

PLAN NARRATIVE  
**Superior Town Center FDP 1 Phase 9**

**A. Scope of the Project**

This **Final Development Plans 1 Phase 9 (hereafter referenced in combination as the “FDP”)** is for development of Gateway Drive, Old Rail Way and Marshall Road around Block 9, and Marshall Road and Creek View Way on the west and north sides of Blocks 6 and 7. It also includes construction of detention pond 311, located in Tract C1 north of the existing Medical Office Building. The FDP is within Planning Area 2 of the *Superior Town Center* (Preliminary Development Plan Amendment #PD-A-2013-1 approved August 20, 2013)

The notable improvements included in the project scope for these FDP’s are:

- 1) Public Street: The completion of public roadways, tree lawns and sidewalks to serve Blocks 4, 6, 7, 9, 10, and 11
- 2) Temporary Facilities: Temporary facilities to be located 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 and will be depicted on construction plans.
- 3) Pedestrian Circulation: Pedestrian circulation is provided along all streets in public sidewalks, either within the right-of-way or in adjacent Parcels which are or will be owned by a Superior Town Center metro district.
- 4) Utility Infrastructure: Water, sanitary, storm, and reuse mains in the street; dry utility mains, and Pond 311
- 5) Plat: This FDP is accompanied by a concurrent Preliminary/Final Plat **Superior Town Center Filing 1B Replat No. 6**

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

The FDP complies with the approved PD in all respects except for the cross section of Creek View Way east of Marshall Road. This FDP proposes a wider right-of-way to accommodate diagonal on street parking on the south side of the street. This parking is intended to provide spaces in close proximity to the residential development on Blocks 6 and 7, and will also function as public on street parking for the Town’s Park 2 to be constructed on the north side of Creek View Way.

**C. Street Descriptions**

Striping and signage for the Streets will be per standard Manual and Uniform Traffic Control Devices. Paving materials and finishes comply with Section 4.6 and Appendix D of the Design Guidelines. All the sidewalks included in FDP will be constructed with standard, natural color concrete. All streets will be paved with asphalt, except at the bus stop on Marshall Road (concrete) and the raised brick crosswalk on Creek View Drive at the Promenade. The intersection of Marshal Road and Creek View Way will feature enhanced paving at the crosswalks. Striping and signage for the Streets will be per standard Manual and Uniform Traffic Control Devices.

Refer to Sheet C6.0

Section 1 Creek View Way

This section is taken between Marshall Road and the pedestrian Promenade. The ROW is 70 feet wide. The street consists of two travel lanes (each 10 feet wide plus a 2 foot gutter) and 45 degree diagonal parking on the south side of the street. No parking will be allowed on the north side of the street. On the plan view sheets, the dimensions of the diagonal parking spaced vary due to the curvature of the road, but the minimum effective parking stall sized is 9 feet wide by 17 feet deep, plus a 1 foot overhang into the amenity zone on the south side of the street.

The sidewalk and amenity zone on the south side of the street consists of an 11 foot wide concrete walk attached to the head end of the diagonal parking spaces. Tree planters will be provided within the sidewalk at intervals as depicted on the plan view.

### Section 2 Creek View Way

This section is taken between the pedestrian Promenade and Superior Drive. The ROW is 72 feet wide. The street consists of two travel lanes (each 10 feet wide plus a 2 foot gutter) and 45 degree diagonal parking on both sides side of the street.

The sidewalk and amenity zone on the south side of the street consists of an 11 foot wide concrete walk attached to the head end of the diagonal parking spaces. Tree planters will be provided within the sidewalk at intervals as depicted on the plan view.

The sidewalk and amenity zone on the north side of the street consists of an 10.5 foot wide concrete walk attached to the head end of the diagonal parking spaces. Tree planters will be provided within the sidewalk at intervals as depicted on the plan view. The sidewalk is situated within Tract B, owned by the Town. Additional amenities north of the sidewalk will be provided as part of the separate Park 2 project.

### Section 3 Superior Drive

This section is taken between Creek View Way and the existing Superior Drive stub adjacent to the sewer lift station. The ROW is 70 feet wide. The street consists of two travel lanes and parallel parking on the west side of the street. This matches the cross section of the existing street built south of the lift station.

The sidewalk and amenity zone on the west side of the street consists of a 10 foot wide concrete walk attached. Tree planters will be provided within the sidewalk at intervals as depicted on the plan view.

The sidewalk and amenity zone on the east side of the street consists of a 8 foot minimum width tree lawn and an 8 foot wide concrete sidewalk.

### Section 4 Marshall Road

This section is taken between Main Street and Creek View Way. The ROW is 60 feet wide. Metro District Parcel C is located on the west side of the street, so the street will appear to be 72 feet wide by the general public.

The street consists of two 10.5' wide travel lanes, two 6' wide bicycle lanes, and 7' wide parallel parking on both sides of the street.

The sidewalk and amenity zone on the east side of the street consists of a 6' wide tree lawn and a 6' wide sidewalk. On the south end of the block, where the east sidewalk is part of Metro District Parcel E, the sidewalk will be 12 feet wide with tree wells. Refer to the plan view for limits of this area.

The sidewalks and amenities in Parcel C will be constructed as part of a future FDP accompanying the development of Block 5. Street lights on the west side of the street will be included in this FDP.

An RTD bus stop will be located on the east side of the street in the middle of the block. Per RTD standards, the street will be paved with concrete in the vicinity of the stop.

#### Section 5 Marshