50’ after reduction). There is a bike lane on the south side of the road instead of parking to assist with circulation through the site. Additionally, after public comment and upon consultation with town staff, the sidewalk has been widened, while the tree lawn and bike lane have been narrowed to provide additional safety for bikers who would prefer not to ride in the street.
 - c. Superior Drive (North/South)– Parking on the west side of the road has been eliminated to help traffic calm by narrowing the street section. The ROW width is 53’ (43’ after reduction).
 - d. Discovery Parkway – Matches Section 17 of PD as a 58’ ROW (48’ after reduction).
 - e. Josephine Way and Autrey Way (Street 7) – Matches Section 15 of PD as a 55’ ROW (45’ after reduction).
8. As a result of Xcel utility easements (as discussed in item 6), in order to maintain the desired street character, setbacks are measured from the sidewalk outlots that lies in the location of the ROW if standard layout was used. This falls in line with the back of sidewalk.
9. A 4’ utility easement is provided along most private alleys.
 - a. An encroachment of up to 4’ is proposed, at a typical height of 10’-11” for a balcony on the “Marlee” townhome plan (see architecture section of the FDP for more information). The balcony is approximately 16’ in width along the rear façade of the townhome.
 - b. An encroachment of up to 12” is proposed at a typical height of 32’ for eaves on Townhome units. Location of eaves is dependent on building composition (see architecture section of the FDP for more information).
10. Promenade and Coal Creek Connection to Rock Creek Ranch is modified from what was shown in PD Amendment #4. The changes were post approval of the PD in which the connection to Rock Creek Ranch now directly connects perpendicular across the town’s Tract H. This decreases the amount of right of way within Tract H. This connection crossing perpendicular is important because the parcel of land south of Tract H is owned by the

South Boulder and Coal Creek ditch, crossing over this land and the existing utilities within is not favorable as it was not designed with the intent of being under roadway. The PD amendment #4 shows an angle of approximately 16 degrees. There is also an 18" diameter northern Colorado water conservation district water line in the parcel, this line feeds the town's water treatment plant. NCWCD would be concerned about crossing at less than perpendicular.



11. In order to maximize park space, avoid redundancy of having both a street and an alley that parallel one another in close proximity and address staff and PC concerns related to traffic flow and block length, a wider private street where Alley 22 was previously shown is proposed. This hybrid private drive would widen this roadway slightly and provide additional room for Lots 1-6 on Block 19 to back out of their garages. As illustrated, 8' rear setback will be provided on this lots to allow vehicles to safely back out of garages. The east side of this private drive will also include an attached 5'-wide sidewalk.
12. Blocks 18 and 19 are separated by a large open space (significantly wider than a typical right-of-way). As a result, the division between the two blocks is defined by the eastern edge of outlot P (rather than a tract, parcel, project boundary, or right of way as defined by PD Amendment 4).

Scope of The Project

1. **Residential Units:** 300 single-family units will be constructed across 4 phases of development. The 300 units are comprised of 199 townhome units and 101 cottage units. While the site plan organization of townhomes and cottages are somewhat driven by established height limits, the two types of housing and architectural styles are combined to create variety in the neighborhood. In conditions where the taller townhomes face cottages, such as at Promenade Drive, the townhome elevations are modified to be compatible with the smaller scale and street presence of the Cottages.
 - a. Building Typology J - Townhomes: A total of 49 buildings comprised of 199 townhome units will be constructed over 3 phases. A variety of 6 different plans are proposed as part of 8 different composite townhome buildings. The 6 plans range in width, square footage, and number of bedrooms to accommodate a variety of lifestyles and attract a diverse group of residents. The building composites, when paired with different exterior treatment styles, bring visual diversity to the architectural massing and character of the site. The Townhomes create a strong building presence on the streets, and act as a transition from the more urban character of Downtown Superior. Every unit and building is highly articulated, including the use of front porches and entry features. The majority of building entries face the streets with the remaining buildings facing pedestrian paseos. Each Townhome unit has a two-car garage, accessed from alleys on the rear of the units.
 - b. Building Typology G - Cottages: A total of 101 cottages are included in the plan. The Cottages are generally located on the south and southeast portion of the site. There is a total of five floor plans in the collection, each with three different elevation styles, resulting in 15 distinct buildings/styles to be distributed in the neighborhood. The Cottages are 2-story, single family detached residences. These are located on narrow, deep lots with attached garages accessed via alley. Each Cottage has an open, or "active" side, with a recessed outdoor patio designed to create an indoor/outdoor living space. These patios open to a highly usable side yard that faces the closed or "passive" side of the adjacent Cottage. Each Cottage has a front porch that faces a street or paseo creating an inviting, pedestrian-friendly environment. At specified locations along Tract H some cottages have a passive side facing the alley. Enhancements to the passive side such as larger windows, jogs in the foundation, and material changes have been provided to improve the aesthetic appeal at these locations.
 - c. Architectural Enhancements – There are some side elevations on the Cottages and Townhomes that front to a street. Those elevations have been designed with specific elements to address their important street presence.
 - i. Cottages – The side elevations that front a street have been sited to ensure that the "active" side of the home faces the street. The "active" side elevations are designed with single-story and two-story massing, multiple wall plane breaks to create a highly articulated side elevation, and outdoor living spaces which engage and enhance the public domain. These elements work together to create a pedestrian-friendly environment. At specified locations along Tract H some cottages have a passive side facing the alley. Where passive cottage sides face the alley, en-

hanced glazing and additional articulation is proposed to improve the experience of these facades.

- ii. Townhomes – The side elevations that face a street have been designed with additional windows, awnings and window boxes to provide variety and articulation to the wall plane. Corner wrap windows, enhanced window trim and a variety of materials, including masonry, also contribute to the pedestrian-friendly nature of the project. Where the same unit exists as an enhanced end unit in adjacent build-



Phase Map

ings, different color schemes will be applied to ensure diversity. Along Promenade Drive where the townhomes face the cottages across the street (Buildings A3 and C3) the townhomes have been modified to relate to the two-story massing of the cottages. These townhome buildings have ground floor entries with large front porches, second-floor balconies and a material palette that relates to the cottages. Additionally, these townhomes are designed with hipped roofs at the third floor instead of parapet walls and the roof decks have been pushed back from the front façade to limit their visibility from the street.

- 1. Roof Decks – Optional roof decks are available for potential buyers on units Hale, Marlee, Wellshire, and Skyland. Where transitional townhome buildings exist along Promenade Drive, roof deck options are limited to only allow the following number of roof decks:
 - a. 3-unit buildings are limited to 2 roof deck options
 - b. 5-unit buildings are limited to 3 roof deck options

- d. Title 9 – The only accessibility code that applies to this project is the Colorado Revised Statutes Title 9. The Federal Fair Housing Act does not apply to this project because there are no single-story townhome units. The Accessibility portion of the 2012 International Residential Code also does not apply to this project because there are no elevators provided in the multi-story townhomes. Article 5 of the Colorado Revised Statutes Title 9, states that a multi-family project with 186-199 units is required to achieve 84 accessibility points. The portion of PA-03 southeast of Central Park Way contains 199 3-story townhome units and therefore is required to achieve 84 points. Article 5 also outlines a point value assigned to each type of accessible unit. A Type B visitable ground floor unit is assigned a point value of 1 point. A Type B visitable ground floor unit is defined as a multiple-story dwelling unit with an accessible entrance and toilet facility designed in accordance with ICC/ANSI A117.1, section 1003, or any successor section within ICC/ANSI A117.1. Townhome unit plans 3, 5 and 7 are designed and will be built in compliance with a Type B visitable ground floor unit. The proposed site plan includes 84 visitable units with an accessible route to the front door of the unit and to the required elements within the unit.

2. 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.

3. Circulation: See exhibit A for a diagram showing pedestrian, vehicular, and bicyclist circulation.

- a. Pedestrian: All Streets within the site include a 5' wide sidewalk that allows accessibility to homes, parks, and community amenities. Pathways 4' in width in front of units along the street and paseos are placed for direct unit access, maintenance simplification and maximization of open space. *
 - i. Pedestrian safety was an important consideration while locating major street intersections along Promenade and Superior Drive. Pavement markings, raised paver intersections, and colored concrete crossings help to create a safe streetscape experience for pedestrians, while providing an environment in which cars are more likely to see pedestrians and slow down.
- b. Bicyclist: Based on its adjacency to a regional bike trail and transit hub, a high number of bicyclists will likely utilize the trail system within this project. To accommodate and encourage this usage, 6' wide bike lanes on Superior and Promenade Drive provide a safe and comfortable condition for bikers to travel. Superior Drive will include one bike lane headed northwest towards Central Park and Promenade Drive will include one bike lane headed southeast toward the Rock Creek neighborhood. Exhibit N shows a typical street section of Promenade Drive with bike lane conditions and Exhibit A diagrams the site-wide bicycle circulation approach. The northern sidewalk along Superior Drive has been widened to 7' in order to accommodate possible families or children who are not comfortable using the bike lane. This, in addition to the Tract H trail allows for safe circulation to the Downtown Superior Core.

- c. Vehicular:
 - i. Traffic Calming features included in FDP 8 are consistent with methods being used in Downtown Superior and make use of intersection bulb-outs, mid-block crossing bulb-outs and raised crosswalks.
 - ii. One unique traffic calming feature takes place at the Superior/Promenade intersection and incorporate roll medians to force slow movement. This intersection is also a 3-way stop condition.
 - iii. The approved Rock Creek Ranch utilizes Coal Creek Drive as a connection to future Promenade Dr. FDP 8 extends Promenade Dr. through Tract H to connect at Rock Creek Ranch.



Phase Map

4. Utility Infrastructure:

- a. Public utility infrastructure to serve this perimeter of this project is included in separate FDP's; specifically, Central Park Way (formerly Street 5) and the public sanitary sewer located in CDOT's ROW. This FDP 8 includes public water, sewer, private storm, piping of the existing irrigation ditch and basic dry utility layout within the Private Alleys/Lanes and Public Streets. Specific dry utility layout will be performed by the respective dry utility companies.
 - i. Related Improvements separate from FDP 8, but required to serve FDP 8 include:
 - 1. Completion of Detention Pond 313 as designed in the "Drainage Report Update for Superior Town Center Phase 1 and Discovery Office Park".
 - 2. Completion of Central Park Way, currently under construction.

5. Plat:

- a. FDP 8 is accompanied by a concurrent Preliminary/Final Plat of Superior Town Center, Filing No. 1B, Replat No. 6. This Plat creates easements, Outlots and building lots for all remaining undeveloped portions of Block 17, 23, Superlot 5 and portions of Right of Way, Superior Town Center Filing No. 1B, Replat no. 5. Unique aspects of the plat are the reduced Right of Way (ROW) for Xcel energy's facilities. The ROW has been shifted inward by five feet on each side to remove the sidewalk that would typically been included. An outlot over the 5' sidewalk area has been provided and dedicated to the town. Xcel has notified the project team that it will not service utilities within public ROW, thus creating the need to remove sidewalk sections from the ROW limits. Outlots to the Town of Superior for maintenance of sidewalk, for public access, and an easement for the utility provider have been utilized in place of the ROW. Refer to a separate narrative for the Plat for further detail.

6. Principle Features and Attributes:

- a. Housing Organization:
 - i. 300 units will be constructed across 4 phases of development. The 300 units are comprised of 199 townhome units and 101 cottage units.
 - 1. Blocks 17, 21, 22, 23, and the western portion of block 18 are proposed to have townhome buildings with a selection of plan composites to provide several different square footage and floor plan options. The variety of building composites, color schemes, and two character styles provides architectural diversity in the neighborhood. To ensure plan style diversity, the following controls are in place to restrict style selection within proximity of similar style combinations:
 - a. No color package shall be repeated on adjacent lots or on lots immediately across the street.
 - 2. Blocks 16, 19, 20, 24, and the eastern portion of block 18 are proposed to have cottage lots. Cottage plans may be selected by buyers on a per-lot basis. To ensure plan and style diversity, the following controls are in place to restrict plan selection within proximity of similar plan/style combinations:
 - a. No identical color package shall be repeated directly across any street from the same model and elevation.
 - b. No identical model elevation shall be repeated more than once within every 4 lots on the same side of the street.
 - c. A minimum of 10% of each of the following elevation styles will be built in the area designated as single family: farmhouse, craftsman, and prairie.
- b. Open Space Strategy:
 - i. The overall open space system is designed to function as a series of connected spaces, prioritizing pedestrian circulation while providing community amenities near every home. The open spaces consist of paseos, parks, and naturalized areas at the edges of the property. The paseos are a key design strategy in which the front doors of homes sitting opposite each other face

towards an open space, rather than a street. This enhances the pedestrian experience and creates intimate settings in which neighbors feel comfortable interacting. This also allows townhome owners to enjoy large landscapes without having to worry about the maintenance and upkeep associated with private yards. While FDP 8 includes large open spaces, these parks are not intended to provide recreation at a regional level. The purpose of these parks is primarily for local residents, while regional visitors will likely use the Central Park and Village Green Park that are located directly west of this development. However, all open space paseos and paths are open to the public for enjoyment. Since the 10' multi-use trail runs midway through the site, the paseos that run along the trail have been purposefully designed to show off landscapes and materials that reflect on the community's heritage. Every open space has been designed to feel different from others throughout the community to create a sense of ownership, discovery, and present distinguishable designs that help in wayfinding. While the open spaces are different, they all share a common design aesthetic and materiality which forms a cohesive park system.



Phase Map

- c. Detention Ponds
 - i. Existing Detention Pond 313 will collect runoff from phase 1 of FDP 8 (see phasing plan on sheet C3 of FDP). The pond has phase 1 of FDP considered in the design.
 - ii. Proposed Detention Pond 314 will be full spectrum detention and will outlet adjacent to existing CDOT culvert. The connection of Promenade Dr to Coal Creek left space for the pond to be set in the east pocket between Promenade and US 36, so that it can be in line with the CDOT culvert. The location is important as it allows the site to collect all developed storm runoff, prior to discharging through the existing 36 inch culvert in US 36. It is tucked between Promenade Drive and the US 36 Bikeway extension. The emergency overflow is located above the proposed outlet, so in case the emergency overflow is necessary the flow will flow to the existing culvert under US 36. There is a maintenance path proposed off of Promenade Dr to service the pond. A metal picket fence and gate to discourage public use of that entry point is proposed. There are two tiers of 4' tall retaining wall within the pond, they are located above the high water level. These walls are within the fenced area of the pond to protect the public.
- d. Grading and Walls
 - i. The existing topography of FDP 8 requires special consideration for design. There is an existing ridgeline that lies between proposed Josephine Way and Street 7, in line with Discovery Pkwy. The western edge of the site (Phase 1) will drain westward and utilize existing drainage infrastructure in Central Park Way. East of the ridgeline will continue to drain eastward to a proposed detention pond located in the eastern most corner of the site, past the Promenade/Coal Creek connection.
 - ii. A soundwall and bike trail are proposed along the eastern edge of FDP 8 and US Highway 36. Portions of the US 36 trail fall within the project site and portions of the bike trail will be in CDOT ROW. Since the US 36 trail is part of a larger town project to connect at the overpass, coordination and processing the permit for the bike trail improvements will be done by the town. The bike trail will also serve as maintenance path for the existing sanitary sewer in CDOT ROW. The soundwall has been kept a minimum of 3' from the edge of the trail per AASHTO Chapter 5.
 - iii. The proposed sound wall ten feet in height is proposed along the eastern edge of FDP 8 and US highway 36 is proposed to reduce noise transmission from the highway into the community. A detailed analysis of the noise impacts of US Highway 36 on the proposed residential development was completed by LSC Transportation Consultants Inc. The results of the noise analysis were compared to the noise abatement criteria contained in the *Colorado Department of Transportation Noise Analysis and Abatement Guidelines* dated January 15, 2015. The threshold for exterior noise level at which residential land uses are considered to be impacted is 66 decibels Leq(h). With no noise mitigation the projected noise level for the residential dwelling units on the east side of the development adjacent to US Highway 36 is projected to range from 61 to 79 decibels Leq(h). If a 10-foot-high noise barrier is constructed along the east side of the development the noise levels are projected to be reduced to between 59 and 65 decibels Leq(h).
 - iv. The Promenade/Coal Creek connection in the southeast corner of FDP 8 requires slopes along the detention pond and retaining walls that face east. The retaining walls located in the detention pond will be constructed of split face concrete block. An upper and lower tier of retaining walls will be approximately 200 feet long with a maximum exposed height of 4 feet. There is

also a retaining wall proposed at the end of Alley 28. These walls are less than four feet in height.

- v. The Central Park Way overpass is a future possibility that this site has accounted for by establishing ROW and grades that allow for an overpass to cross Highway 36. The overpass grading does require offsite grading for slope into Tract D1 to the northwest.
- vi. Internal sidewalks are all ADA compliant running slopes of less than 5 percent.
- vii. In order to block headlights shining toward Rock Creek Neighborhood along the southern portion of the site, 3' berms are proposed between cottage home garages. Exhibit 4.01 within the FDP set illustrates a typical condition.



7. Landscape Plan and Aesthetics:

a. Overview

- i. The Landscape Plans for FDP 8 (Sheets L0-L7) show the locations and species selection for the public and private planting areas of the site. The plans graphically represent trees, shrubs, perennials, ornamental grasses, sod, and seeded native grass areas with labels that correspond with a planting schedule on Sheet L8. In addition to the planting schedule, Sheet L8 provides required landscape tables and notes that pertain to Superior Town Center landscape guidelines and Town specifications. Tabulations show the design exceeds the Town's minimum landscape requirements. Planting details on Sheet L9 adhere to Superior standards while demonstrating best practices in bed preparation, planting, and maintenance for this region of Colorado. The landscape plans also show site amenity areas with furnishings and materials including benches, bike racks, dog and trash receptacles, site walls, mail kiosks, movable furniture, landscape boulders and pavement areas. These furnishings and materials are shown in the legend on each plan with site details referenced (Sheet L11-L13). A Materials Schedule on Sheet L12 provides additional information for each detail.

b. Design Intent – Planting

- i. The arrangement of understory planting is curated to create a clean, modern approach to residential and open space landscapes. The design accomplishes this through mass planting schemes in the parks and diverse native shrub plantings in front of the private residences. Enhanced native turf weaves through the open spaces with a large presence at perimeter areas to create a naturalized aesthetic alongside layers of formalized plantings. This naturalized area presents an opportunity to conserve water and preserve biodiversity. The enhanced native turf becomes a soft, natural amenity for residents, providing property owners with a resilient mix of grass species that creates beautiful textures all year long. In addition, the native and adapted species positively impact climate, soil, resistance to pests, and maintenance costs for the future residents.
- ii. Evergreens are strategically placed on the landscape plans for visual enhancement and functional purpose. Evergreen shrubs and trees are utilized at parking areas and between blocks of buildings to buffer resident's views of vehicles and utilities. A native evergreen screen of trees and shrubs scatters along the sound wall at the northern portion of the site not only to add aesthetic value, but to aid with sound absorption and reflection. Cottonwoods and evergreens surround the fenced detention basin covered with a wetland seed mix and native turf on the edges. The detention planting is designed to appear as a natural part of the landscape, while minimizing maintenance needs.
- iii. The typical street tree pattern consists of marching trees $\pm 40'$ O.C. within the tree lawn along the public drives, per code. The 10' multi-use trail weaves through open spaces (Block 18, 21, & 24) that have unique street tree placement to break up the tedium of formal planting sequences. The trees located along Superior Drive and Promenade Drive at these open spaces stitch the park together by alternating tree placement on either side of the R.O.W. sidewalk and provide vivid color with Royal Red Norway Maple and Emerald Luster Maple selections. Trees have also been carefully selected at the 90° turn at the eastern ends of Superior Drive and Promenade Drive. Shumard Oaks are chosen for their showy fall color to complement the warm waves of native meadow grasses in the ground plane below. Ornamental trees are incorporated throughout the paseos to provide shade, formal planting arrangements, and seasonal interest. The 'front doors' of the project along Central Parkway (intersections of Discovery Parkway, Superior, and

Promenade Dr) have 6 Autumn Brilliance Serviceberry trees that mark arrival into the neighborhood.

- iv. Low water-use turf integrates into the paseo open spaces to allow for active recreation for residents, and pet use. The tree lawns along the road consist of sod for ease of maintenance for the Town of Superior, irrigation simplicity, and to provide a convenient spot for pet relief.
 - v. Enhanced native turf and manicured turf has been placed in areas where snow is planned to be stockpiled. Shrub, groundcover, and tree selection and placement has been coordinated so snow does not negatively impact plants.
 - vi. Plant selection and arrangement has been coordinated with the adjacent landscape plans to ensure consistency throughout the Superior Town Center development. The species selected for the planting plan follows Town approved plants, adjusted based on shadows cast by architecture, and provides color interest throughout the seasons as well as a variety of textures during the winter. Plants such as Red Twig Dogwood provide structure, form, and vibrant splashes of red in open spaces, while the Buffalo Juniper allows a green foreground in planting arrangements all year long. The mulch selected for planting areas is a combination of hardwood mulch and 2-4" sized rock mulch. The Overall Landscape Plan (Sheet L0) differentiates the mulch types with hatches and Sheets L11 and L12 include detailed mulch information.
- c. Design Intent - Site Furnishings and Materials
- i. One of the leading landscape design goals is to embrace and reflect the Town's rich history of coal mining and railways. Site amenities, materials, and furnishings take inspiration from the Hake's Industrial Mine, coal veins, the Interurban Train, and mining timber structure forms (see Exhibits B, C, D, E). Another design goal is to celebrate local, site specific materials. Native plants, salvaged boulders from site excavation, and colorful perennials provide a familiar feature, creating a sense of place while establishing a regional identity. The strong geometries in the park systems, bold landscape massings, and striking thematic elements dispersed throughout the site achieve these goals.
 - ii. The site furnishings and materials are located on the landscape plans within Sheets L0-L7. The Landscape Legend and detail callouts reference furnishing details which are included on Sheets L11-L13. Detail 6 on Sheet L12 shows a Materials Schedule which lists specific information about each product i.e. materials, manufacturers, dimensions, etc.
 - iii. Standard benches, trash cans, and bike racks follow Design Guideline Standards whilst matching existing development conditions for aesthetic continuity. Bike racks occur at three locations along the multi-use trail. Bike rack locations are near pedestrian lighting and have ample room for maneuvering. Dog waste receptacles are scattered throughout the site at paseo/park edges to ensure residents have places to discard pet waste and simplify maintenance accessibility.
- d. Design Intent
- i. This is the first instance of a cottage product, and therefore privacy fencing within Downtown Superior. Wood privacy fencing is also utilized in Cottage style homes with side yards across many developments in the area. Exhibit T shows photos from Midtown at Clear Creek, which Town Staff and the Board had an opportunity to tour in person last January. To prevent an aesthetic that feels industrial and daunting with a masonry/metal fence, a 5' high stained wood fence is proposed, bringing warmth and style to the community. Not only do the proposed fence styles for cottages create a softer aesthetic, they allow for transparency at street and alley corner locations. Four different wood fence styles are proposed to accommodate this conditional need (Sheet L3).
- e. Maintenance
- i. Landscape and hardscape areas within the R.O.W. will be maintained by the Town of Superior. Sidewalks that run directly parallel to private residence entrances have been placed to delineate the separation between areas maintained by the Metro District and property owners. The Metro District is responsible for maintaining this sidewalk and the public open spaces, parks, and paseos between the units. Individual property owners shall maintain the landscape between the face of the building and the nearest edge of the delineating sidewalk.



8. Exterior Lighting Approach:

a. Overview

- i. The Lighting Plans for FDP 8 show the street, pedestrian, and landscape lighting for all public roads, private alleys, and open spaces. Plans include fixture locations and types along with photometric data that meet the Superior Town Center guidelines.

b. Design Intent

- i. 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.
- ii. Key lighting design considerations for exterior lighting are glare control, color rendering, contrast, and energy efficiency. Fixtures were selected 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 for their energy efficiency and long life.

c. Public Streets

- i. The street lighting is planned to be Town of Superior owned and maintained, installed by the developer to meet town standards. Pedestrian and site landscape lighting is planned to be private, being installed and maintained by the District. For this, all lighting circuits will need to be metered for electric usage. The lighting design coordinates the service locations with Xcel Energy's electric plans, providing adequate power sources to serve all street, pedestrian, and landscape lighting.

d. Private Alleys

- i. The primary lighting strategy is to illuminate the alleys from building-mounted luminaires adjacent to the garage doors, consistent with existing residential blocks elsewhere in Downtown Superior. Low-output luminaires (selected by Builder) are preferred because they contribute to better contrast. The color temperature of 3000K is preferred for all building mounted luminaires. Pedestrian crossings and alley 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. The light equipment shall be selected per the reference criteria established in the STC Design Guide.
- ii. The maximum horizontal illuminance (measured in foot-candles) on the alley will not exceed 2.0fc as given in the Town of Superior Land Use Code, Sec. 16- 20-30 (4) d.
- iii. 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.

e. Paseos and Open Spaces

- i. Path lights, primarily light bollards, will be provided within the paseos. Light bollards are primarily placed at locations where wayfinding is needed or a change in grade. 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. Path lights no greater than 750 lumens will be placed at main walkway intersections within the paseos, and all steps as required by the STC Design Guide. The acceptable range for the color temperature of the light sources will be 2700K – 3000K.
- ii. Walkway lighting for paths between selected units will be provided by light bollards 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 paseos in performance and style.
- iii. 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.



- iv. Landscape lighting is provided to highlight ornamental and specimen trees within paseos and open spaces. Lights no greater than 450 lumens will be placed in the landscape. The acceptable range for the color temperature of the light sources will be 2700k – 3000k.
- v. Building mounted lighting will include wall-mounted sconces between garage doors and downlights installed under the porch. Building mounted fixtures will be LED and limited to 3000K.



9. Parking and Drive Lanes:

- a. Per the parking ratios set forth in the approved PD, this FDP requires:

PARKING REQUIRED PER PDA		
#4		
	UNITS PROPOSED	SPACES REQUIRED
2 BEDROOM UNIT - 1.5 SPACES/UNIT	61	92
3 BEDROOM UNIT - 2.0 SPACES/UNIT	138	276
4 BEDROOM UNIT - 3.0 SPACES/UNIT	101	303
GUEST PARKING - 0.1 SPACES/UNIT (USE TOTAL UNITS)	300	30
TOTAL SPACES REQUIRED		701

NOTE: Cottage homes can be selected by buyer. For conservative requirement, all have been calculated as a four-bedroom.

- b. Parking is provided on this FDP as follows:

PARKING PROVIDED	UNITS PROPOSED	SPACES PROVIDED	RATIO
PRIVATE GARAGE (2 PER RES. LOT)	199	398	53%
PRIVATE GARAGE (3 PER RES. LOT)	101	303	41%
GUEST PARKING (OFFSTREET)		44	6%
ACCESSIBLE PARKING (OFFSTREET)		6	<1%
TOTAL SPACES PROVIDED		749	100%
APPROX. ON-STREET PROVIDED		170	

NOTE: Cottage homes can be selected by buyer. For conservative requirement, all have been calculated as a four-bedroom.

All units can be garage parked. Townhomes are 2 or 3 bedroom and offer 2 car garage. Cottage homes that have 4th/ bedroom have 3 car parking.

Accessible parking stalls are located as such: (2) in block 17, (2) in block 23, (1) in block 20 and (1) in block 21.

- 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 approximately 202 available on-street parking spaces along Josephine Way, Street 7, the south side of Superior Drive, and the north side of Promenade Dr within the limits of this FDP. On-street parking is not allowed on the north side of Superior Drive and the south side of Promenade Drive, due to bicycle lanes.

- d. Bicycle parking has been distributed throughout the site in large paseos. A total of 12 bike racks and 24 bike parking spaces are provided.

10. Signage:

- a. Street signage will include stop signs, ADA parking signs, pedestrian crossing 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. Public Street name signs will follow town standards. Private lanes street name signs will be similar to Town standard, but not include the Town logo as they are private.



11. Snow Removal:

- a. Snow storage is provided in the various landscape tracts bordering alleys and open space areas that are convenient and accessible by snow plows. Guest parking spaces are not designated snow storage areas. Snow storage areas are shown with a dashed boundary and striped hatch on the Overall Landscape Plan (Sheet L0).
- b. The placement of pedestals and meters at the end of each rowhome 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.
- c. Snow removal for the pedestrian walkways in larger open space areas is anticipated to be accomplished using an ATV with a plow. Snow removal for private unit walkways will be accomplished using hand operated equipment and shovels.

12. Traffic Study:

- a. 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 Attached Rowhomes and Single-Family Homes, the estimated trip generation for this FDP is as follows:

- i. Average Weekday: 2,237
- ii. AM Peak (in): 37
- iii. AM Peak (out): 136
- iv. PM Peak (in): 141
- v. PM Peak (out): 77

Trip Generation Category	Quantity	Trip Generation Rates						Total Trips				
		Average Weekday	AM Peak Hour		PM Peak Hour		Average Weekday	AM Peak Hour		PM Peak Hour		
			In	Out	In	Out		In	Out	In	Out	
Residential Townhome	190.00 DU	5.81	0.075	0.365	0.348	0.172	1,104	14	69	66	33	
Single-Family Housing	119.00 DU	9.52	0.188	0.563	0.630	0.370	1,133	22	67	75	44	
Total							2,237	37	136	141	77	

Notes:
 (1) Based on Traffic Impact Analysis completed for Superior Town Center by LSC Consultants dated July 26, 2013
 (2) Trip Generation Rates shown are ITE Land Use #230 - Condominium/Townhouse and ITE Land Use #210 - Single-Family Detached Housing . ITE, 9th Edition, 2012

13. Mail:

- a. Cluster Box Units (CBUs) are strategically distributed within open spaces for efficient mail delivery and convenient access for homeowners. Each group of CBUs will be surrounded by a ‘mail kiosk’ enclosure. The mail kiosk contributes to establishing a sense of place and community landmark by borrowing forms from historical timber mining structures (see exhibit E). Not only do the kiosks add aesthetic value to the overall ‘story’ of the development, but it invites opportunities for neighbors to meet.
- b. Refer to detail 5 on Sheet L11 for the mail kiosk design intent and the Materials Schedule on sheet L12 for the standard USPS CBU product.
- c. The applicant has begun US Postal Service (USPS) approval to ensure locations meet mail delivery standards.

14. Utilities:

- a. Gas Meters, Electric Meters, and Telecommunications Pedestals
 - i. Xcel Energy, or Public Service Company of Colorado (PSCO), is the electric and natural gas provider for this area of Colorado.
 - ii. Preliminary designs for electrical and gas utilities have been prepared by Xcel Energy and incorporated into this FDP submittal. The Xcel electric system includes feeder distribution to switch cabinets with primary then looping between cabinets, serving transformers between. The system loops creates redundancy in case of any damage to the system. Easements have been shown on the plat for dry utilities outside of ROW in front of homes as well as along alleys for rear distribution where required. Tracts are used for utility distribution as Xcel requires infrastructure to be installed within easements and not within ROW. Telecommunications will follow the electric routing throughout the site. Meters and pedestals will be clustered (ganged) at the ends of each attached townhome building, reducing electric and gas lines throughout the development. This will avoid the need to place these items in between garage doors facing the alleys. There is a 2' (minimum) wide utility easement on the end of each attached townhome cluster to accommodate the ganged meters. In most cases the end units of each attached townhome cluster are also adjacent to a utility easement or tract, so the effective width of the utility easement is at least 6 feet.
 - iii. 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 (Alley) side of the lots along common lot lines to avoid driveway conflicts.



- b. Potable Water
 - i. A new 8-inch diameter PVC water main will be constructed within all Public Streets and Alleys. The mains will connect to stubs in Central Park Way at Superior and Promenade Dr. The water line in Promenade will continue to the future Coal Creek roadway connection. Twenty-seven new hydrants are proposed. Water mains will be situated a minimum of 10 feet horizontally from all parallel sanitary sewer, reuse, and storm drain main lines. Vertical design of water mains will be completed as part of construction plans to verify that there are no conflicts with crossing utilities. All water mains within FDP 8 are proposed to be Public, with operation and maintenance by the Town.
 - ii. Lots along Central Park Way will be utilize existing meters. Where water mains in public streets are available, the meters will be placed in tree lawn. Lots that do not have access to a water main in a public street will have meters installed within the pavement of the Alleys and 26-foot wide utility easement following the alley, an additional 4' utility easement is provided for a total width of 34' in the Alleys. All new meter pits within the concrete alleys will be constructed with traffic rated components.
- c. Sanitary Sewer
 - i. Lots along Central Park Way will be utilize existing sanitary services. A new 8-inch diameter PVC sanitary sewer main will be constructed within all Alleys to service each lot. A sanitary sewer main will connect to existing sanitary stubs provided in Central Parkway at Superior and Promenade. This will collect sewage from phase 1 of FDP 8. The remainder of the site will connect to the existing sanitary manhole located in CDOT ROW, at the eastern most corner of the site. The existing sanitary line on the north of the site is a force main flowing east until it passes Street 7 and exits the site into CDOT ROW. At that point, the sewer system becomes gravity.
 - ii. All sanitary sewer mains within FDP 8 are proposed to be Public, with operation and maintenance by the Town.
- d. Reuse Water
 - i. An 8 inch PVC reuse water main connects at Promenade Drive and Central Parkway. It will be located in Promenade Drive in FDP 8 and will continue to the Future Promenade Dr/Coal Creek connection.
- e. Drainage
 - i. The site drains to two separate full spectrum detention ponds that are designed using Urban Drainage Flood Control District criteria. Basin A (Phases 2-4) drains to proposed full spectrum detention pond 314 located in the southeast corner of the site. Basin B (Phase 1) drains to the existing full spectrum detention pond 313 located west of the site, this pond has been designed with for the proposed basins within phase 1. Ownership of the stormwater infrastructure will initially be with the developer, to be transferred to the Town of Superior at a later date. Access

will be provided to the conveyance and detention facilities as required by the Town and Urban Drainage codes.

- ii. Runoff from the site is to be conveyed via streets, pipes, swales, and overland flow. The basins, ponds, and overland conveyance systems are described in the FDP 8 drainage report. All inlets have been sized for the 100-year storm event. Areas with single family homes have been assigned an impervious percentage typically associated with multi-family construction due to the dense layout of single-family houses on site.



- f. Piped Ditch
 - i. The site in current condition has two community ditches passing through from south, starting in a separate fee simple parcel between the FDP 8 and Rock Creek Ranch, the parcel is owned by the South Boulder and Coal Creek ditch. The western ditch flows north and the east towards the cemetery, the eastern ditch flow north to the pedestrian bridge and is carried to Louisville. FDP 8 proposes to connect to the existing pipe line and carry the ditch north via 18" HDPE piping and then be split into 12" HDPE lines that distribute to the cemetery and pedestrian bridge connections.
- g. Emergency Access
 - i. Each Alley contains an emergency access easement with a minimum width of 26 feet, in accordance with Rocky Mountain Fire standards. Intersections have been designed to accommodate the largest apparatus criteria provided by Rocky Mountain Fire.
 - ii. Until the overpass is construction at an unknown date, there will be a "temporary" Emergency Access constructed from the end of Central Park Way to Alley 1. The access will be aggregate base capable of supporting Rocky Mountain Fire largest apparatus in all-weather conditions. The access will be kept in place until the overpass is constructed.
- h. Utility Easement Encroachments
 - i. Townhomes: A private 4' dry utility easement is proposed at the rear of all lots between the alley and buildings providing maintenance access for Xcel Energy. Eaves at the third floor overhang a maximum of 12" into this easement depending on building type and unit orientation on the site. Eave encroachments on Townhomes have a typical height of approximately 32' depending on grade. There are also locations where balconies are being proposed which will extend into the easement (as described in item 8 in the minor modifications section of this narrative). At the front of each individual lot, a private 6' sidewalk/utility easement is provided for sidewalk and utility improvements (sidewalk to be maintained by the metro district; utility to be maintained by Xcel energy).
 - ii. Cottages: A private 4' dry utility easement is proposed at the rear of all lots between the alley and buildings providing maintenance access for Xcel Energy. At the front of each individual lot, a 5' outlot has been dedicated to the town for ownership and maintenance of the sidewalk. A 6' easement has been provided for dry utilities.
 - iii. Site: A public 30' irrigation easement is provided for maintenance access by Coal Creek Ditch Company. The sound wall running parallel to the project boundary at the northeast side lies within the public 20' existing easement allowing the Town of Superior access to the site sanitary infrastructure. This easement is to be vacated upon the establishment of the multi-use trail.

15. Irrigation:

- a. The water source will be non-potable Town water and a booster pump will be required to be installed in the first phase. Irrigation service will be metered, and water will be paid for by the STC Metro District for Metro District Lands, and the Town of Superior for R.O.W. areas. All irrigation on Metro District Lands beyond the meter will be owned and maintained by the STC Metro District. There are 2 taps on the project one is a 1.5" reuse main on Promenade drive for the Town of Superior irrigation (street lawn). There is a 2" tap on the reuse main on Promenade drive that serves the Metro District. Individual townhomes and cottages are responsible for irrigating the landscape in front of and next to their unit.
- b. All visible irrigation equipment will be purple in color to indicate non-potable, per state requirements (all sprinkler heads, valve boxes, quick coupler valves). 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. The system will be zoned such that different plant materials, exposures and elevation will be considered and will be irrigated on separate zones.

16. Phasing:

a. Phase one:

Phase one consists of Blocks 16, 17, and portions of blocks 22, 23, and 24. The boundary of phase one was created using the natural ridge line of the site. Phase one drains west to existing infrastructure that has been designed to accommodate this develop. Emergency access is achieved from existing Discovery Pkwy, Promenade Dr, Superior Dr, and Central Park Way. Josephine Way and Alley 1 will dead end, but will be less than 150', which is the common standard for fire code. If Rocky Mountain requires fully looped access, a temporary all-weather access can be constructed to connect Alley 1 and Josephine. The remaining interior streets and alleys will loop for multiple access points. Domestic water, reuse water and dry utilities will be stubbed for future phases. The existing irrigation ditch will be piped in phase one. Central Park Way is proposed to be constructed to the last townhome unit to provide emergency access and pedestrian access to the homes. An addition all-weather access connection to Alley 1 will be provided to avoid a dead end roadway until the overpass is constructed. Removable bollards are proposed to keep the additional access as emergency only.



b. Phase two:

Phase two consists of Blocks 18, 19, portions of Block 24, and the detention area located in the far eastern portion of Tract H. Phase two will drain towards the east and will require the construction of detention pond 314. The domestic and reuse water will connect to stubs provided in phase one and will connect to existing stubs provided in Coal Creek Dr. Emergency access will be provided by Superior and Promenade Dr, the streets and alleys within phase two create loops.

c. Phase three:

Phase three consists of Blocks 20 and 21, and portions of Blocks 22, 23, and 25. Gravity utilities in phase three will connect to phase 2 infrastructure. Dry utilities, domestic and reuse water will connect to both phase 1 and phase 2 infrastructure. Streets and alleys within phase 3 will loop for emergency access points. Phase three infrastructure will also include the utilities shown within the phase 4 area. This is displayed on sheet C3 of the FDP plan set.

d. Phase four:

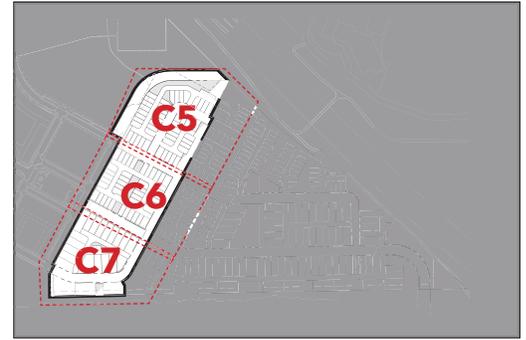
The final phase of construction consists of the middle section of Block 24. Phase 4 will only be for construction of the homes.

SECTION 2: PHASE 1

SUMMARY OF PHASE 1 PROPOSAL

Site Conditions

Physical Description: Phase one consists of Blocks 16, 17, and portions of blocks 22, 23, and 24. There are 21 proposed townhome buildings (townhome as defined by PDA4; refer to section 1 overview for additional information) consisting of 89 units, and 21 cottage lots (cottage as defined by PDA4; refer to section 1 overview for additional information). In addition to the residential buildings, this phase includes extensions of Promenade Drive, Superior Drive, Discovery Parkway, and Central Park Way and all applicable private alleys for unit access (refer to proposed street sections on sheet C28). Outlots, specifically outlots on the interior of blocks, shall be landscaped in accordance with the landscape depicted on sheets L1-L3.



Phase Constraints: Height limits within this phase consist of a 32' zone and a 55' zone with Promenade Drive acting as the dividing line. Architectural efforts have been applied to the street aesthetic along both sides of Promenade Drive to mitigate any visual imbalance between the 32' zone and the 55' zone (refer to sheet C4 for and overall visual representations of this condition; Sheets C6, C8, C9, and C11 show the height line in more detail). The Rock Creek neighborhood viewshed corridor also affects this phase; however, the maximum height allowed by the viewshed corridor is greater than the two height limit zones and therefore does not provide an additional restriction.

Design and Intent: As the first phase for this project, this phase may be considered the first impression for buyers, neighbors, and the town. This phase includes examples of all the townhome plans and building composites as well as enough cottage lots to provide examples of all the plans and give a representative sample of what the neighborhood will look like as it grows. Due to the proximity of two off-site proposed active parks, the open spaces within phase one are more intimate and designed primarily for the use of adjacent lots.

Phase 1

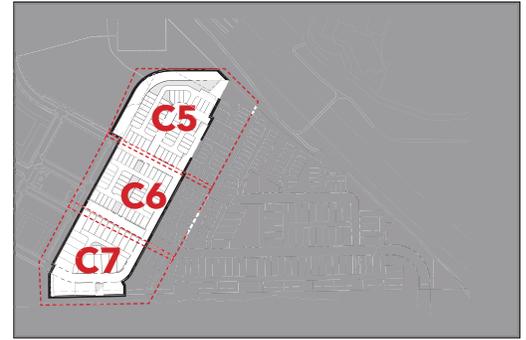
1. Scope of Phase

- a. Temporary Facilities
 - i. 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.
- b. Utility Infrastructure
 - i. As previously described, Phase 1 includes the portion of the site west of the Discovery Pkwy alignment. Gravity systems, sanitary and storm sewer, will drain westward. Connections for all Phase 1 utilities will be provided to existing infrastructure located in Central Park Way. Connections for future phases will be provided. A reuse water line will connect to an existing line at the Promenade/Central Park Way intersection and will continue on Promenade until ultimately reaching the Promenade/Coal Creek connection in phase 2. Hydrant placement in public streets and private alleys have been placed per IFC hydrant spacing criteria.
- c. Related Improvements Separate from Phase 1, but required to Serve Phase 1
 - i. Completion of Detention Pond 313 as designed in the "Drainage Report Update for Superior Town Center Phase 1 and Discovery Office Park".
 - ii. Completion of Central Park Way, currently under construction.
- d. Plat
 - i. Phase 1 of FDP 8 includes Blocks 16 & 17 and portions of Blocks 22, 23 & 24. Right of way platted are Josephine Way, Superior Drive, and Promenade Drive. Alleys platted include Alley 1, 2, 4, 6, 8, 10, 11, 13-17. A separate plat narrative has been provided with the FDP 8 submittal for further detail.

2. Principle Features and Attributes by block

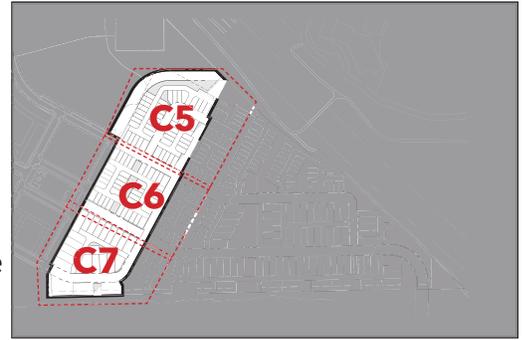
- a. **Portions of Block 23:** The Phase 1 development of Block 23 ends in conjunction with the lot line between lots 29 and 30 and extends to US 36 ROW. The Phase 1 portion of Block 23 includes seven townhome buildings consisting of 29 units (refer to compliance table in Exhibit R for more information about individual units and building composites; refer to architecture sheets in this FDP for more information regarding architecture). Private alleys (outlot GG) provide garage access for units within Phase 1 of Block 23 and includes 10 off-street parking spaces. All buildings have access from a public street. Block 23 is bordered to the west by Central Park Way, to the north by the future extension of Central Park Way and

US 36 ROW. Due to the irregular shape of Block 23, it is bordered to the south and east by Superior Drive and Josephine Way as it bends around Block 22.



- i. Lots 1-5: Building C-1 (refer to architectural sheets A12-A13 in FDP) has front door access on Superior Drive. None of these lots are compliant with Colorado Title 9 visitability (refer to compliance table in Exhibit R). All lots are within 10% of the minimum of lot sizes provided in Exhibit R for applicable plans except for the following lots:
 1. Lot 1: 2077 SF
 2. Lot 5: 1590 SF
- ii. Lots 6-9: Building B-1 (refer to architectural sheets in FDP) has front door access on Central Park Way. None of these lots are compliant with Colorado Title 9 visitability (refer to compliance table in Exhibit R). All lots are within 10% of the minimum of lot sizes provided in Exhibit R for applicable plans.
- iii. Lots 10-13: Building B-2 (refer to architectural sheets in FDP) has front door access on Central Park Way. None of these lots are compliant with Colorado Title 9 visitability (refer to compliance table in Exhibit R). All lots are within 10% of the minimum of lot sizes provided in Exhibit R for applicable plans.
- iv. Lots 14-17: Building B-2 (refer to architectural sheets in FDP) has front door access on Josephine Way. Lots 15 and 17 are compliant with Colorado Title 9 visitability (refer to compliance table in Exhibit R). All lots are within 10% of the minimum of lot sizes provided in Exhibit R for applicable plans.
- v. Lots 18-21: Building B-1 (refer to architectural sheets in FDP) has front door access on Josephine Way. Lots 18, 20, and 21 are compliant with Colorado Title 9 visitability (refer to compliance table in Exhibit R). All lots are within 10% of the minimum of lot sizes provided in Exhibit R for applicable plans.
- vi. Outlot HH – Public open space that provides access to the future Central Park
- vii. Lots 22-25: Building B-1 (refer to architectural sheets in FDP) has front door access on Josephine Way. Lots 22, 24, and 25 are compliant with Colorado Title 9 visitability (refer to compliance table in Exhibit R). All lots are within 10% of the minimum of lot sizes provided in Exhibit R for applicable plans except for the following lots:
 1. Lot 22: 1847 SF
 2. Lot 25: 2058 SF
- viii. Lots 26-29: Building B-2 (refer to architectural sheets in FDP) has front door access on Josephine Way. Lots 27 and 29 are compliant with Colorado Title 9 visitability (refer to compliance table in Exhibit R). All lots are within 10% of the minimum of lot sizes provided in Exhibit R for applicable plans.
- ix. Open Space Strategy
 1. Since future build-out timing of Central Parkway across US-36 is unknown at this time, Central Parkway turns into a gravel Emergency Vehicular Access (EVA) route that returns into the site. Removable bollards in this area restrict non-emergency vehicles from use. The ENT area just west of the EVA is bermed to help buffer views and sound from units if/when build-out occurs. Trees along the sound wall have been placed for screening/sound buffering and do not conflict with the irrigation easement. Pedestrian access to the Superior Cemetery and Central Park is lined with juniper and daphne shrubs that adequately screens the building utility meters and transformer.
- x. Circulation
 1. Traffic Calming
 - a. Curb bulb-outs are at the intersections of Central Park Way/Superior Drive, Superior Drive/Josephine Way and Josephine Way/Street 7. The bulb-outs narrow the street width to slow traffic and provide a shorter distance for pedestrians to cross.
 - b. Colored Concrete and striped crossings provide additional visual indicators for vehicles to slow down.
- xi. Grading and Walls
 1. Phase 1 of FDP 8 drains westward. There is a ridgeline that follows the centerline of Discovery Pkwy in the north direction and continues through Outlot BB and divides lots 29 & 30 of Block 23.

2. Street and alley slopes have been designed at a 1% min and are generally kept at 4% or below.
3. Grade slopes are held at 3:1 or less.
4. Storm runoff in alleys and Josephine Way will surface flow to existing inlets located at the Superior/Central Park Way intersection. An alley inlet is proposed in Alley 8 and will connect to existing storm drain infrastructure in Central Park Way. Street capacity calculations are provided in the drainage report for FDP # 8.



5. Central Park Way requires specific elevations to be held for a future overpass to connect Superior and Louisville over US 36. There is a 10 ft bench behind the sidewalk and a slope of 4:1 to daylight back to existing grade along the western edge of the roadway.
6. The soundwall in Phase 1 lies at the top of slope along the eastern boundary of the site.

b. Portions of Block 22: Block 22 is bisected by a public paseo (Outlot BB) which shall be constructed as part of Phase 1. The Phase 1 portion of Block 22 includes four townhome buildings consisting of 18 units (refer to compliance table in Exhibit R for more information about individual units and building composites; refer to architecture sheets in this FDP for more information regarding architecture). Private alleys (outlot Z) provide garage access for units within Phase 1 of Block 22. All buildings have access from a public street or a public paseo (outlot BB). Block 22 is bordered to the west and north by Josephine Way, to the east by the east edge of outlot BB (which coincides with the Phase 2 boundary), and to the south by Superior Drive.

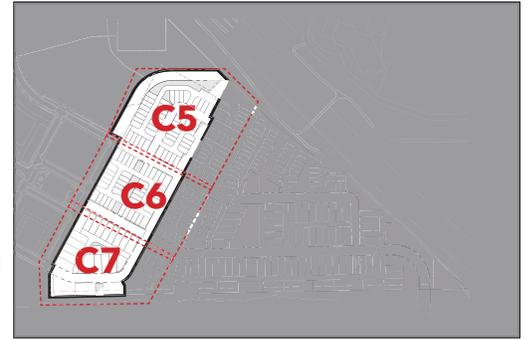
- i. Lots 1-5: Building C-1 (refer to architectural sheets A12-A13 in FDP) has front door access on Superior Drive. None of these lots are compliant with Colorado Title 9 visitability (refer to compliance table in Exhibit R). All lots are within 10% of the minimum of lot sizes provided in Exhibit R for applicable plans.
- ii. Lots 6-9: Building B-1 (refer to architectural sheets in FDP) has front door access on Josephine Way. None of these lots are compliant with Colorado Title 9 visitability (refer to compliance table in Exhibit R). All lots are within 10% of the minimum of lot sizes provided in Exhibit R for applicable plans.
- iii. Lots 10-13: Building B-1 (refer to architectural sheets in FDP) has front door access on Outlot BB which is a public paseo. Lots 10, 12, and 13 are compliant with Colorado Title 9 visitability (refer to compliance table in Exhibit R). All lots are within 10% of the minimum of lot sizes provided in Exhibit R for applicable plans.
- iv. Lots 14-18: Building C-2 (refer to architectural sheets A14-A15 in FDP) has front door access on Josephine Way. Lots 14, 15, and 18 are compliant with Colorado Title 9 visitability (refer to compliance table in Exhibit R). All lots are within 10% of the minimum of lot sizes provided in Exhibit R for applicable plans.
- v. Open Space Strategy
 1. The linear park within block 22 is bookended by ENT, which permeates into the central 'spine'. Ramps and a crosswalk at the park edges connect pedestrian pathways to the overall site circulation. Units in this central area front onto an arrangement of purple flowering shrubs in the summer and crimson fall color. Scattered ornamental trees provide shady areas for reading a book and open lawn allows for flexible play. ENT and turf near the ends of alleys allow for snow storage and maintenance. Sides of units that face this park are screened with evergreens to block views of meters and utilities.
- vi. Circulation
 1. Traffic Calming
 - a. Curb bulb-outs are at the intersections of Superior Drive/Josephine Way, Josephine Way/Street 7, Street 7/Superior Drive, and Corners of Josephine Way. The bulb-outs narrow the street width to slow traffic and provide a shorter distance for pedestrians to cross.
 - b. Colored Concrete and striped crossings provide additional visual indicators for vehicles to slow down, while improving pedestrian connectivity.

vii. Grading and Walls

1. Street and alley slopes have been designed at a 1% min and are generally kept at 4% or below.
2. Grade slopes are held at 3:1 or less.
3. Storm runoff in alleys and Josephine Way will surface flow to existing inlets located at

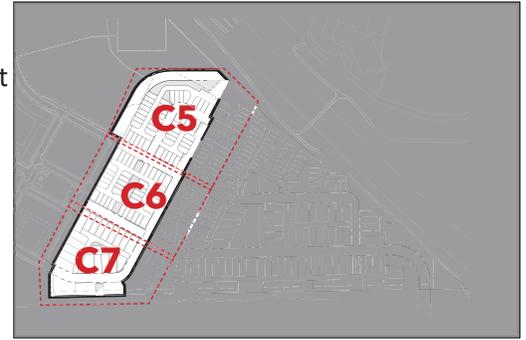
the Superior/Central Park Way intersection. Street capacity calculations are provided in the drainage study.

- c. **Block 17:** Block 17 is primarily comprised of 10 townhome buildings consisting of 42 units (refer to compliance table in Exhibit R for more information about individual units and building composites; refer to architecture sheets in this FDP for more information regarding architecture). Private alleys (outlot D) provide garage access for units within Block 17. All buildings have access from a public street or a public paseo (outlot I). Block 17 is bordered to the west by Central Park Way, to the north by Superior Drive, to the east by Discovery Parkway, and to the south by Promenade Drive. All streets bordering Block 17 include on-street parking on the side adjacent to Block 17.



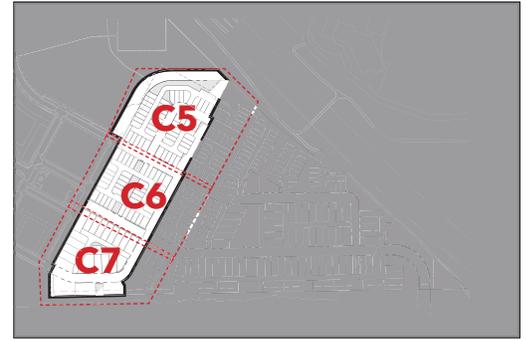
- i. Lots 1-3: Building A-3 (refer to architectural sheets A6-A7 in FDP) has front door access on Promenade Drive. This building composite was specifically designed to visually address the street with a smaller-scale massing and access. Lots 1 and 3 are compliant with Colorado Title 9 visitability (refer to compliance table in Exhibit R). All lots are within 10% of the minimum of lot sizes provided in Exhibit R for applicable plans.
- ii. Lots 4-6: Building A-3 (refer to architectural sheets A6-A7 in FDP) has front door access on Promenade Drive. This building composite was specifically designed to visually address the street with a smaller-scale massing and access. Lots 4 and 6 are compliant with Colorado Title 9 visitability (refer to compliance table in Exhibit R). All lots are within 10% of the minimum of lot sizes provided in Exhibit R for applicable plans.
- iii. Lots 7-10: Building C-3 (refer to architectural sheets A16-A17 in FDP) has front door access on Promenade Drive. Lots 7, 8, and 10 are compliant with Colorado Title 9 visitability (refer to compliance table in Exhibit R). All lots are within 10% of the minimum of lot sizes provided in Exhibit R for applicable plans.
- iv. Lots 12-16: Building C-3 (refer to architectural sheets A16-A17 in FDP) has front door access on Central Park Way. None of these lots are compliant with Colorado Title 9 visitability (refer to compliance table in Exhibit R). All lots are within 10% of the minimum of lot sizes provided in Exhibit R for applicable plans except for the following lots:
 1. Lot 12: 1690 SF
 2. Lot 16: 1999 SF
- v. Lots 17-21: Building C-2 (refer to architectural sheets A14-A15 in FDP) has front door access on Superior Drive. Lots 17, 18, and 21 are compliant with Colorado Title 9 visitability (refer to compliance table in Exhibit R). All lots are within 10% of the minimum of lot sizes provided in Exhibit R for applicable plans.
- vi. Lots 22-24: Building A-2 (refer to architectural sheets in FDP) has front door access on Superior Drive. Lots 22 and 24 are compliant with Colorado Title 9 visitability (refer to compliance table in Exhibit R). All lots are within 10% of the minimum of lot sizes provided in Exhibit R for applicable plans.
- vii. Lots 25-27: Building A-1 (refer to architectural sheets A2-A3 in FDP) has front door access on Superior Drive. Lot 27 is compliant with Colorado Title 9 visitability (refer to compliance table in Exhibit R). All lots are within 10% of the minimum of lot sizes provided in Exhibit R for applicable plans.
- viii. Lots 28-32: Building C-3 (refer to architectural sheets A16-A17 in FDP) has front door access on Discovery Parkway. This building composite was specifically designed to visually address the street with a smaller-scale massing and access. All lots within this range are compliant with Colorado Title 9 visitability (refer to compliance table in Exhibit R). All lots are within 10% of the minimum of lot sizes provided in Exhibit R for applicable plans except for the following lots:
 1. Lot 28: 1659 SF
 2. Lot 32: 2221 SF
- ix. Lots 33-37: Building C-2 (refer to architectural sheets A14-A15 in FDP) has front door access on Outlot I which is a public paseo. None of these lots are compliant with Colorado Title 9 visitability (refer to compliance table in Exhibit R). All lots are within 10% of the minimum of lot sizes provided in Exhibit R for applicable plans except for the following lots:
 1. Lot 33: 1690 SF
 2. Lot 37: 2061 SF

- x. Lots 38-42: Building C-1 (refer to architectural sheets A12-A13 in FDP) has front door access on Outlot I which is a public paseo. Lots 38 and 40 are compliant with Colorado Title 9 visitability (refer to compliance table in Exhibit R). All lots are within 10% of the minimum of lot sizes provided in Exhibit R for applicable plans except for the following lots:
 1. Lot 38: 1548 SF
 2. Lot 42: 1738 SF
- xi. Outlot I: Outlots E, I, and G provide front door access to lots 33 through 42 and includes two off-street parking spaces.
- xii. Open Space Strategy
 1. The larger park in this block offers plenty of space for entertainment and play while the two flanking parklets primarily serve as circulation routes and a place for pet relief. Still, the pedestrian circulation between the three open spaces transitions seamlessly through the alleyway. A central shaded decomposed granite area allows for flexible seating to inspire social interaction. Surfaces of the concrete site wall in this park are treated to gesture forms of coal mine veins, paying tribute to the historical significance of this site (See Exhibit B). Canada Red Chokecherry trees glow from accent lights for night use and safety. Turf and native shrub areas inform the center of the paseo, while irrigated Enhanced Native Turf creeps along the periphery to bring sustainable and low maintenance plantings into the park. Evergreen plant species are chosen for areas where building sides need utility screening. One bike rack provides users with a place to park after a nice bike ride at the northern edge of the park between Alley 13 and 14. ADA parking spaces at either end of the park allow accessibility to the park features and nearby units.
- xiii. Circulation
 1. Traffic Calming
 - a. Curb bulb-outs are at the intersections of Superior Drive/Discovery Pkwy, Superior Dr/Central Pkwy, Promenade/Discovery Pkwy, and midblock at Superior Drive and Promenade Drive. The bulb-outs narrow the street width to slow traffic and provide a shorter distance for pedestrians to cross.
 - b. Colored Concrete and striped crossings provide additional visual indicators for vehicles to slow down, while improving pedestrian connectivity.
- xiv. Grading and Walls
 1. Phase 1 of FDP 8 drains westward. There is a ridgeline that follows the centerline of Discovery Pkwy in the north direction and continues through Outlot BB.
 2. Street and alley slopes have been designed at a 1% min and are generally kept at 4% or below.
 3. Grade slopes are held at 3:1 or less.
 4. Storm runoff in alleys will surface flow to alley inlets and will connect to existing storm drain infrastructure in Central Park Way. Street capacity calculations are provided in the drainage report for FDP # 8.
- d. **Block 16:** Block 16 is bordered to the west by Central Park Way, to the north by Promenade Drive, and to the south and east by Discovery Parkway. This block is comprised of 18 cottage lots, applicable private alleys (outlot A) with 5 off-street parking spaces, and an open space outlot (outlot C).
 - i. All lots are within 10% of the minimum for lot sizes provided in Exhibit R except for the following:
 1. Lot 1: 4808 SF
 2. Lot 2: 3800 SF
 3. Lot 3: 3800 SF
 4. Lot 4: 3800 SF
 5. Lot 5: 3752 SF
 6. Lot 6: 5040 SF
 7. Lot 14: 4450 SF
 8. Lot 15: 3998 SF
 9. Lot 16: 4000 SF
 10. Lot 17: 4000 sf
 11. Lot 18: 6811SF



ii. Open Space Strategy

1. The open space area next to lot 15 is landscaped simply with turf and an evergreen hedge to screen utilities. The simple design allows flexibility for pet relief, children's play, and picnicking. The parking median in the center of Block 16 consists of only ENT to allow for snow storage and utility access.



iii. Circulation

1. Traffic Calming

- a. Curb bulb-outs are at the intersections of Promenade Dr/Discovery Pkwy, Discovery Pkwy /Central Pkwy, Promenade Dr/Discovery Pkwy. The bulb-outs narrow the street width to slow traffic and provide a shorter distance for pedestrians to cross.
- b. Striped crossings provide additional visual indicators for vehicles to slow down, while improving pedestrian connectivity.

iv. Grading and Walls

1. Phase 1 of FDP 8 drains westward. There is a ridgeline that follows the centerline of Discovery Pkwy in the north direction.
2. Street and alley slopes have been designed at a 1% min and are generally kept at 4% or below.
3. Grade slopes are held at 3:1 or less.
4. Storm runoff in alleys will surface flow to alley inlets and will connect to existing storm drain infrastructure in Central Park Way. Street capacity calculations are provided in the drainage report for FDP # 8.

- e. **Portions of Block 24:** The Phase 1 development of Block 24 ends in conjunction with the lot line between lots 3 and 4 and extends to Tract H. Block 24 is bordered to the west by BLOCK 24 Lot 1 to the north by Discovery Parkway, and to the south by Tract H. This block is comprised of 3 cottage lots and an open space (outlot KK) which provides front door access to lot 1 and a connection to Tract H, and a public paseo for front door access to lots 2 and 3 (outlot MM). Additional space is provided for these lots along the Discovery Parkway edge to accommodate enhanced elevations. Private shared drives provide garage access for lots 1 and 2; lot 3 has a private drive accessed from Discovery Parkway for garage access.

- i. Because these lots are adjacent to Tract H, none of these lots are within 10% of the minimum for lot sizes provided in Exhibit R. The lot sizes are as follows:

1. Lot 1: 9741 SF
2. Lot 2: 7354 SF
3. Lot 3: 8354 SF

ii. Open Space Strategy

1. Between lots 47 & 48: An angular pathway boomerangs through the paseo flanked on one side by planting, one side by lawn, and by ENT to the south. The simplicity of the design allows flexibility, while presenting an opportunity to view the natural corridor to the south. Block 24 has simple designs because the sidewalks here are subject to change since single family home footprints have not been selected or finalized.

iii. Circulation

1. Traffic Calming

- a. Discovery makes use of a knuckle condition to slow traffic. There is a short stretch of roadway between Central Park Way and Promenade intersections.

iv. Grading and Walls

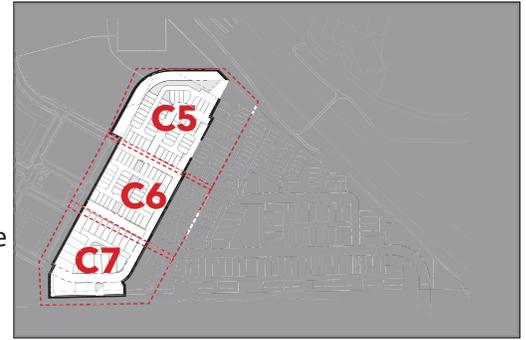
1. Phase 1 of FDP 8 drains westward. There is a ridgeline that follows the centerline of Discovery Pkwy in the north direction and continues through Outlot BB and divides lots 29 & 30 of Block 23.
2. Street and alley slopes have been designed at a 1% min and are generally kept at 4% or below.
3. Grade slopes are held at 3:1 or less.
4. Storm runoff in alleys will surface flow to Discovery Pkwy west to existing storm drain infrastructure in Central Park Way. Street capacity calculations are provided in the drainage report for FDP # 8.

3. Parking and Lanes

- a. Off-Street/guest parking provided in Phase 1 includes 5 in Block 16, 2 in Block 17, and 8 in Block 23. There are approximately 101 on-street parking spaces available in phase 1 on Josephine, Superior, Promenade, and Discovery.

4. Signage

- a. Street signage will include stop signs, ADA parking signs, pedestrian crossing 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. Public Street name signs will follow town standards. Private lanes street name signs will be similar to Town standard, but not include the Town logo as they are private.



5. Traffic Study

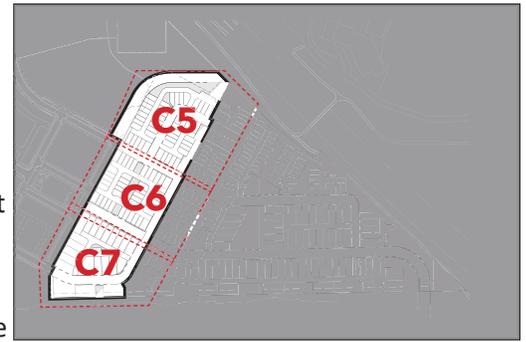
- a. Refer to Section 1 of narrative for traffic counts.
- b. Per Superior Town Center PD Amendment #4, street section are as follows:
 - i. Central Park Way is 55' ROW per PDA#4, but 57' has been dedicated to remain consistent with the existing street section south of Superior Drive. The elevations and location of Central Park Way was established by the town's consultant FHU that studied the alignment and profile of the future overpass.
 - ii. Superior Drive is 60' ROW (50' once adjusted to inside edge of sidewalk for dry utility) and matches the PDA#4 section with exception that the bike lane on the north side has been replaced with parking. This decision occurred with input from the town.
 - iii. Promenade Drive is 60' ROW (50' once adjusted to inside edge of sidewalk for dry utility) and matches the PDA#4 section with exception that the bike lane on the south side has been replaced with parking. This decision occurred with input from the town.
 - iv. Josephine Way is 55' ROW (45' once adjusted to inside edge of sidewalk for dry utility) and matches the PDA#4 section.

6. Utilities

- a. Gas Meters, Electric Meters, and Telecommunications Pedestals
 - i. Xcel Energy, or Public Service Company of Colorado (PSCo), is the electric and natural gas provider for this area of Colorado. They are based in Minneapolis, MN and currently serve 1,431,055 electric customers and 1,361,381 natural gas customers.
 - ii. Preliminary designs for electrical and gas utilities have been prepared by Xcel Energy and incorporated into this FDP submittal. Telecommunications will follow the electric routing throughout the site. Meters and pedestals will be clustered (ganged) at the ends of each attached rowhome building, reducing electric and gas lines throughout the development. This will avoid the need to place these items in between garage doors facing the alleys. There is a 2' (minimum) wide utility easement on the end of each attached rowhome cluster to accommodate the ganged meters. In most cases the end units of each attached rowhome cluster are also adjacent to a utility easement or tract, so the effective width of the utility easement is at least 6 feet.
 - iii. 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 (Alley) side of the lots along common lot lines to avoid driveway conflicts.
- b. Potable Water
 - i. A new 8-inch diameter PVC water main will be constructed within all Public Streets and Alleys. The mains will connect to stubs in Central Park Way at Superior and Promenade Dr. The water line in Promenade will continue to the future Coal Creek roadway connection. Twenty-seven new hydrants are proposed. Water mains will be situated a minimum of 10 feet horizontally from all parallel sanitary sewer, reuse, and storm drain main lines. Vertical design of water mains will be completed as part of construction plans to verify that there are no conflicts with crossing utilities. All water mains within FDP 8 are proposed to be Public, with operation and maintenance by the Town.
 - ii. Lots along Central Park Way will be utilize existing meters. Where water mains in public streets are available, the meters will be placed in tree lawn. Lots that do not have access to a water main in a public street will have meters installed within the pavement of the Alleys and 26-foot wide utility easement following the alley, an additional 4' utility easement is provided for a total width of 34' in the Alleys. All new meter pits within the concrete alleys will be constructed with traffic rated components

c. Sanitary Sewer

- i. Lots along Central Park Way will utilize existing sanitary services. A new 8-inch diameter PVC sanitary sewer main will be constructed within all Alleys to service each lot. A sanitary sewer main will connect to existing sanitary stubs provided in Central Parkway at Superior and Promenade. This will collect sewage from phase 1 of FDP 8. The remainder of the site will connect to the existing sanitary manhole located in CDOT ROW, at the eastern most corner of the site. The existing sanitary line on the north of the site is a force main flowing east until it passes Street 7 and exits the site into CDOT ROW. At that point, the sewer system becomes gravity.
- ii. All sanitary sewer mains within FDP 8 are proposed to be Public, with operation and maintenance by the Town.



d. Reuse Water

- i. An 8-inch PVC reuse water main connects at Promenade Drive and Central Parkway. It will be located in Promenade Drive in FDP 8 and will continue to the Future Promenade Dr/Coal Creek connection.

e. Drainage

- i. The site drains to two separate full spectrum detention ponds that are designed using Urban Drainage Flood Control District criteria. Basin A (Phases 2-4) drains to proposed full spectrum detention pond 314 located in the southeast corner of the site. Basin B (Phase 1) drains to the existing full spectrum detention pond 313 located west of the site. Ownership of the stormwater infrastructure will initially be with the developer, to be transferred to the Town of Superior at a later date. Access will be provided to the conveyance and detention facilities as required by the Town and Urban Drainage codes.
- ii. Runoff from the site is to be conveyed via streets, pipes, swales, and overland flow. The basins, ponds, and overland conveyance systems are described in the FDP 8 drainage report. All inlets have been sized for the 100-year storm event. Areas with single family homes have been assigned an impervious percentage typically associated with multi-family construction due to the dense layout of single-family houses on site.

7. Emergency Access

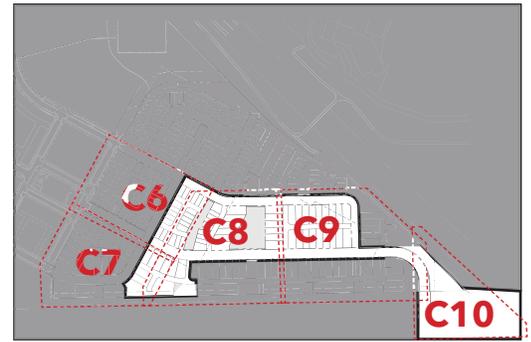
- a. Each Alley contains an emergency access easement with a minimum width of 26 feet, in accordance with Rocky Mountain Fire standards. Intersections have been designed to accommodate the largest apparatus criteria provided by Rocky Mountain Fire.
- b. Until the overpass is construction at an unknown date, there will be a “temporary” Emergency Access constructed from the end of Central Park Way to Alley 1. The access will be aggregate base capable of supporting Rocky Mountain Fire largest apparatus in all-weather conditions. The access will be kept in place until the overpass is constructed.

SECTION 3: PHASE 2

SUMMARY OF PHASE 2 PROPOSAL

Site Conditions

Physical Description: Phase two consists of Blocks 18, 19, portions of Block 24, and the detention area located in the far eastern portion of Tract H. In addition to the described blocks, Phase two includes completion of Superior Drive, Promenade Drive, and Street 8, along with the connection to Rock Creek neighborhood (refer to proposed street sections on sheet C28). There are 8 proposed Townhome buildings (townhome as defined by PDA4; refer to section 1 overview for additional information) consisting of 31 units and 40 proposed cottage lots (cottage as defined by PDA4; refer to section 1 overview for additional information). Outlots, specifically outlots on the interior of blocks, shall be landscaped in accordance with the landscape depicted on sheets L1-L3.



Phase Constraints: Height limits within this phase consist of a 32' zone and a 55' zone. The 55' zone is confined to the portion of Block 18 west of Outlot N (the balance of Phase two is within the 32' height zone). Architectural efforts have been applied to the street aesthetic along both sides of Promenade Drive to mitigate any visual imbalance between the 32' zone and the 55' zone (refer to sheet C4 for and overall visual representations of this condition; Sheets C6, C8, C9, and C11 show the height line in more detail). The Rock Creek neighborhood View Sensitive Area (VSA) also affects this phase; however, the maximum height allowed by the viewshed corridor is greater than the two height limit zones and therefore does not provide an additional restriction. All lots within the VSA shall be restricted to either the height limit described within PDA #4 or the VSA, whichever condition is more limiting. Additionally, future architectural additions within said lots shall have the same restriction.

Design Intent: The second phase of the project completes most of the remaining major infrastructure for the FDP. This phase also includes a neighborhood park space (outlot P), providing an open space amenity within Downtown Superior.

Phase 2

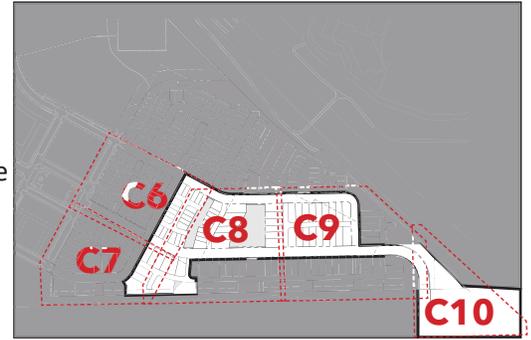
1. Scope of Phase

- a. Temporary Facilities
 - i. 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.
- b. Utility Infrastructure
 - i. As previously described, Phase 2 gravity systems, sanitary and storm sewer, will drain eastward. The sanitary infrastructure will carry flow east and connect to existing system located in CDOT right of way. The storm drainage system will outlet into detention pond 314 and then discharge to an existing 36" culvert that passes east under US 36. Connections for future phases 3 & 4 will be provided. The reuse water line will connect to the line installed in phase 1 and will continue east on Promenade and will then make the Coal Creek connection. Hydrant placement in public streets and private alleys have been placed per IFC hydrant spacing criteria.
- c. Related Improvements Separate from Phase 2, but required to Serve Phase 2
 - i. The US 36 Bikeway Trail extension will connect the existing pedestrian bridge southward to the corner of tract H in the process of connecting the trail system.
- d. Plat
 - i. Phase 2 of FDP 8 includes Blocks 18 & 19 and portions of Blocks 24. Right of way platted are Promenade Drive, Street 8. Alleys platted include Alley 12-14, 17-22. A separate plat narrative has been provided with the FDP 8 submittal for further detail

2. Principle Features and Attributes by block

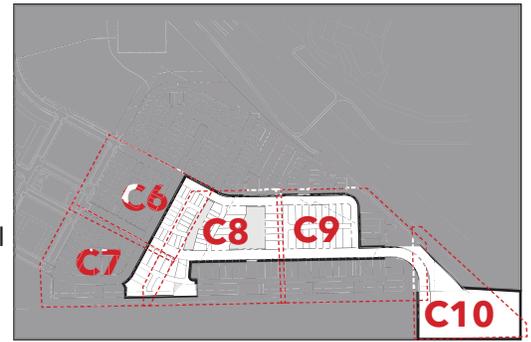
- a. **Block 18:** Block 18 is bordered to the west by Discovery Parkway, to the north by Superior Drive, to the east by Street 8, and to the south by Promenade Drive. This block contains both townhomes and cottages. It is also bisected by the height limit zone boundary (approximately in line with outlot N). The portion of Block 18 west of outlot N contains 8 townhome buildings consisting of 31 units (refer to compliance table in Exhibit R for more information about individual units and building composites; refer to architecture sheets in this FDP for more information regarding architecture). The portion of Block 18 east of outlot N contains 6 cottage lots and a neighborhood park space.

- i. Lots 1-3: Building A-3 (refer to architectural sheets) has front door access on Promenade Drive and garage access on Alley 14 (outlot J). This building composite was specifically designed to visually address the street with a smaller-scale massing and access. Lots 1 and 3 are compliant with Colorado Title 9 visitability (refer to compliance table in Exhibit R). Due to their location along a curve, none of the lots are within 10% of the minimum of lot sizes provided in Exhibit R for applicable plans. Lot square footages are as follows:
 - 1. Lot 1: 1836 SF
 - 2. Lot 2: 1604 SF
 - 3. Lot 3: 1997 SF
- ii. Lots 4-6: Building A-3 (refer to architectural sheets) has front door access on Promenade Drive and garage access on Alley 14 (outlot J). This building composite was specifically designed to visually address the street with a smaller-scale massing and access. Lots 4 and 6 are compliant with Colorado Title 9 visitability (refer to compliance table in Exhibit R). All lots are within 10% of the minimum of lot sizes provided in Exhibit R for applicable plans.
- iii. Lots 7-10: Building C-2 (refer to architectural sheets A14-A15 in FDP) has front door access on Discovery Parkway and garage access on Alley 12 (outlot J). Lots 7, 8, and 11 are compliant with Colorado Title 9 visitability (refer to compliance table in Exhibit R). All lots are within 10% of the minimum of lot sizes provided in Exhibit R for applicable plans except for the following lots:
 - 1. Lot 11: 2109 SF
- iv. Lots 12-14: Building A-2 (refer to architectural sheets A4-A5 in FDP) has front door access on Superior Drive and garage access on Alley 13 (outlot J). Lots 12, 13, and 14 are compliant with Colorado Title 9 visitability (refer to compliance table in Exhibit R). All lots are within 10% of the minimum of lot sizes provided in Exhibit R for applicable plans.
- v. Lots 15-17: Building A-1 (refer to architectural sheets A2-A3 in FDP) has front door access on Superior Drive and garage access on Alley 13 (outlot J). Lot 17 is compliant with Colorado Title 9 visitability (refer to compliance table in Exhibit R). All lots are within 10% of the minimum of lot sizes provided in Exhibit R for applicable plans.
- vi. Lots 18-22: Building C-1 (refer to architectural sheets A12-A13 in FDP) has front door access outlot L and garage access on Alley 12 (outlot J). None of these lots are compliant with Colorado Title 9 visitability (refer to compliance table in Exhibit R). All lots are within 10% of the minimum of lot sizes provided in Exhibit R for applicable plans except for the following lots:
 - 1. Lot 22: 1829 SF
- vii. Lots 23-26: Building B-1 (refer to architectural sheets A8-A9 in FDP) has front door access on access outlot L and garage access on Alley 20 (outlot N). Lots 23, 25, and 26 are compliant with Colorado Title 9 visitability (refer to compliance table in Exhibit R). All lots are within 10% of the minimum of lot sizes provided in Exhibit R for applicable plans except for the following plans:
 - 1. Lot 23: 2578 SF
 - 2. Lot 26: 1585 SF
- viii. Lots 27-31: Building C-2 (refer to architectural sheets A14-A15 in FDP) has front door access on outlot L and garage access on Alley 20 (outlot N). Lot 31 is compliant with Colorado Title 9 visitability (refer to compliance table in Exhibit R). All lots are within 10% of the minimum of lot sizes provided in Exhibit R for applicable plans except for the following lots:
 - 1. Lot 31: 2420 SF
- ix. Lots 32-37: These lots are cottage lots with front door access on outlot P and garage access on Alley 20 (outlot N). These lots provide a unique and desirable condition as they are accessed from a park space and are visible from a public street. The stepped positioning of these lots creates visual interest along the park edge. None of these lots are within the average range for lot sizes provided in Exhibit R. Lot square footages are as follows:
 - 1. Lot 32: 4654 SF
 - 2. Lot 33: 3818 SF
 - 3. Lot 34: 3817 SF
 - 4. Lot 35: 3817 SF
 - 5. Lot 36: 3723 SF
 - 6. Lot 37: 4360 SF



x. Open Space Strategy

1. Near Lots 32-37: This open space includes an adventure park and design elements that echo 'memories' of the past. Cutting across the concrete multi-use trail are two rows of running-bond pavers that transition to metal railroad tracks in decomposed granite (See Exhibit C). The track terminates at a historical bench made from large wood pieces, similar to railroad ties (shown in detail 7 on Sheet L11). This track and bench conceptually represent the interurban train stopping in Superior on its way to Denver and the adjacent mining towns. Perhaps the most visually dynamic feature in the adventure park are Timber Pillars (See Exhibit D) surrounding carefully placed boulders that provide a gathering place for neighbors to congregate. The simple placement creates a dramatic visual in any season, whether surrounded by verdant landscaping or covered in a layer of snow. In the southern portion of the park, a large crescent lawn area is perfect for a group of friends to play yard games or a resident to relax under one of the Bigtooth Maple trees that sprinkles the ENT edge. Curb bulb-outs on either end of the park and the planting design helps to reduce children/vehicular conflicts.
2. Near Lots 17-31: Entering the site, one is greeted with geometric walkways and large planting beds surrounding three turf areas perfect for a family picnic. Lighted bollards along the pathways create an appeal for night use, and an up lit Golden Raintree planted in a circular planter wall serves as an iconic element, harkening to the local coal mine legacy (See Exhibit B). Pedestrian connections ensure access between alleyways and streetscape sidewalks for optimal resident access, while providing snow storage at alley way dead ends.



xi. Special VSA Conditions

1. Lots 1 and 2, block 18 are restricted from having Toll's optional roof-top decks.

xii. Circulation

1. Traffic Calming

- a. Curb bulb-outs are at the intersections of Discovery Pkwy /Superior Dr., and Discovery Pkwy/Promenade Dr. Mid-block curb bulb-outs are at Promenade Drive and Superior Drive. The bulb-outs narrow the street width to slow traffic and provide a shorter distance for pedestrians to cross.
- b. Colored Concrete and striped crossings provide additional visual indicators for vehicles to slow down.
- c. Raised paver pedestrian crossings are proposed at Superior Drive and Promenade Drive at the Multi-Use trail.

xiii. Grading and Walls

1. Street and alley slopes have been designed at a 1% min and are generally kept at 4% or below.
2. Grade slopes are held at 3:1 or less.
3. Storm runoff in streets and alleys will surface flow to proposed inlets located at the Superior/mid-block and Promenade/mid-block crossing by the park. The drainage system will carry flow to detention pond 314. Street and inlet capacity calculations are provided in the drainage study.

- b. Block 19:** Block 19 is bordered to the west by Street 8, to the north and east by Superior Drive, and to the south by Promenade Drive. This block is comprised of 24 cottage lots and applicable private alleys (outlot Q). All lots are within the average range for lot sizes provided in Exhibit R. On-street parking is provided on the north, west, and south sides of Block 19.

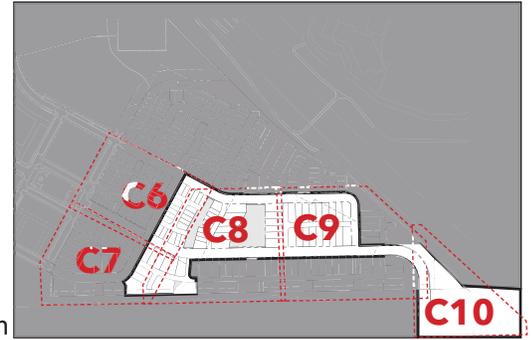
i. Circulation

1. Traffic Calming

- a. One unique traffic calming feature takes place at the Superior/Promenade intersection and incorporate roll medians to force slow movement. This intersection is also a 3-way stop condition.
- b. Colored Concrete and striped crossings provide additional visual indicators for vehicles to slow down

ii. Grading and Walls

1. Street and alley slopes have been designed at a 1% min and are generally kept at 4% or below.
2. Grade slopes are held at 3:1 or less.
3. Storm runoff in streets and alleys will surface flow to proposed inlets located at the Superior/mid-block ramp and Promenade/mid-block ramp crossings.. The drainage system will carry flow to detention pond 314. Street and inlet capacity calculations are provided in the drainage study.



- c. **Portions of Block 24:** the Phase two development of Block 24 ends in conjunction with Alley 19 and includes the open space adjacent to Tract H between lots 47 and 48. This portion of Block 24 is bordered to the west by Discovery Parkway, to the north by Promenade Drive, to the east by Alley 19 and the Phase four boundary, and to the south by Tract H. This phase includes 10 cottage lots, applicable alleys, and an open space paseo (outlot QQ).

i. Lot square footages are as follows:

1. Lot 4: 8698 SF
2. Lot 7: 4500 SF
3. Lot 12: 4746 SF
4. Lot 48: 9678 SF

ii. Open Space Strategy:

1. Between lots 47 & 48: Private Home access is a straight walk directly to the alley in this paseo to allow for a large lawn area along the alley pavement. This area allows for play in warm weather, but also provides a snow storage area in winter months. A centralized decomposed granite area with movable Adirondack chairs softens the angular edge and is surrounded by boulders and perennials. Block 24 has simple designs because the sidewalks here are subject to change since single family home footprints have not been selected or finalized.

iii. Grading and Walls

1. Street and alley slopes have been designed at a 1% min and are generally kept at 4% or below.
2. Grade slopes are held at 3:1 or less.
3. Storm runoff in streets and alleys will surface flow to proposed inlets located at the Promenade /mid-block crossing and an alley inlet in Alley 17. The drainage system will carry flow to detention pond 314. Street and inlet capacity calculations are provided in the drainage study.

d. Detention

- i. Detention pond 314 will be constructed in phase 2 at the southeastern edge of the site. The location is important as it allows the site to collect all developed storm runoff, prior to discharging through the existing 36 inch culvert in US 36. It is tucked between Promenade Drive and the US 36 Bikeway extension. The maintenance path to the pond will be from Promenade Dr. A gate located at the pond entrance will be installed to discourage public use of that entry point is proposed. The lock will be to the Metro District and town.

3. Parking and Lanes

- a. There are approximately 56 on-street parking spaces available in phase 2 on Superior, and Promenade.

4. Signage

- a. Street signage will include stop signs, ADA parking signs, pedestrian crossing 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. Public Street name signs will follow town standards. Private lanes street name signs will be similar to Town standard, but not include the Town logo as they are private.

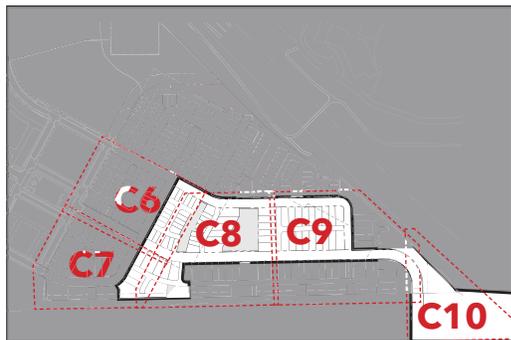
5. Traffic Study

- a. Refer to Section 1 of narrative for traffic counts.
- b. Per Superior Town Center PD Amendment #4, street section are as follows:
 - i. Superior Drive is 60’ ROW (50’ once adjusted to inside edge of sidewalk for dry utility) and matches the PDA#4 section with exception that the bike lane on the north side has been replaced with parking. This decision occurred with input from the town.
 - ii. Promenade Drive is 60’ ROW (50’ once adjusted to inside edge of sidewalk for dry utility) and matches the PDA#4 section with exception that the bike lane on the south side has been re-

placed with parking. This decision occurred with input from the town.

6. Utilities

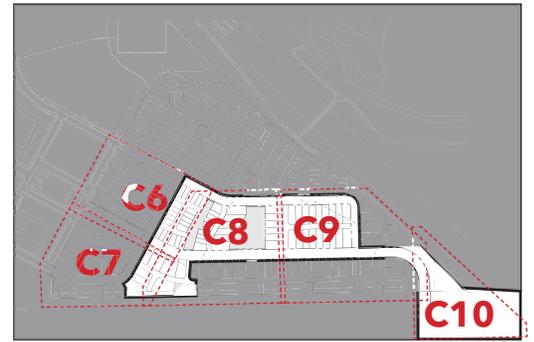
- a. Gas Meters, Electric Meters, and Telecommunications Pedestals
 - i. Xcel Energy, or Public Service Company of Colorado (PSCo), is the electric and natural gas provider for this area of Colorado. They are based in Minneapolis, MN and currently serve 1,431,055 electric customers and 1,361,381 natural gas customers.
 - ii. Preliminary designs for electrical and gas utilities have been prepared by Xcel Energy and incorporated into this FDP submittal. Telecommunications will follow the electric routing throughout the site. Meters and pedestals will be clustered (ganged) at the ends of each attached rowhome building, reducing electric and gas lines throughout the development. This will avoid the need to place these items in between garage doors facing the alleys. There is a 2' (minimum) wide utility easement on the end of each attached rowhome cluster to accommodate the ganged meters. In most cases the end units of each attached rowhome cluster are also adjacent to a utility easement or tract, so the effective width of the utility easement is at least 6 feet.
 - iii. 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 (Alley) side of the lots along common lot lines to avoid driveway conflicts.
- b. Potable Water
 - i. A new 8-inch diameter PVC water main will be constructed within all Public Streets and Alleys. The mains will connect to stubs from Phase 1 at the Discovery Pkwy/Promenade Dr and Discovery Pkwy/Superior Dr. The water line in Promenade will continue to the future Coal Creek roadway connection. New hydrants are proposed have been placed per IFC hydrant spacing criteria. Water mains will be situated a minimum of 10 feet horizontally from all parallel sanitary sewer, reuse, and storm drain main lines. Vertical design of water mains will be completed as part of construction plans to verify that there are no conflicts with crossing utilities. All water mains within FDP 8 are proposed to be Public, with operation and maintenance by the Town.
 - ii. Where water mains in public streets are available, the meters will be placed in tree lawn. Lots that do not have access to a water main in a public street will have meters installed within the pavement of the Alleys and 26-foot wide utility easement following the alley, an additional 4' utility easement is provided for a total width of 34' in the Alleys. All new meter pits within the concrete alleys will be constructed with traffic rated components.
- c. Sanitary Sewer
 - i. A new 8-inch diameter PVC sanitary sewer main will be constructed within all Alleys to service each lot. A sanitary sewer main will connect to existing sanitary sewer line found within CDOT right of way, past the turn of Promenade Drive, prior to the Rock Creek connection. This will collect sewage from phase 2 and future phases 3 & 4 of FDP 8.
 - ii. All sanitary sewer mains within FDP 8 are proposed to be Public, with operation and maintenance by the Town.
- d. Reuse Water
 - i. An 8 inch PVC reuse water main connects at Promenade Drive and Discovery Parkway. It will be located in Promenade Drive in FDP 8 and will continue to the Future Promenade Dr/Coal Creek connection. The connection will be made in phase 2 construction.
- e. Drainage
 - i. Basins A-1 through A-10, and OS-1 through OS-3 drain to proposed full spectrum detention pond 314 located in the southeast corner of the site. Basins 460.1, 460.2, 461.1, 461.2, 443A, 443A1, 460.3, and 449.3 drain to the existing full spectrum detention pond 313 located west of the site. Ownership of the stormwater infrastructure will initially be with the developer, to be transferred to a Metropolitan District at a later date. Access will be provided to the conveyance and detention facilities as required by the Town and Urban Drainage codes. Maintenance responsibilities will be determined at a later date. Offsite basins to the south will flow to a proposed swale and conveyed to a proposed pond in the southeast corner, remaining consistent with historic drainage patterns. There will be no adverse impacts to the surrounding areas after development as the ponds will release at UDFCD allowable release rates, certifying flows are at or below historic rates.
 - ii. Detention pond 314 will be constructed in phase 2 at the eastern edge of the site. The location is important as it allows the site to collect all developed storm runoff, prior to discharging



through the existing 36 inch culvert in US 36. It is tucked between Promenade Drive and the US 36 Bikeway extension. The bikeway extension will also serve as a maintenance path to the pond. The entry from the site is located off of Alley 27. A gate to discourage public use of that entry point is proposed.

7. Emergency Access

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

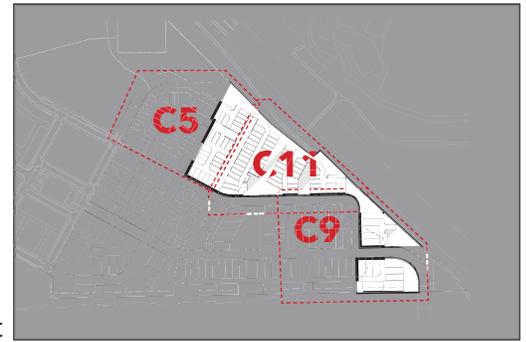


SECTION 4: PHASE 3

SUMMARY OF PHASE 3 PROPOSAL

Site Conditions

Physical Description: Phase three consists of Blocks 20 and 21, and portions of Blocks 22, 23, and 24. The connection to the regional trail is constructed during this phase along with the remaining townhomes in this development. The remaining road infrastructure (Street 7 and the remaining section of Josephine Way) are also constructed during this phase (refer to proposed street sections on sheet C28). There are 20 proposed Townhome buildings (townhome as defined by PDA4; refer to section 1 overview for additional information) consisting of 79 units and 13 proposed cottage lots (cottage as defined by PDA4; refer to section 1 overview for additional information). Outlots, specifically outlots on the interior of blocks and the regional trail connection, shall be landscaped in accordance with the landscape depicted on sheets L1-L3.



Phase Constraints: Height limits within this phase consist of a 32' zone and a 55' zone. The zone boundary (shown on Sheet C4) does not directly align with any proposed infrastructure but functionally aligns with Superior Drive acting as the dividing line. The Rock Creek neighborhood View Sensitive Area does not affect this phase.

Design and Intent: Phase 3 builds out the remain townhome buildings, connects to the US 36 bike trail, and establishes cottages in the eastern portion of the site. With the completion of this phase, the community will really start to feel complete as all the townhomes will be built, a majority of the cottages will be built, and the most prominent open spaces will be complete.

Phase 3

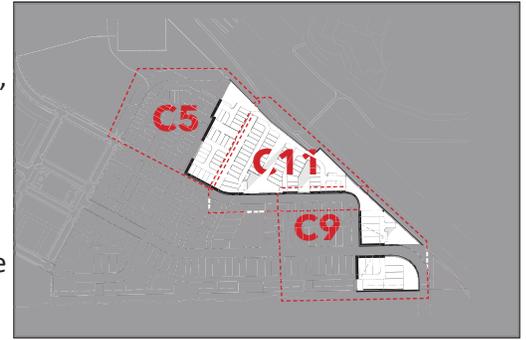
1. Scope of Phase

- a. Temporary Facilities
 - i. 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.
- b. Utility Infrastructure
 - i. Phase 3 & 4 infrastructure will need to be completed as one construction phase for complete water looping and emergency access. Connections from Phase 2 utility stubs will be utilized.
- c. Related Improvements Separate from Phase 3, but required to Serve Phase 3
 - i. All improvements needed for phase 3 will have been installed and in place to serve phase 3.
- d. Plat
 - i. Phase 3 of FDP #8 includes Blocks 20, 21, and portions of 22, 23, and 24. Right of way platted are Josephine Way and Street 7. Alleys platted include Alley 5, 7, 9 17, 22-24, 26-28. A separate plat narrative has been provided with the FDP #8 submittal for further detail. To clarify, the plat will be one document, not phased.

2. Principle Features and Attributes by block

- a. **Block 20:** Block 20 is bordered to the west by Superior Drive, to the north and east by US 36, and to the south by Promenade Drive. The block consists of 5 cottage lots, applicable alleys with 5 off-street parking spaces (outlot R) and naturalized open space (outlot S). All lots are within the average range for lot sizes provided in Exhibit R except for the following:
 - i. Lot square footages are as follows:
 1. Lot 5: 4495 SF
 - ii. Circulation
 1. Traffic Calming
 - a. Block 20 only includes short Alleys 23 & 24, no traffic calming features are proposed for these alleys.
 - iii. Grading and Walls
 1. Street and alley slopes have been designed at a 1% min and are generally kept at 4% or below.
 2. Grade slopes are held at 3:1 or less.
 3. Storm runoff in streets and alleys will surface flow to Promenade and will be collected in sump inlets on Promenade. The drainage system will carry flow to detention pond 314. Street and inlet capacity calculations are provided in the drainage study.

- b. Block 21:** Block 21 is bordered to the west by Street 7, to the north and east by US 36, and to the south by Superior Drive. This block predominantly contains townhomes, private alleys, and open space. The height limit zone boundary affects a small triangular portion of the southern edge of Block 21 (refer to sheet C11 for exact boundary location). This block contains 20 townhome buildings consisting of 79 units (refer to compliance table in Exhibit R for more information about individual units and building composites; refer to architecture sheets in this FDP for more information regarding architecture). There are two open space paseos within this block (outlot S and outlot X).



- i. Lots 1-3: Building A-2 (refer to architectural sheets A4-A5 in FDP) has front door access on Street 7 and garage access on Alley 26 (outlot U). Lots 1, 2, and 3 are compliant with Colorado Title 9 visitability (refer to compliance table in Exhibit R). Due to their location along a curve, none of the lots are within 10% of the minimum of lot sizes provided in Exhibit R for applicable plans. Lot square footages are as follows:
 1. Lot 1: 3831 SF
 2. Lot 2: 2089 SF
 3. Lot 3: 2470 SF
- ii. Lots 4-7: Building B-2 (refer to architectural sheets A10-A11 in FDP) has front door access on Street 7 and garage access on Alley 26 (outlot U). Lots 5 and 7 are compliant with Colorado Title 9 visitability (refer to compliance table in Exhibit R). All lots are within 10% of the minimum of lot sizes provided in Exhibit R for applicable plans.
- iii. Lots 8-11: Building B-1 (refer to architectural sheets A8-A9 in FDP) has front door access on Street 7 and garage access on Alley 26 (outlot U). Lots 8, 10, and 11 are compliant with Colorado Title 9 visitability (refer to compliance table in Exhibit R). All lots are within 10% of the minimum of lot sizes provided in Exhibit R for applicable plans.
- iv. Lots 12-15: Building B-2 (refer to architectural sheets A10-A11 in FDP) has front door access on Street 7 and garage access on Alley 26 (outlot U). Lots 13 and 15 are compliant with Colorado Title 9 visitability (refer to compliance table in Exhibit R). All lots are within 10% of the minimum of lot sizes provided in Exhibit R for applicable plans except for the following lot:
 1. Lot 15: 2133 SF
- v. Lots 16-21: Building C-1 (refer to architectural sheets A12-A13 in FDP) has front door access on Outlot S and garage access of Alley 26 (outlot U). None of these lots are compliant with Colorado Title 9 visitability (refer to compliance table in Exhibit R). All lots are within 10% of the minimum of lot sizes provided in Exhibit R for applicable plans.
- vi. Lots 22-25: Building C-1 (refer to architectural sheets A12-A13 in FDP) has front door access on Outlot S and garage access of Alley 26 (outlot U). None of these lots are compliant with Colorado Title 9 visitability (refer to compliance table in Exhibit R). All lots are within 10% of the minimum of lot sizes provided in Exhibit R for applicable plans.
- vii. Outlot U: Outlot U is a private alley containing 9 off-street parking spaces.
- viii. Portions of Outlot S: The portion of outlot S within Block 21 primarily serves as a paseo providing front door access to lots 16-34 and completing the connection to the regional trail along US 36.
- ix. Lots 26-30: Building C-1 (refer to architectural sheets A12-A13 in FDP) has front door access on Outlot S and garage access of Alley 22 (outlot W). Lots 28 and 30 are compliant with Colorado Title 9 visitability (refer to compliance table in Exhibit R). All lots are within 10% of the minimum of lot sizes provided in Exhibit R for applicable plans except for the following lots:
 1. Lot 26: 2317 SF
 2. Lot 27: 1582 SF
- x. Lots 31-34: Building B-1 (refer to architectural sheets A8-A9 in FDP) has front door access on Outlot S and garage access of Alley 22 (outlot W). Lots 31, 33, and 34 are compliant with Colorado Title 9 visitability (refer to compliance table in Exhibit R). All lots are within 10% of the minimum of lot sizes provided in Exhibit R for applicable plans.
- xi. Lots 35-38: Building B-2 (refer to architectural sheets A10-A11 in FDP) has front door access on Outlot X and garage access of Alley 22 (outlot W). None of these lots are compliant with Colorado Title 9 visitability (refer to compliance table in Exhibit R). All lots are within 10% of the minimum of lot sizes provided in Exhibit R for applicable plans except for the following lots:
 1. Lot 38: 1800 SF

- xii. Lots 29-41: Building A-1 (refer to architectural sheets A2-A3 in FDP) has front door access on Outlot X and garage access of Alley 22 (outlot W). None of these lots are compliant with Colorado Title 9 visitability (refer to compliance table in Exhibit R). All lots are within 10% of the minimum of lot sizes provided in Exhibit R for applicable plans except for the following lots:

- 1. Lot 39: 1836 SF
- 2. Lot 41: 2074 SF

- xiii. Lots 42-46: Building C-1 (refer to architectural sheets A12-A13 in FDP) has front door access on Outlot X and garage access of Alley 27 (outlot W). Lots 44 and 46 are compliant with Colorado Title 9 visitability (refer to compliance table in Exhibit R). All lots are within 10% of the minimum of lot sizes provided in Exhibit R for applicable plans except for the following lots:

- 1. Lot 42: 2032 SF

- xiv. Lots 47-50: Building B-2 (refer to architectural sheets A10-A11 in FDP) has front door access on Superior Drive and garage access on Alley 28 (outlot W). None of the lots are compliant with Colorado Title 9 visitability (refer to compliance table in Exhibit R). None of the lots are within 10% of the minimum of lot sizes provided in Exhibit R for applicable. Lot square footages are as follows

- 1. Lot 47: 1857 SF
- 2. Lot 48: 1510 SF
- 3. Lot 49: 1510 SF
- 4. Lot 50: 1599 SF

- xv. Outlot W: Outlot W is a private alley containing 5 off-street parking spaces.

- xvi. Open Space Strategy

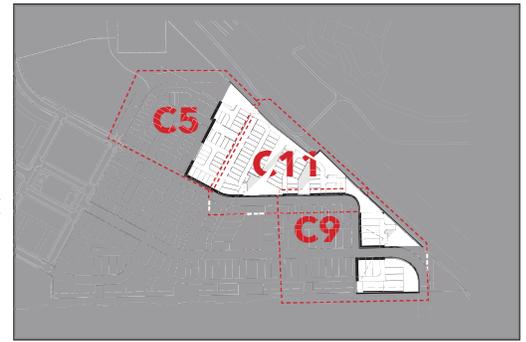
- 1. Near lots 16 & 34: Northern access to the 10' wide multi-use trail allows for community wide access to Superior's trail network. The pavement in this paseo has been extend to 14' wide in certain areas, to accommodate a 5' wide colored concrete path in front of townhomes. This narrows the multi-use trail in standard concrete to 9' wide. This added width and change in pavement color addresses safety concerns. Between bicyclists and pedestrians. Evergreen plants screen and soften the sound wall, leading to a park setting with lush plantings and open space area for recreation. This trail connects with Block 18 and 24 to the south with raised paver crosswalks for safety. Pedestrian scale lighting along the multi-use trail creates an enjoyable experience in the evening for taking a dog on a walk or bikers commuting home from work. Permanent seating and bike racks nestle alongside a group of boulders and landscape directly across from a large turf area and in front of a screened parking area. Neighborhood guests may park their vehicles and take a short walk to the turf play area for an afternoon pickup game or to take in stunning sunset views.
- 2. Near lots 35 & 46: Organic, curved forms characterize this paseo with looping pathways and bending shrub beds. Autumn Brilliance Serviceberries sprinkle the park edges to enclose a play lawn. A permanent bench in decomposed granite is flanked by two Royal Red Norway Maples for shade and surrounded by native shrub plantings and swathes of Dwarf Fountain Grass. The boundary is blurred between enhanced native turf and formal plantings to the north, where a naturalized setting permeates into the paseo. Shade tolerant plants for areas north of and in between buildings have been integrated into the design. Just northeast of this paseo is additional guest parking spaces and a break in the soundwall for maintenance access.

- xvii. Circulation

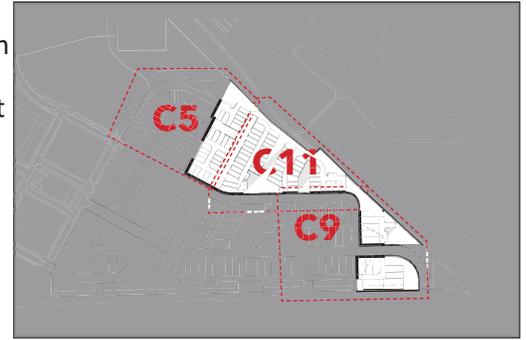
- 1. Traffic Calming
 - a. Block 21 includes Alleys 23 & 24, no traffic calming features are proposed for these alleys.

- xviii. Grading and Walls

- 1. Street and alley slopes have been designed at a 1% min and are generally kept at 4% or below.
- 2. Grade slopes are held at 3:1 or less.
- 3. Storm runoff in streets and alleys will surface flow to Promenade and will be collected in sump inlets on Promenade. The drainage system will carry flow to detention pond 314. Street and inlet capacity calculations are provided in the drainage study.



- c. **Portions of Block 22:** Block 22 development starts in phase one and is completed in phase three. The phase three portion of block 22 begins at the eastern edge of outlot BB and continues to Street 7. Block 22 is bordered to the west by outlot BB, to the north by Josephine Way, to the east by Street 7, and to the south by Superior Drive. This portion of Block 22 contains 6 townhome buildings consisting of 20 units.



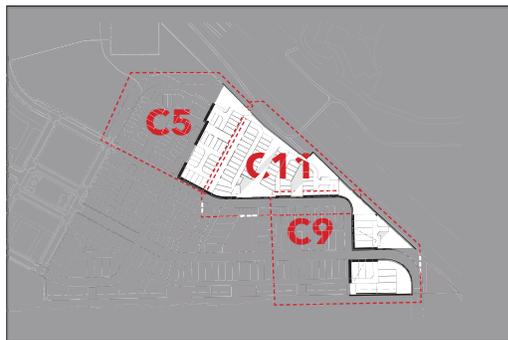
- i. Lots 19-21: Building A-1 (refer to architectural sheets A2-A3 in FDP) has front door access on Josephine Way and garage access of Alley 5 (outlot DD). Lot 21 is compliant with Colorado Title 9 visitability (refer to compliance table in Exhibit R). All lots are within 10% of the minimum of lot sizes provided in Exhibit R for applicable plans.
 - ii. Lots 22-24: Building A-2 (refer to architectural sheets A4-A5 in FDP) has front door access on Josephine Way and garage access of Alley 5 (outlot DD). Lots 22 and 24 are compliant with Colorado Title 9 visitability (refer to compliance table in Exhibit R). All lots are within 10% of the minimum of lot sizes provided in Exhibit R for applicable plans.
 - iii. Lots 25-28: Building B-1 (refer to architectural sheets A8-A9 in FDP) has front door access on Street 7 and garage access of Alley 7 (outlot DD). None of these lots are compliant with Colorado Title 9 visitability (refer to compliance table in Exhibit R). All lots are within 10% of the minimum of lot sizes provided in Exhibit R for applicable plans.
 - iv. Lots 29-31: Building A-2 (refer to architectural sheets A4-A5 in FDP) has front door access on Superior Drive and garage access of Alley 9 (outlot DD). Lots 29 and 31 are compliant with Colorado Title 9 visitability (refer to compliance table in Exhibit R). All lots are within 10% of the minimum of lot sizes provided in Exhibit R for applicable plans.
 - v. Lots 32-34: Building A-2 (refer to architectural sheets A4-A5 in FDP) has front door access on Superior Drive and garage access of Alley 9 (outlot DD). Lots 32 and 34 are compliant with Colorado Title 9 visitability (refer to compliance table in Exhibit R). All lots are within 10% of the minimum of lot sizes provided in Exhibit R for applicable plans.
 - vi. Lots 35-38: Building B-1 (refer to architectural sheets A8-A9 in FDP) has front door access on Outlot BB and garage access of Alley 7 (outlot DD). Lots 35, 36, and 38 are compliant with Colorado Title 9 visitability (refer to compliance table in Exhibit R). All lots are within 10% of the minimum of lot sizes provided in Exhibit R for applicable plans.
 - vii. Circulation
 1. Traffic Calming
 - a. Curb bulb-outs are at the intersections of Josephine Way/Street 7 and Superior Drive/Street 7. The bulb-outs narrow the street width to slow traffic and provide a shorter distance for pedestrians to cross.
 - b. Colored Concrete and striped crossings provide additional visual indicators for vehicles to slow down.
 - viii. Grading and Walls
 1. Street and alley slopes have been designed at a 1% min and are generally kept at 4% or below.
 2. Grade slopes are held at 3:1 or less.
 3. Storm runoff in streets and alleys will surface flow to proposed inlets located at the Superior/Street 8 intersections. The drainage system will carry flow to detention pond 314. Street and inlet capacity calculations are provided in the drainage study.
- d. **Portions of Block 23:** Phase three development of Block 23 begins in conjunction with the lot line between lots 29 and 30 and extends to US 36 R.O.W. The Phase three portion of Block 23 includes two townhome buildings consisting of 9 units (refer to compliance table in Exhibit R for more information about individual units and building composites; refer to architecture sheets in this FDP for more information regarding architecture). Private alleys (outlot GG) provide garage access for units within Phase three of Block 23 and include 9 off-street parking spaces. All buildings have access from a public street. This portion of Block 23 is bordered to the west by Phase 1 development, to the north by US 36, to the east by Street 7, and to the south by Josephine Way.
- i. Lots 30-33: Building B-1 (refer to architectural sheets A8-A9 in FDP) has front door access on Josephine Way and garage access of Alley 1 (outlot GG). Lots 30, 32, and 33 are compliant with Colorado Title 9 visitability (refer to compliance table in Exhibit R). All lots are within 10% of the minimum of lot sizes provided in Exhibit R for applicable plans.
 - ii. Lots 34-38: Building C-4 (refer to architectural sheets A18-A19 in FDP) has front door access on Street 7 and garage access of Alley 3 (outlot GG). None of these lots are compliant with Colo-

rado Title 9 visitability (refer to compliance table in Exhibit R). All lots are within 10% of the minimum of lot sizes provided in Exhibit R for applicable plans.

iii. Circulation

1. Traffic Calming

- a. Curb bulb-outs are at the intersections of Josephine Way/Street 7. The bulb-outs narrow the street width to slow traffic and provide a shorter distance for pedestrians to cross.
- b. Colored Concrete and striped crossings provide additional visual indicators for vehicles to slow down.



iv. Grading and Walls

1. Street and alley slopes have been designed at a 1% min and are generally kept at 4% or below.
2. Grade slopes are held at 3:1 or less.
3. Storm runoff in streets and alleys will surface flow to proposed inlets located at the Superior/Street 8 intersections. The drainage system will carry flow to detention pond 314. Street and inlet capacity calculations are provided in the drainage study.

e. **Portions of Block 24:** Phase three development of Block 24 is bounded by the eastern end of Promenade Drive and continues west to the western edge of lot 34 and outlot TT. This portion includes eight cottage lots, applicable private alleys, a paseo (outlot TT) and a large open space (outlot UU). All of the cottage lots have garage access from outlot NN (Alleys 17 and 23). Lots 34, 35, 36, and 37 are within 10% of the minimum of lot sizes provided in Exhibit R. Other lot square footages are as follow:

- i. Lot 38: 3325 SF
- ii. Lot 39: 3325 SF
- iii. Lot 40: 6148 SF
- iv. Lot 41: 6264 SF

v. Open Space Strategy

1. Between lots 41 & 42: A bold geometric 'Y' forms the circulation framework that bisects shrub beds from flexible turf area. The shrub beds at the northern end really make this paseo feel private, centered by a seat wall along the southern portion of the turf. This wall and the boulders continue the coal mining theme, further connecting the aesthetic of parks throughout the project (Exhibit B). Block 24 has simple designs because the sidewalks here are subject to change since single family home footprints have not been selected or finalized.
2. Near lots 38-40: A straight linear walk from Superior Drive provides access to units fronting the naturalized area. A golden ENT meadow with evergreen groupings provides a light screen from the detention basin and the Roadway, while giving residents an opportunity to view Colorado's rich wildlife out their front door. To the north of these lots is an expansive turf area big enough to fly a kite or throw around a football during warm weather.

vi. Circulation

1. Traffic Calming

- a. Block 24 includes Alleys 17-18, no traffic calming features are proposed for these alleys. Alley 17 has a raised crossing with signage to slow traffic, this feature is in the phase 4 portion of Alley 17.

vii. Grading and Walls

1. Street and alley slopes have been designed at a 1% min and are generally kept at 4% or below.
2. Grade slopes are held at 3:1 or less.
3. Storm runoff in streets and alleys will surface flow to proposed alley inlets located in Alley 17. The drainage system will carry flow to detention pond 314. Street and inlet capacity calculations are provided in the drainage study.

3. Parking and Lanes

- a. Off-Street/guest parking provided in Phase 3 includes 29 in Blocks 20 & 21. There is approximately 35 on-street parking spaces available in phase 3 on Josephine and Street 7.

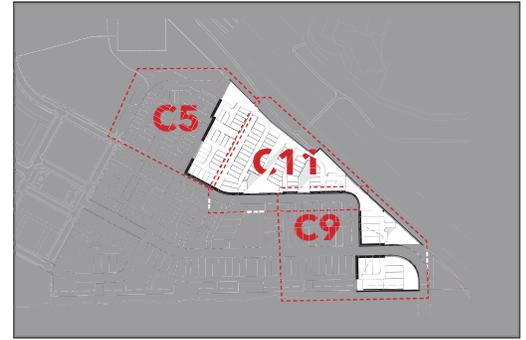
4. Signage

- a. Street signage will include stop signs, ADA parking signs, pedestrian crossing and street name signs. "No Parking – Fire Lane" signs will be installed in locations determined by the Fire Department. The antic-

ipated location of Fire Lane signs are included on the FDP. Stop and Fire Lane signs will be in accordance with MUTCD standards. Public Street name signs will follow town standards. Private lanes street name signs will be similar to Town standard, but not include the Town logo as they are private.

5. Traffic Study

- a. Refer to Section 1 of narrative for traffic counts.
- b. Per Superior Town Center PD Amendment #4, street section are as follows:
 - i. Josephine Way is 55' ROW (45' once adjusted to inside edge of sidewalk for dry utility) and matches the PDA#4 section.
 - ii. Street 7 is 55' ROW (45' once adjusted to inside edge of sidewalk for dry utility) and matches the PDA#4 section.



6. Utilities

- a. Gas Meters, Electric Meters, and Telecommunications Pedestals
 - i. Xcel Energy, or Public Service Company of Colorado (PSCo), is the electric and natural gas provider for this area of Colorado. They are based in Minneapolis, MN and currently serve 1,431,055 electric customers and 1,361,381 natural gas customers.
 - ii. Preliminary designs for electrical and gas utilities have been prepared by Xcel Energy and incorporated into this FDP submittal. Telecommunications will follow the electric routing throughout the site. Meters and pedestals will be clustered (ganged) at the ends of each attached rowhome building, reducing electric and gas lines throughout the development. This will avoid the need to place these items in between garage doors facing the alleys. There is a 2' (minimum) wide utility easement on the end of each attached rowhome cluster to accommodate the ganged meters. In most cases the end units of each attached rowhome cluster are also adjacent to a utility easement or tract, so the effective width of the utility easement is at least 6 feet.
 - iii. 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 (Alley) side of the lots along common lot lines to avoid driveway conflicts.
- b. Potable Water
 - i. A new 8-inch diameter PVC water main will be constructed within all Public Streets and Alleys. The mains will connect to stubs from Phase 2 at the Josephine Way and Superior Dr/Street 7. New hydrants have been coordinated with Rocky Mountain Fire Department. Water mains will be situated a minimum of 10 feet horizontally from all parallel sanitary sewer, reuse, and storm drain main lines. Vertical design of water mains will be completed as part of construction plans to verify that there are no conflicts with crossing utilities. All water mains within FDP 8 are proposed to be Public, with operation and maintenance by the Town.
 - ii. Where water mains in public streets are available, the meters will be placed in tree lawn. Lots that do not have access to a water main in a public street will have meters installed within the pavement of the Alleys and 26-foot wide utility easement following the alley, an additional 4' utility easement is provided for a total width of 34' in the Alleys. All new meter pits within the concrete alleys will be constructed with traffic rated components.
- c. Sanitary Sewer
 - i. A new 8-inch diameter PVC sanitary sewer main will be constructed within all Alleys to service each lot. A sanitary sewer main will connect to existing sanitary sewer line found in phase 2.
 - ii. All sanitary sewer mains within FDP 8 are proposed to be Public, with operation and maintenance by the Town.
- d. Reuse Water
 - i. No reuse water mains are located in phase 3.
- e. Drainage
 - i. Storm runoff in streets and alleys will surface flow to proposed inlets located in Alley 17 and at the Superior Dr/mid-block crossing inlets (phase 2). The drainage system will carry flow to detention pond 314. Street and inlet capacity calculations are provided in the drainage study.

7. Emergency Access

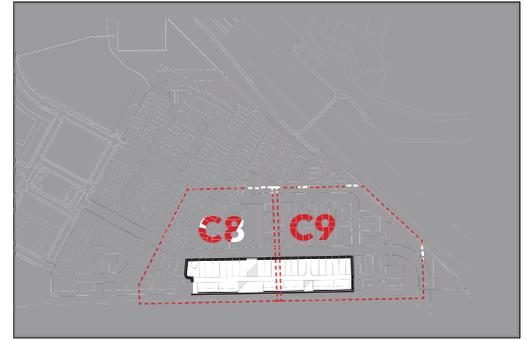
- a. Each Alley contains an emergency access easement with a minimum width of 26 feet, in accordance with Rocky Mountain Fire standards. Intersections have been designed to accommodate the largest apparatus criteria provided by Rocky Mountain Fire.

SECTION 5: PHASE 4

SUMMARY OF PHASE 4 PROPOSAL

Site Conditions

Physical Description: The final phase of construction consists of the middle section of Block 24. This section of Block 24 is bordered to the west by Phase one development (approximately in line with Alley 19), to the north by Promenade Drive, to the west by Phase three development (approximately in line with the property line between lots 33 and 34), and to the south by Tract H. Phase four consists of 27 cottage lots with alley access from alley 17 (cottage as defined by PDA4; refer to section 1 overview for additional information). Phase four also provides a connection between the regional trail connection and the Tract H trail.



Phase Constraints: The height limit for Phase four is 32'. The Rock Creek neighborhood viewshed corridor affects lots 46 and 47 creating a varying height limit that is less than 32'. Lots 17 and 18 are also affected, however, due to building location, the viewshed restrictions will not affect the architecture. All lots within the VSA shall be restricted to either the height limit described within PDA #4 or the VSA, whichever condition is more limiting. Additionally, future architectural additions within said lots shall have the same restriction.

Design and Intent: As the final phase of buildout for FDP #8, this phase provides the final link to the Tract H trail and completes the buildout of the cottages south of Promenade Drive.

Phase 4

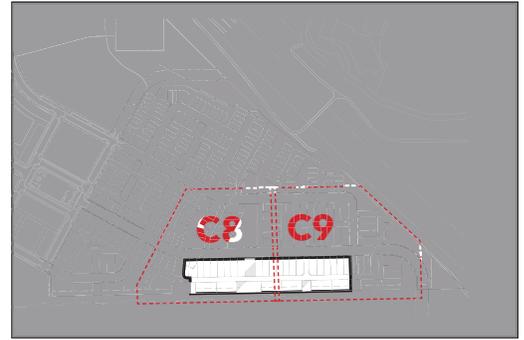
1. Scope of Phase

- a. Temporary Facilities
 - i. 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.
- b. Utility Infrastructure
 - i. Phase 3 & 4 infrastructure will need to be completed as one construction phase for complete water looping and emergency access. Connections from Phase 2 utility stubs will be utilized.
- c. Related Improvements Separate from Phase 4, but required to Serve Phase 4
 - i. All improvements needed for phase 4 will have been installed.
- d. Plat
 - i. Phase 4 of FDP #8 includes a portion of Block 24. No right of way is platted within the phase 4 area. Alleys platted include Alley 17 & 25. A separate plat narrative has been provided with the FDP #8 submittal for further detail. To clarify, the plat will be one document, not phased.

2. Principle Features and Attributes by block

- a. **Block 24:** Phase four is entirely within Block 24. Aside from the 27 proposed cottage lots, the principle feature within Block 24 is the open space connection to the Tract H trail (outlot PP and outlot RR). This final connection provides a route through the site from Tract H to the regional trail along US 36 (there is also a connection at the east end of the site completed as part of phase 2).
 - i. All cottage lots within Block 24 have garage access from Alley 17. Lots 13 through 33 have front door access on Promenade Drive. Lots 13 through 33 are within the average range of lot sizes provided on Exhibit R.
 - ii. Lots 42 through 47 have large lots with active elevations along Tract H. Each of these lots has front door access on a public paseo (outlots QQ, RR, SS, and TT). Lot sizes are as follow:
 1. Lot 42: 6264 SF
 2. Lot 43: 6264 SF
 3. Lot 44: 6264 SF
 4. Lot 45: 6264 SF
 5. Lot 46: 6264 SF
 6. Lot 47: 6264 SF
 - iii. Special VSA Conditions:
 1. Lot 46, Block 24 is will only be able to accommodate Toll's Athmar floor plan with a Craftsman finish because the elevation of this site will only allow for a 26' tall building height and this is the only model and elevation that meets this criterion.
 2. Lot 47, Block 24 will only be able to accommodate Toll's Kennedy floor plan with a Crafts-

man finish. The Kennedy floor plan is required here because it is the only elevation with a single-floor elevation within the front 18' of the residence, before transition to a two-story building.



iv. Open Space Strategy

1. Block 24 has simple designs because the sidewalks here are subject to change since single family home footprints have not been selected or finalized.
 - a. Between lots 45 & 46/20 &21: The multi-use trail continues meandering through Block 24, enclosed by single-family homes to the east and west. A striped crosswalk between paseos encourages cars to slow down at the intersection, increasing safety. A row of Hot Wings Maples frame a lawn area to the north and Cockspur Hawthorns provide privacy for homes fronting the public trail to the south. A trash can, bike racks, and permanent bench are provided for bikers, runners, and skaters passing through this pedestrian corridor. Pedestrian scale lighting along the trail system provides for comfortable use at night.
 - b. Between lots 43 & 44: A central seating area atop decomposed granite paving allows for flexible seating to inspire social interaction while taking in southern views. Pockets of Russian Sage and Yarrow soften edges and reclaimed boulders add familiarity to the rest of the development. This setting presents an excellent opportunity for neighbors and friends to congregate.

v. Circulation

1. Traffic Calming

- a. Block 24 includes Alleys 17-18, no traffic calming features are proposed for these alleys. Alley 17 has a raised crossing with signage to slow traffic.

vi. Grading and Walls

1. Street and alley slopes have been designed at a 1% min and are generally kept at 4% or below.
2. Grade slopes are held at 3:1 or less.
3. Storm runoff in streets and alleys will surface flow to proposed alley inlets located in Alley 17. The drainage system will carry flow to detention pond 314. Street and inlet capacity calculations are provided in the drainage study.

3. Parking and Lanes

- a. The parking provided for phase 4 is provided by adjacent parking in blocks 16 & 20. On-street parking provided is adjacent to phase 4 in Promenade Drive.

4. Signage

- a. Street signage will include stop signs, ADA parking signs, pedestrian crossing 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. Public Street name signs will follow town standards. Private lanes street name signs will be similar to Town standard, but not include the Town logo as they are private.

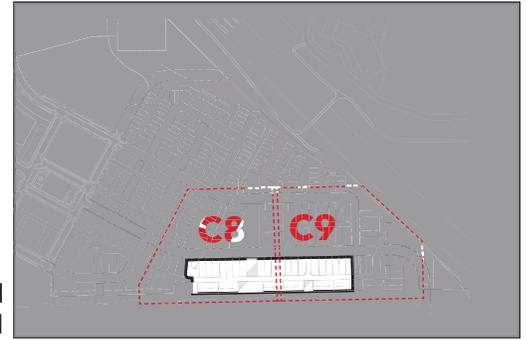
5. Traffic Study

- a. Refer to Section 1 of narrative for traffic counts.
- b. Per Superior Town Center PD Amendment #4, street section are as follows:
 - i. Alleys 17 & 25 are 26' wide to allow fire access.

6. Utilities

- a. Gas Meters, Electric Meters, and Telecommunications Pedestals
 - i. Xcel Energy, or Public Service Company of Colorado (PSCo), is the electric and natural gas provider for this area of Colorado. They are based in Minneapolis, MN and currently serve 1,431,055 electric customers and 1,361,381 natural gas customers.
 - ii. Preliminary designs for electrical and gas utilities have been prepared by Xcel Energy and incorporated into this FDP submittal. Telecommunications will follow the electric routing throughout the site. Meters and pedestals will be clustered (ganged) at the ends of each attached rowhome building, reducing electric and gas lines throughout the development. This will avoid the need to place these items in between garage doors facing the alleys. There is a 2' (minimum) wide utility easement on the end of each attached rowhome cluster to accommodate the ganged meters. In most cases the end units of each attached rowhome cluster are also adjacent to a utility easement or tract, so the effective width of the utility easement is at least 6 feet.

- iii. 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 (Alley) side of the lots along common lot lines to avoid driveway conflicts.
- b. Potable Water
 - i. A new 8-inch diameter PVC water main will be constructed within all Public Streets and Alleys. The mains will connect to stubs from Phase 2 at the Josephine Way and Superior Dr/Street 7 (constructed with phase 3). New hydrants have been coordinated with Rocky Mountain Fire Department. Water mains will be situated a minimum of 10 feet horizontally from all parallel sanitary sewer, reuse, and storm drain main lines. Vertical design of water mains will be completed as part of construction plans to verify that there are no conflicts with crossing utilities. All water mains within FDP 8 are proposed to be Public, with operation and maintenance by the Town.
 - ii. Where water mains in public streets are available, the meters will be placed in tree lawn. Lots that do not have access to a water main in a public street will have meters installed within the pavement of the Alleys and 26-foot wide utility easement following the alley, an additional 4' utility easement is provided for a total width of 34' in the Alleys. All new meter pits within the concrete alleys will be constructed with traffic rated components.
- c. Sanitary Sewer
 - i. A new 8-inch diameter PVC sanitary sewer main will be constructed within all Alleys to service each lot (with phase 3). A sanitary sewer main will connect to existing sanitary sewer line found in phase 2.
 - ii. All sanitary sewer mains within FDP 8 are proposed to be Public, with operation and maintenance by the Town.
- d. Reuse Water
 - i. No reuse water mains are located in phase 3.
- e. Drainage
 - i. Storm runoff in streets and alleys will surface flow to proposed inlets located in Alley 17. The drainage system will carry flow to detention pond 314. Street and inlet capacity calculations are provided in the drainage study.



7. Emergency Access

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

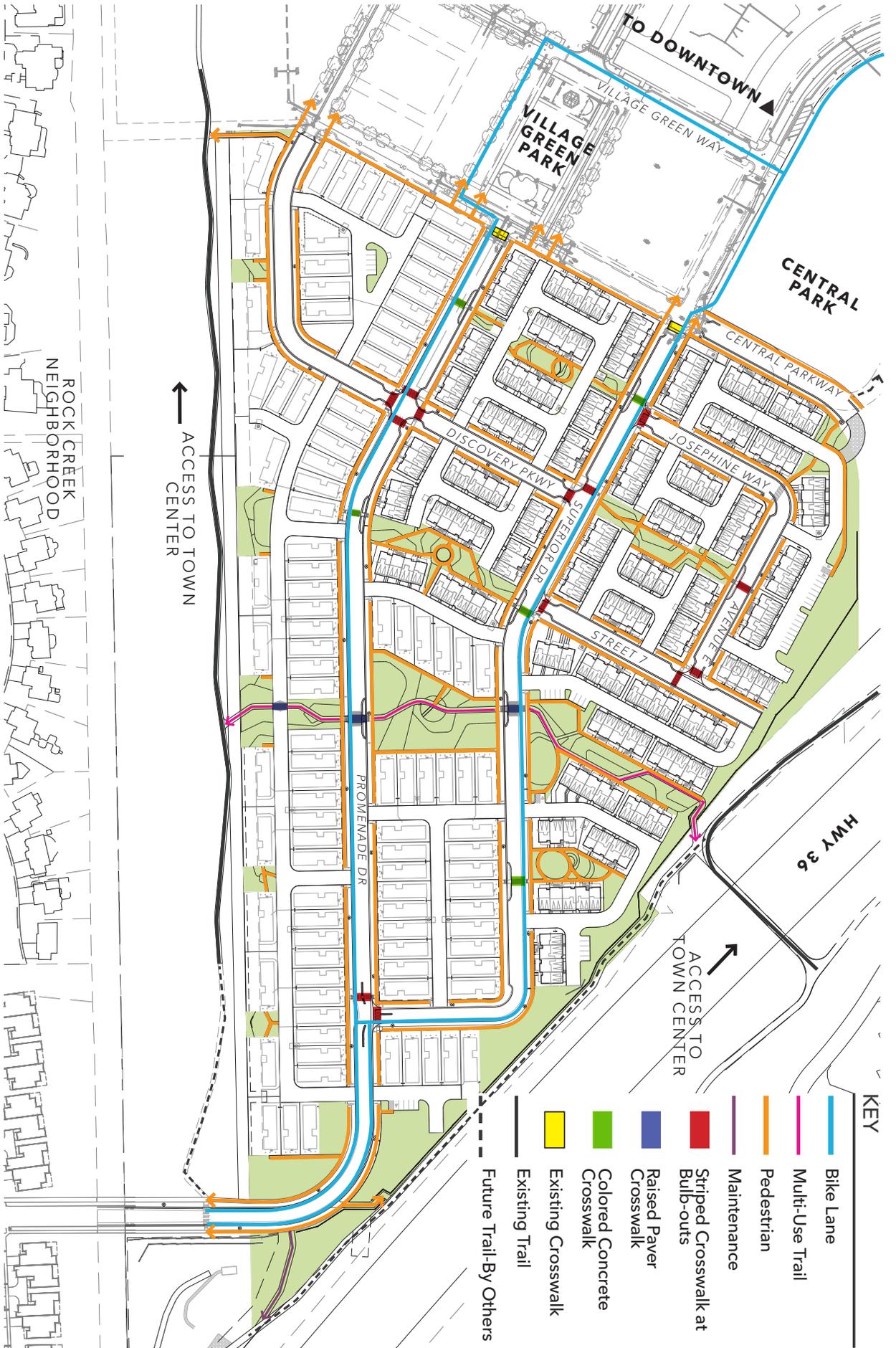


Diagram illustrates a hierarchy of circulation on site with traffic-calming measures

EXHIBIT A - CONCEPTUAL CIRCULATION DIAGRAM



EXHIBIT B - COAL VEIN WALL

Concrete site wall treatments shall be patterned to emulate coal veins

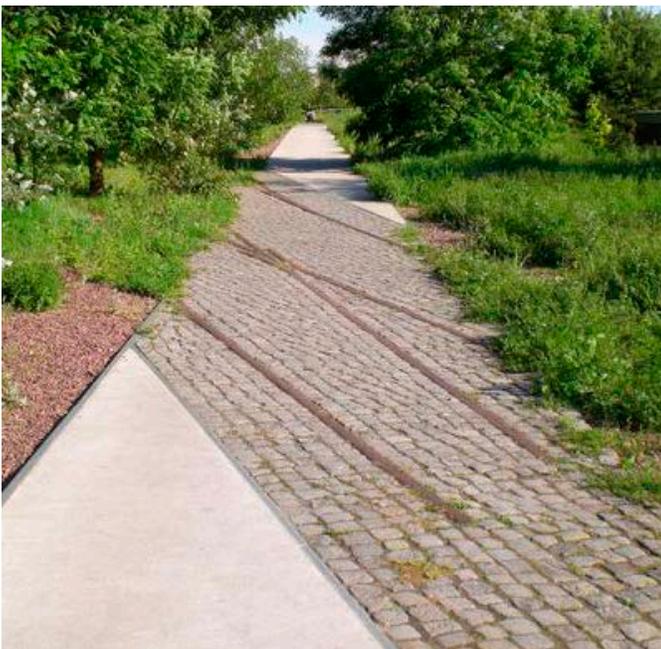


EXHIBIT C - INTERURBAN TRAIN PAVEMENT

Pavement is enhanced near the adventure play area with paver banding and rail inlays to reflect the importance of the Interurban Rail Road on Superiors growth

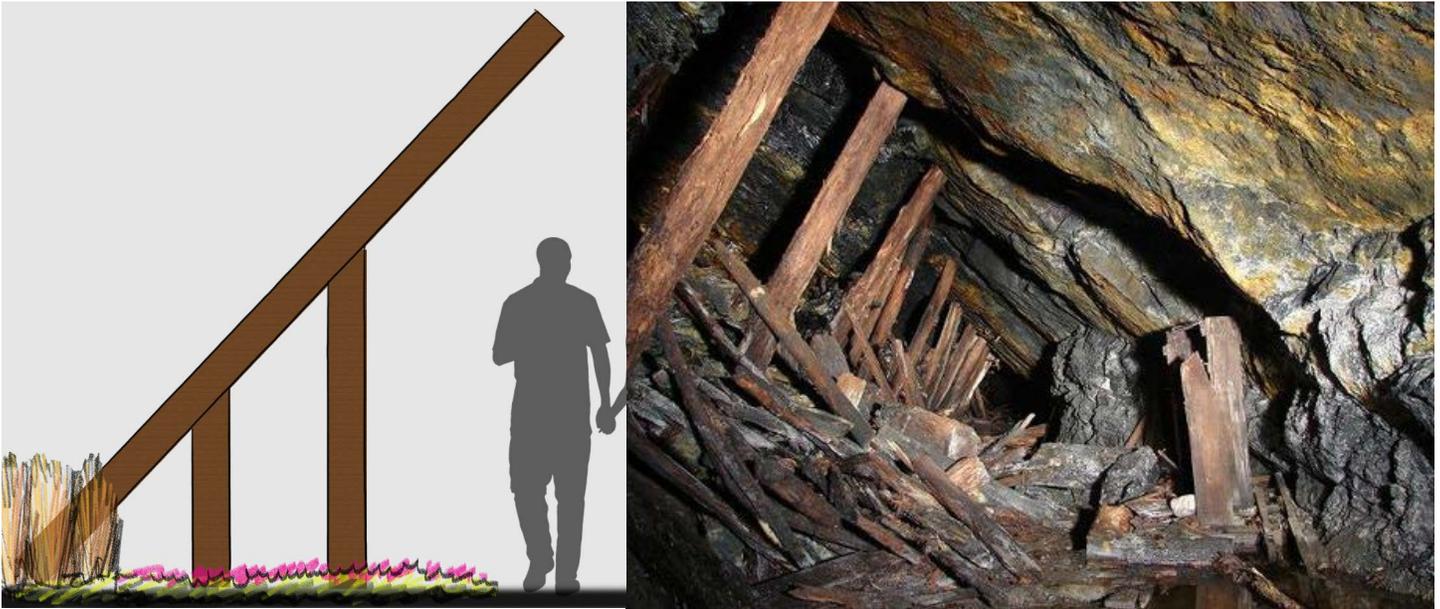


EXHIBIT D - MINING TIMBERS

Inspired by wood-frame coal mining practices, the timbers create an artistic vertical element



EXHIBIT E - MINE INFRASTRUCTURE MAIL KIOSK

Cluster box units are enhanced with a mail kiosk structure. Materials take inspiration from mining infrastructure with wooden timbers, a tin roof, and stone base.



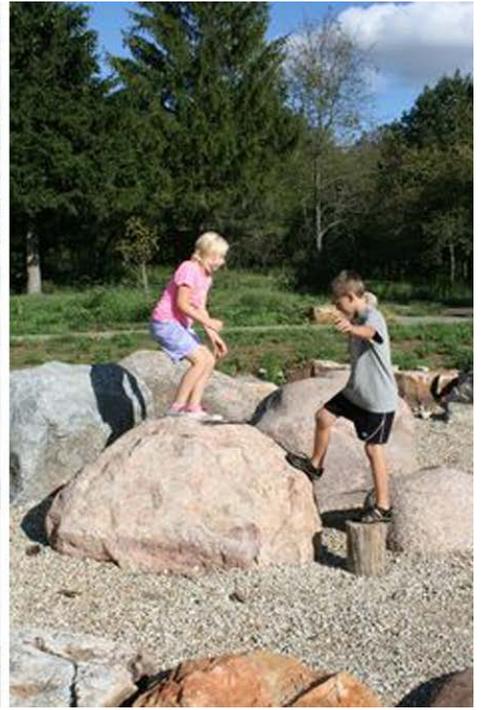
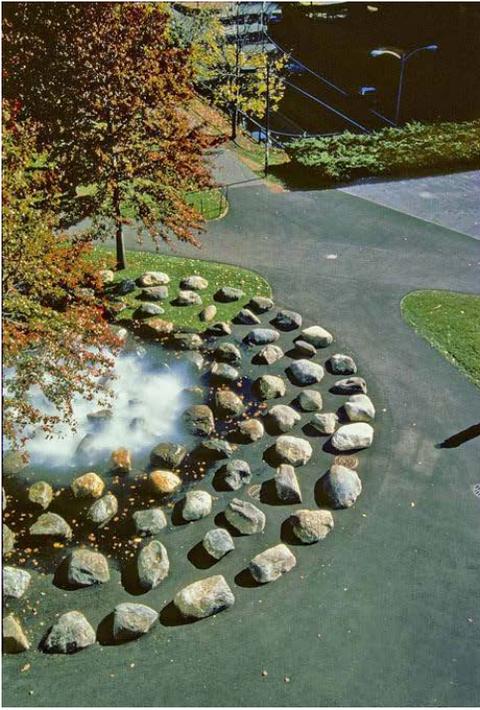


EXHIBIT F - BOULDER SCULPTURE PARK

Arranged stones create an iconic sculptural play element while reusing on-site materials

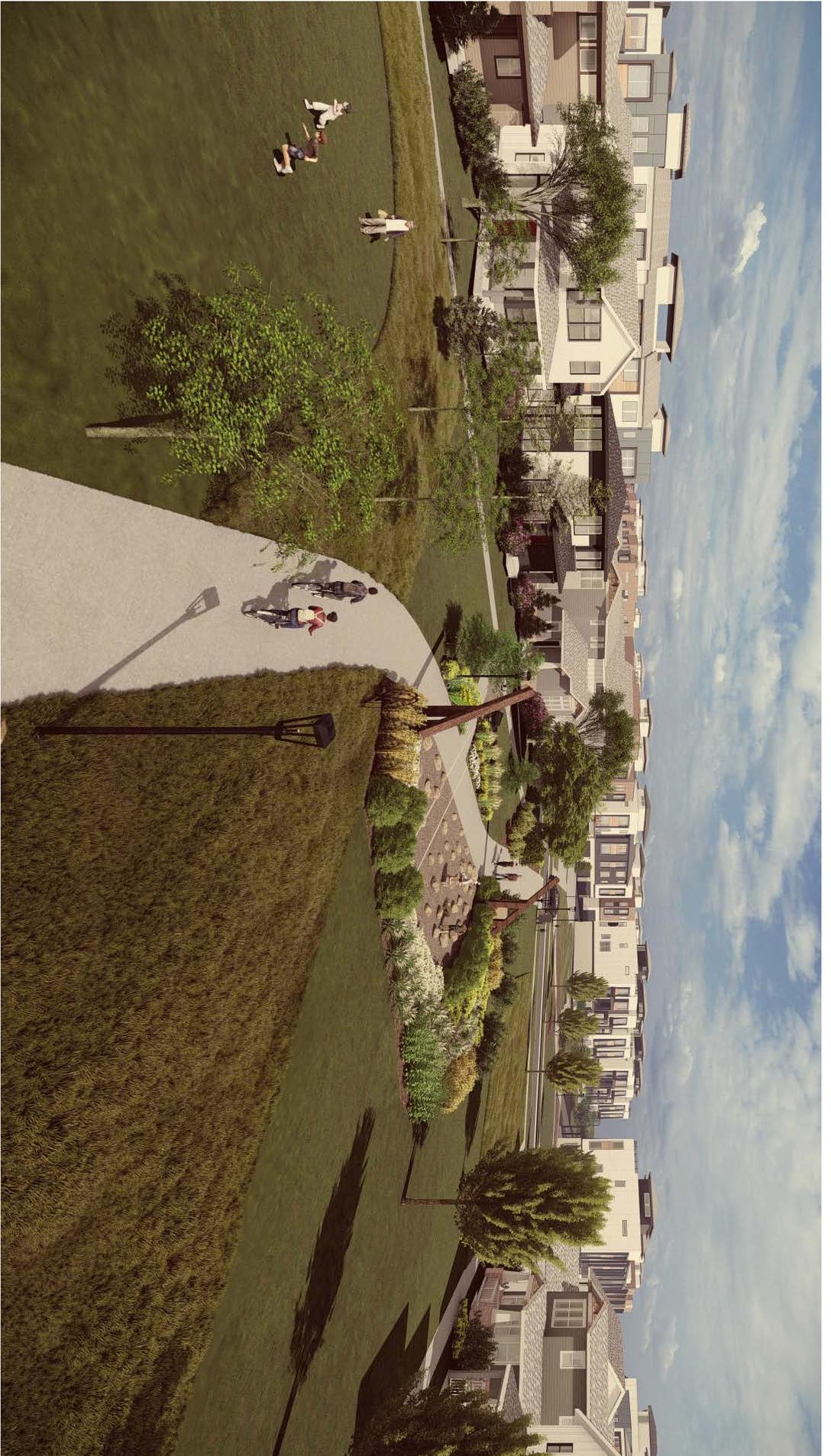


View looking east on Promenade, showing street condition and transitional architecture

Exterior color schemes for design intent only.

EXHIBIT G - VIEW 1





View looking north along multi-use trail near lots 32-37 in block 18

Exterior color schemes for design intent only.

EXHIBIT H - VIEW 2





View looking north between townhomes, within paseo, block 22

Exterior color schemes for design intent only.

EXHIBIT 1 - VIEW 3





View looking south at multi-use trail entrance from U.S. 36 Bikeway

Exterior color schemes for design intent only.

EXHIBIT J - VIEW 4





View looking north at multi-use trail entrance from existing Tract H pathway

Exterior color schemes for design intent only.

EXHIBIT K - VIEW 5



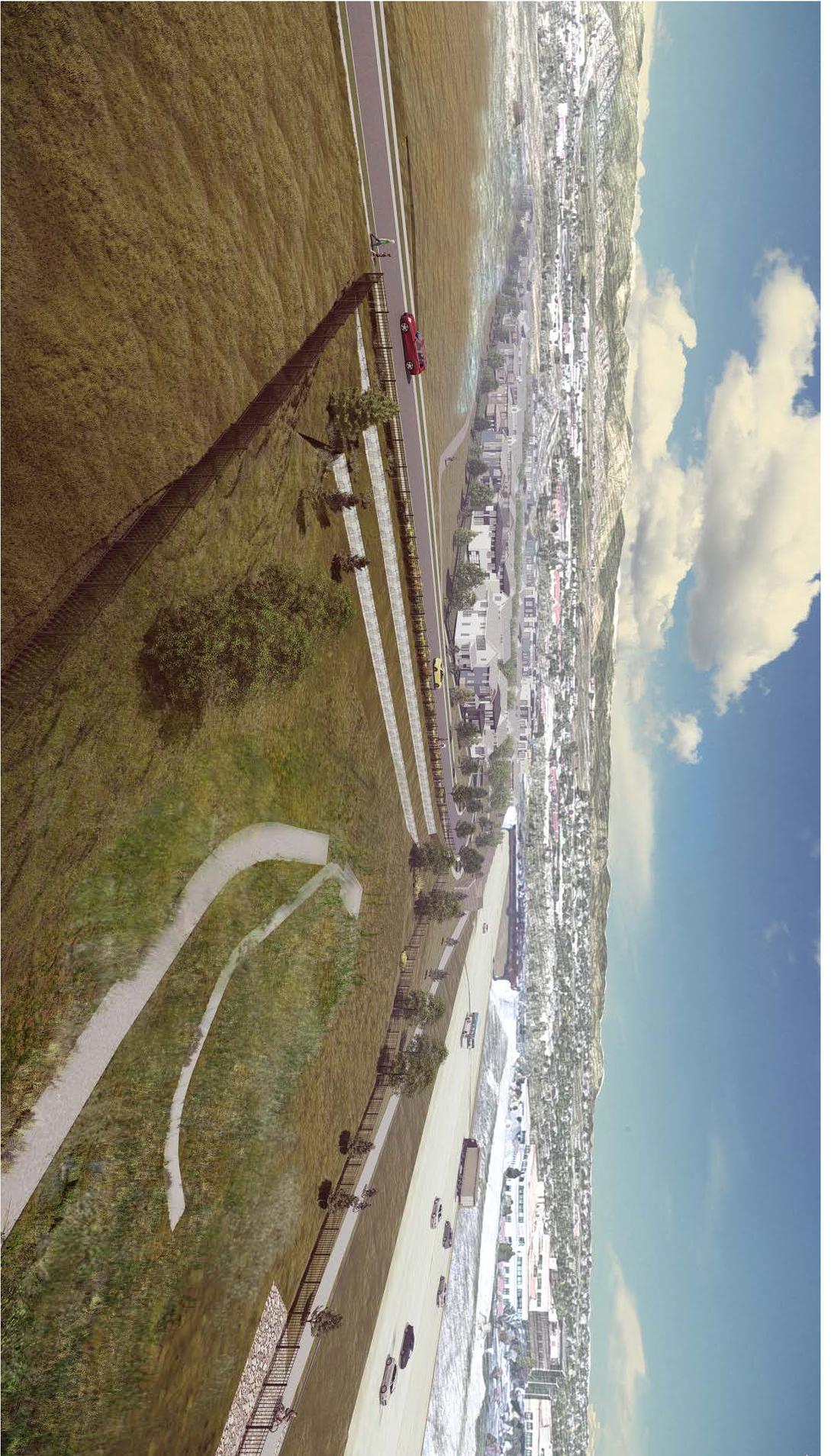


Birdseye view looking north west with multi-use trail connection in foreground

Exterior color schemes for design intent only.

EXHIBIT L - VIEW 6





View looking north west over detention pond

Exterior color schemes for design intent only,

EXHIBIT M - VIEW 7



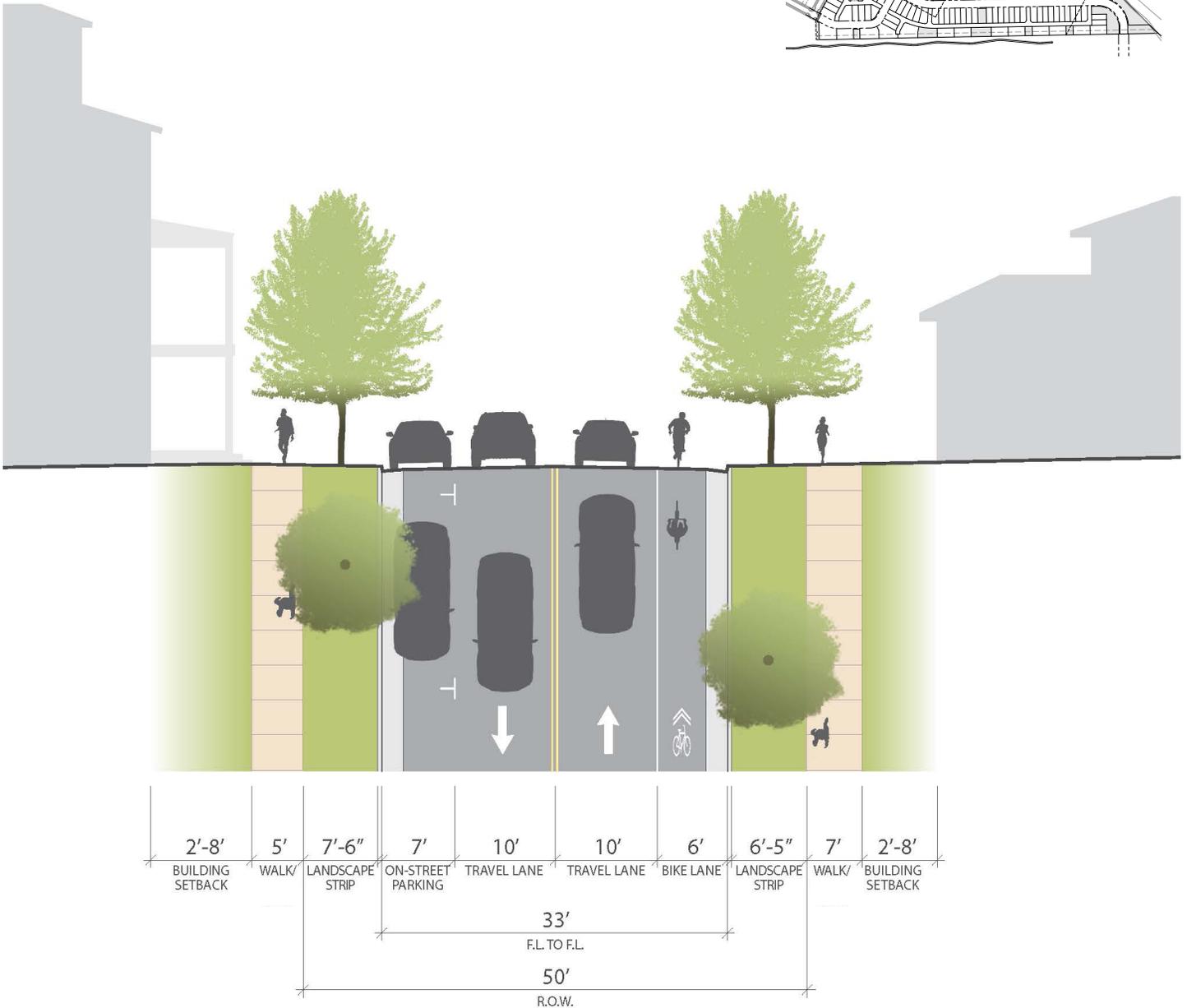


EXHIBIT N - SECTION 1

The western portion of Promenade Drive is a transition zone from the more urban town center out toward the eastern sections of Downtown Superior. The townhomes along this section of Promenade Drive have additional street-level enhancements (porches, fenestration, etc.)

to create a more uniform experience for both housing typologies that face the street. While the street section is nearly identical to sections of Promenade Drive west of the Village Green, the presence of shorter cottage units makes the street feel more open and light.

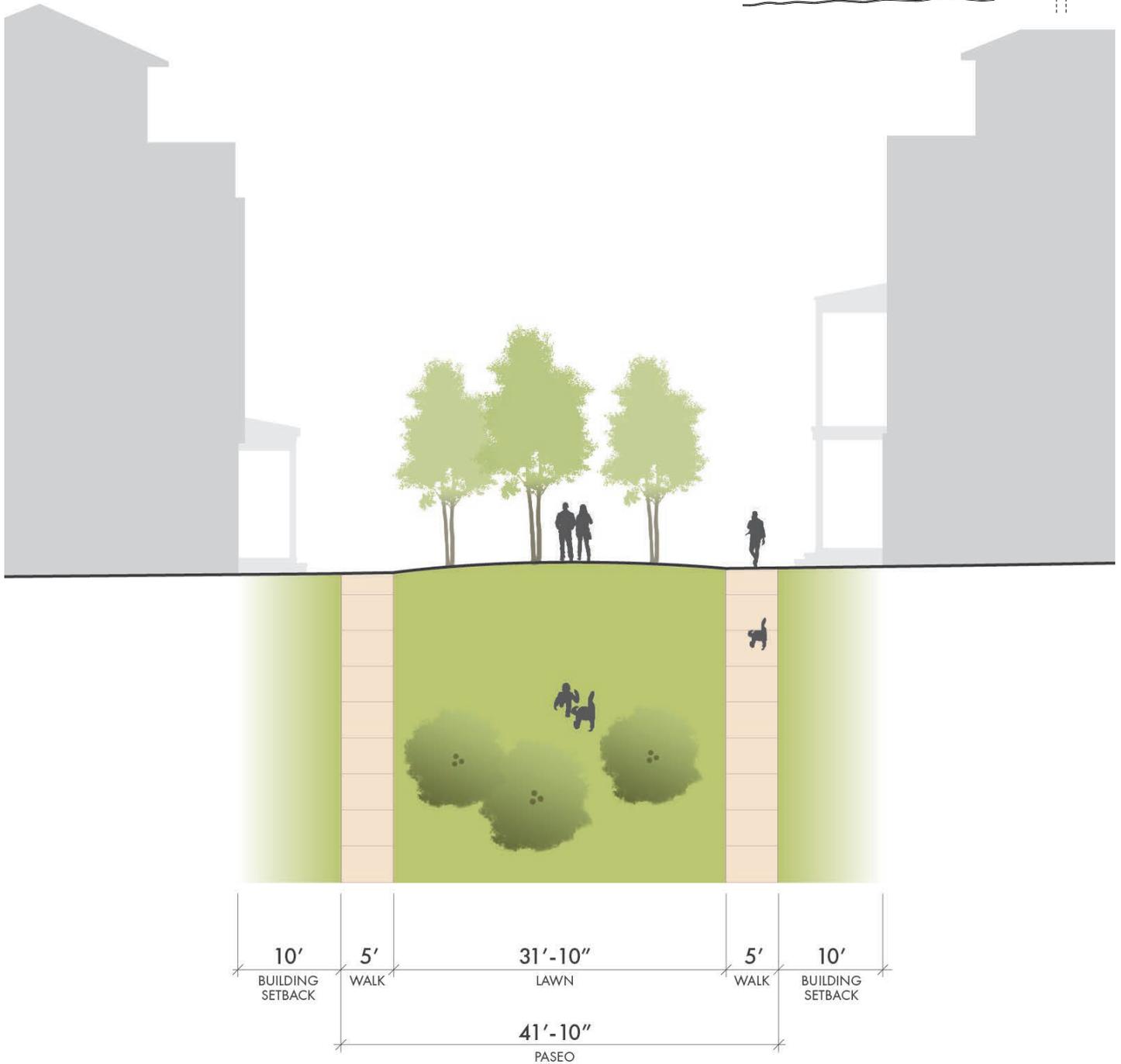


EXHIBIT O - SECTION 2

The paseos within this section of Downtown Superior are oriented in a more north-south direction to take advantage of sunlight. The distance between facades is slightly greater than the height of the adjacent buildings creating a

comfortable enclosure that still feels open. These human-scale open spaces provide an off-street, intimate outdoor refuge for residents.

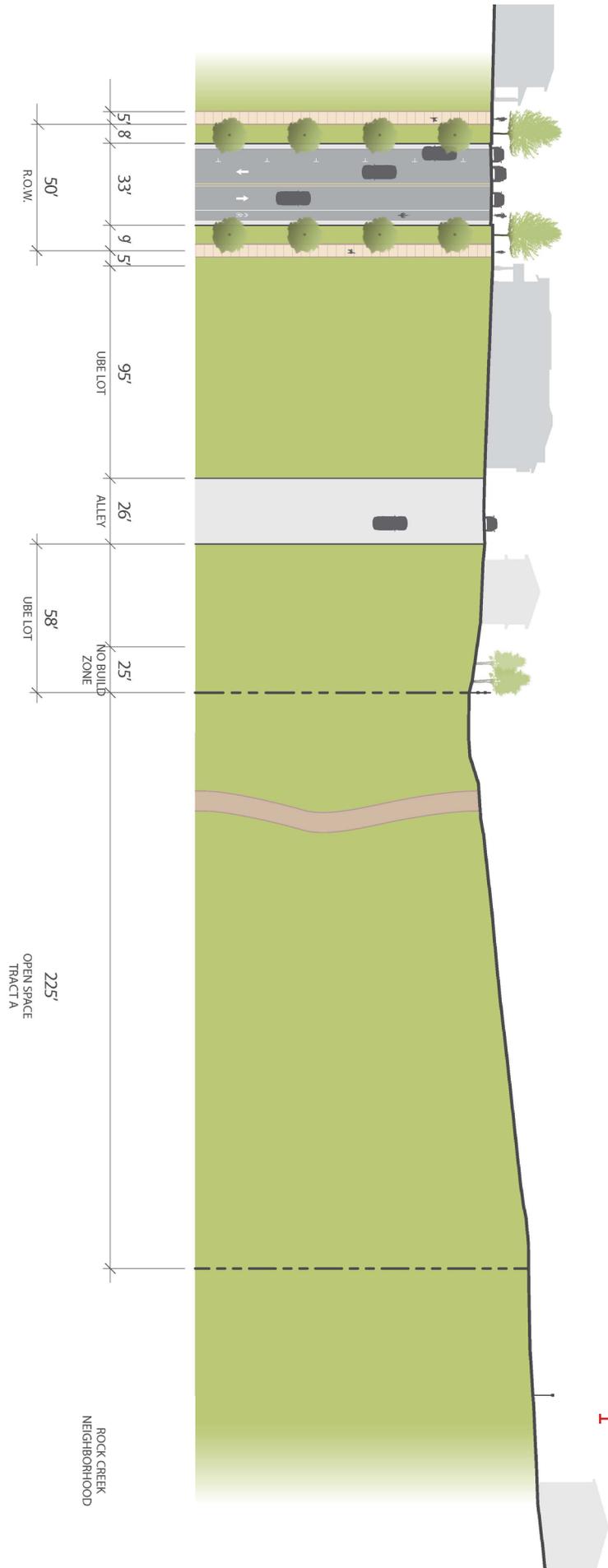
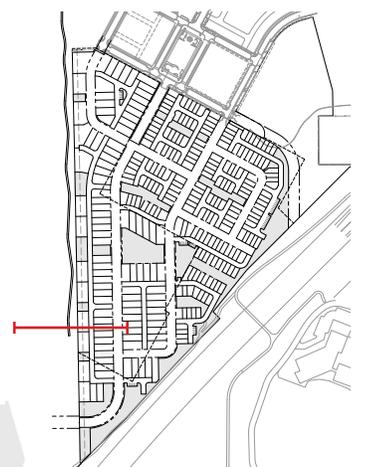
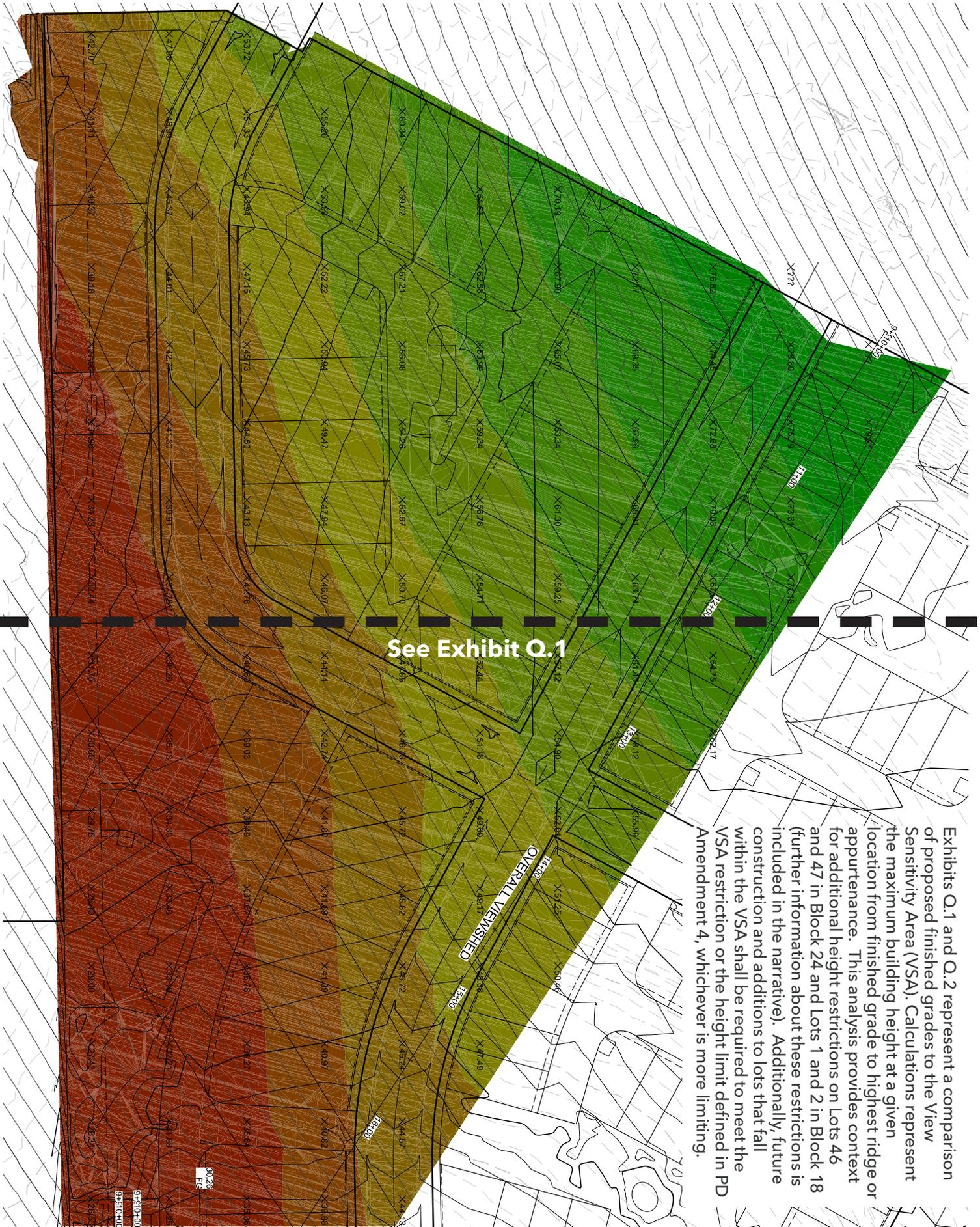


EXHIBIT P - SECTION 3

The existing Rock Creek neighborhood is significantly higher than the proposed section of Downtown Superior. By siting cottage type units on the southern-most edge of the property, the

views of Rock Creek residents are preserved. Additionally, by locating cottage units adjacent to Tract H, views of alleys and other supporting infrastructure are screened from Rock Creek.



Exhibits Q.1 and Q.2 represent a comparison of proposed finished grades to the View Sensitivity Area (VSA). Calculations represent the maximum building height at a given location from finished grade to highest ridge or appurtenance. This analysis provides context for additional height restrictions on Lots 46 and 47 in Block 24 and Lots 1 and 2 in Block 18 (further information about these restrictions is included in the narrative). Additionally, future construction and additions to lots that fall within the VSA shall be required to meet the VSA restriction or the height limit defined in PD Amendment 4, whichever is more limiting.

EXHIBIT Q.2 -

COMPARISON OF VIEWSHED TO PROPOSED SURFACE

	Plan	Proposed Square Footage (SF)	Allowed Building Square Footage Per PD (SF)	Proposed Building Height	Allowed Building Height
Townhomes - Type J	2 - Hale	1771	1200 - 2500	Will not exceed 55'-0"	55'-0"
	3 - Marlee	1968	1200 - 2500	Will not exceed 55'-0"	55'-0"
	4 - Rosedale	1970	1200 - 2500	Will not exceed 55'-0"	55'-0"
	5 - Wellshire	2092	1200 - 2500	Will not exceed 55'-0"	55'-0"
	6 - Skyland	2239	1200 - 2500	Will not exceed 55'-0"	55'-0"
	7 - Overland	2411	1200 - 2500	Will not exceed 55'-0"	55'-0"
	UBE - Type G	Athmar	1973	1200 - 3000	Will not exceed 32'-0"
Crestmoor		2248	1200 - 3000	Will not exceed 32'-0"	32'-0"
Dailey		2380	1200 - 3000	Will not exceed 32'-0"	32'-0"
Kennedy		2623	1200 - 3000	Will not exceed 32'-0"	32'-0"
Mayfair		2839	1200 - 3000	Will not exceed 32'-0"	32'-0"

Building /Unit Size Compliance

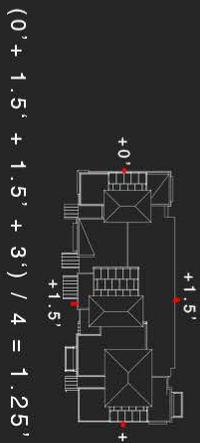
	Plan	Allowed Front & Rear Setbacks	Proposed Side Setbacks (Internal/End)	Allowed Side Setbacks	Average Lot Size Range (SF)	Title IX Compliant	Parking Spaces
Townhomes - Type J	2 - Hale	2' to 8'	0'/2' to 8'	0'	1382 - 2058	No	2
	3 - Marlee	2' to 8'	0'/2' to 8'	0'	1382 - 2058	Yes	2
	4 - Rosedale	2' to 8'	0'/2' to 8'	0'	1382 - 2058	No	2
	5 - Wellshire	2' to 8'	0'/2' to 8'	0'	1382 - 2058	Yes	2
	6 - Skyland	2' to 8'	0'/2' to 8'	0'	1382 - 2058	No	2
	7 - Overland	2' to 8'	0'/2' to 8'	0'	1382 - 2058	Yes	2
	UBE - Type G	Athmar	2' to 8'	2' to 8'	2' to 8'	3325 - 9741	NA
Crestmoor		2' to 8'	2' to 8'	2' to 8'	3325 - 9741	NA	2
Dailey		2' to 8'	2' to 8'	2' to 8'	3325 - 9741	NA	2
Kennedy		2' to 8'	2' to 8'	2' to 8'	3325 - 9741	NA	3
Mayfair		2' to 8'	2' to 8'	2' to 8'	3325 - 9741	NA	3

Building /Unit Siting Compliance

Compliance table showing compliance with height restrictions, plan maximum/minimums, and setbacks.

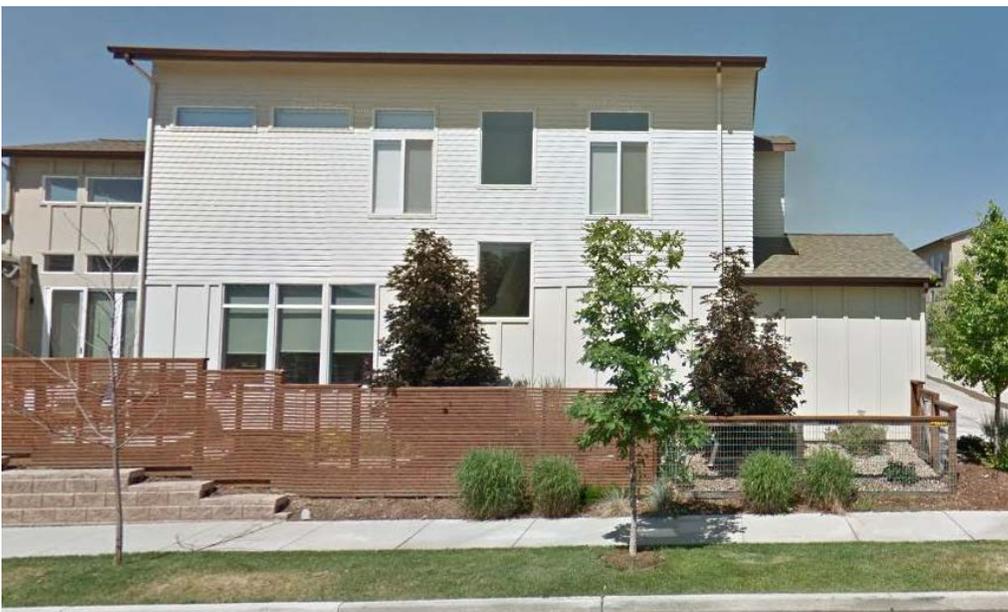


Example of how building height is measured per PD definition. Approach for handling stepping between units also shown.





Privacy Fencing Example from Midtown - Previously viewed by Board



Semi- Transparent Privacy Fencing Example from Midtown

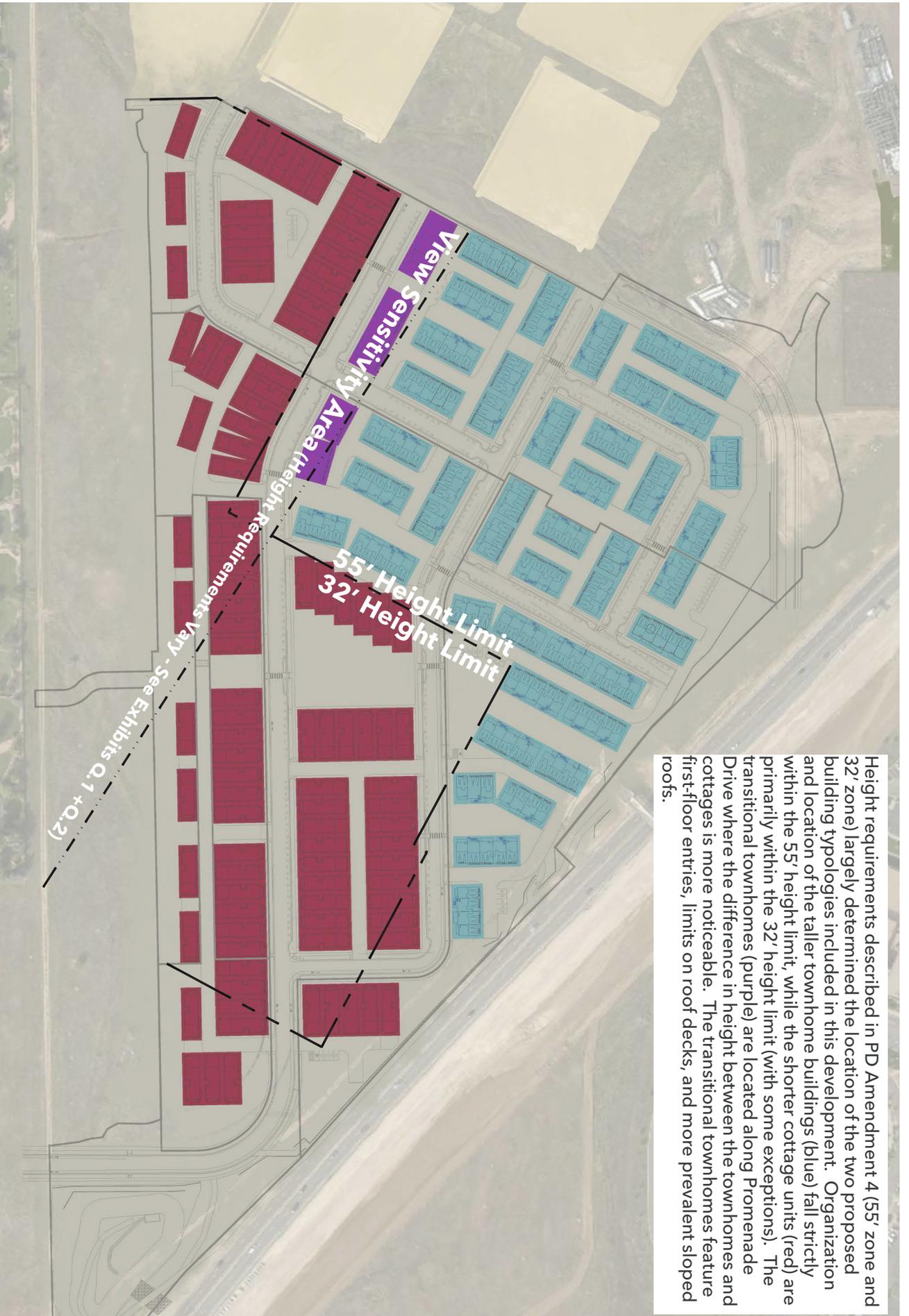
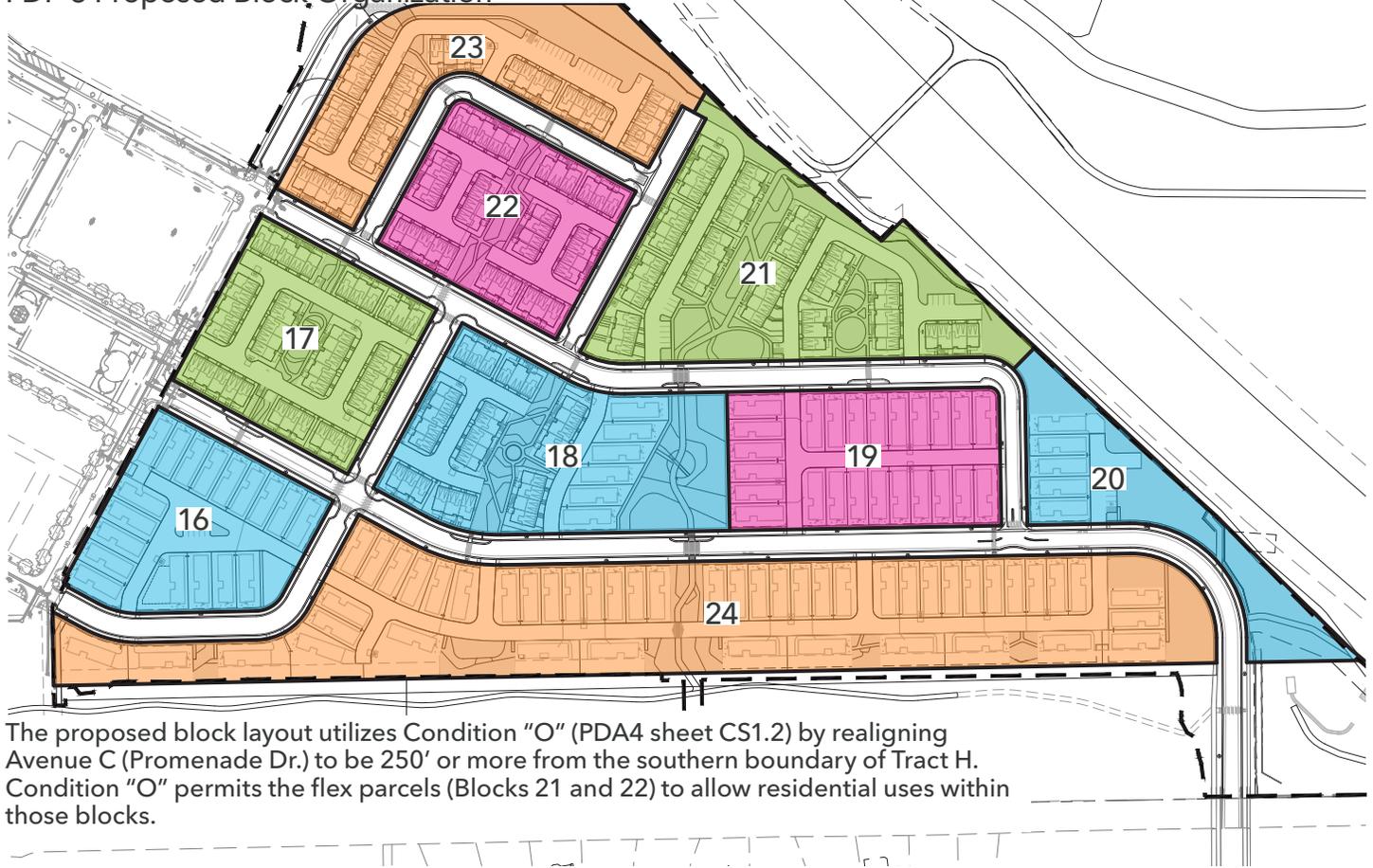


EXHIBIT U - Height Constraints and Product Location

FDP 8 Proposed Block Organization



PD Amendment 4 Block Organization



EXHIBIT V- Block Organization Comparison

Phase I - Townhomes

Name	Config.	Total	20' Wide Plans		22' Wide Plans		24' Wide Plans	
			Hale	Marlee	Rosedale	Wellshire	Skyland	Overland
Bldg A1	2,6,5	1	1	•	•	1	•	•
Bldg A2	5,7,5	1	•	•	•	2	•	1
Bldg A3	3,7,5	2	•	2	•	2	•	2
Bldg B1	3,5,4,5	5	•	5	5	10	•	•
Bldg B2	2,7,6,3	3	3	3	•	•	3	3
Bldg C1	2,4,7,6,3	3	3	3	3	•	3	3
Bldg C2	3,4,6,7,5	3	•	3	3	3	3	3
Bldg C3	3,5,7,7,5	3	•	3	•	6	•	6
Plan Total			7	19	11	24	10	18
Plan % of Total			8%	21%	12%	27%	11%	20%
Unit Type %			29%			39%		31%

Phase Unit Total
89

Phase II - Townhomes

Name	Config.	Total	20' Wide Plans		22' Wide Plans		24' Wide Plans	
			Hale	Marlee	Rosedale	Wellshire	Skyland	Overland
Bldg A1	2,6,5	1	1	•	•	1	1	•
Bldg A2	5,7,5	1	•	•	•	2	•	1
Bldg A3	3,7,5	2	•	2	•	2	•	2
Bldg B1	3,5,4,5	1	•	1	1	2	•	•
Bldg B2	2,7,6,3	0	0	0	•	•	0	0
Bldg C1	2,4,7,6,3	1	1	1	•	1	1	1
Bldg C2	3,4,6,7,5	2	•	2	2	2	2	2
Bldg C3	3,5,7,7,5	0	•	0	•	0	•	0
Plan Total			2	6	4	9	4	6
Plan % of Total			6%	19%	13%	29%	13%	19%
Unit Type %			26%			42%		32%

Phase Unit Total
31

Phase III - Townhomes

Name	Config.	Total	20' Wide Plans		22' Wide Plans		24' Wide Plans	
			Hale	Marlee	Rosedale	Wellshire	Skyland	Overland
Bldg A1	2,6,5	2	2	•	•	2	2	•
Bldg A2	5,7,5	4	•	•	•	8	•	4
Bldg A3	3,7,5	0	•	0	•	0	•	0
Bldg B1	3,5,4,5	5	•	5	5	10	•	•
Bldg B2	2,7,6,3	4	4	4	•	•	4	4
Bldg C1	2,4,7,6,3	4	4	4	•	4	4	4
Bldg C2	3,4,6,7,5	0	•	0	0	0	0	0
Bldg C3	3,5,7,7,5	0	•	0	•	0	•	0
Bldg C4	2,3,7,2,3	1	2	2	•	•	•	1
Plan Total			12	15	9	20	10	13
Plan % of Total			15%	19%	11%	25%	13%	16%
Unit Type %			34%			37%		29%

Phase Unit Total
79

Phase IV - Townhomes

Name	Config.	Total	20' Wide Plans		22' Wide Plans		23' Wide Plans	
			Hale	Marlee	Rosedale	Wellshire	Skyland	Overland
N/A	N/A	N/A	•	•	•	•	•	•

Phase Unit Total
N/A

Site Totals

Name	Config.	Total	20' Wide Plans		22' Wide Plans		23' Wide Plans	
			Hale	Marlee	Rosedale	Wellshire	Skyland	Overland
Bldg A1	2,6,5	4	4	•	•	4	4	•
Bldg A2	5,7,5	6	•	•	•	12	•	6
Bldg A3	3,7,5	4	•	4	•	4	•	4
Bldg B1	3,5,4,5	11	•	11	11	22	•	•
Bldg B2	2,7,6,3	7	7	7	•	•	7	7
Bldg C1	2,4,7,6,3	8	8	8	•	8	8	8
Bldg C2	3,4,6,7,5	5	•	5	5	5	5	5
Bldg C3	3,5,7,7,5	3	•	3	•	6	•	6
Bldg C4	2,3,7,2,3	1	2	2	•	•	•	1
Plan Total		49	21	40	24	53	24	37
Plan % of Total			11%	20%	12%	27%	12%	19%
Unit Type %				31%		39%		31%

Site Unit Total
199

	2 Bed Units		3 Bed units	
	2 Bed Units	Opt. for 3rd Bed	3 Bed Only	Opt. for 4th Bed
Phase 1	7	19	35	28
Phase 2	2	6	13	10
Phase 3	12	15	29	23
Sub Total	21	40	77	61
Total:	61		138	

	Visitable Units - Optional		
	Plan 3	Plan 5	Plan 7
Phase 1	19	24	18
Phase 2	6	9	6
Phase 3	15	20	13
Phase Total	40	53	37
Site Total:	130		
Required:	84		

Note: Site Total represents the number of units containing visitable options. Site grading and other factors limit the ability for certain units to be visitable. The total visitable units will meet the required number, see Civil FDP sheets for locations and number of visitable units.

Phasing table shown to provide information on visitable units, number of each unit per phase, and number of bedrooms per unit.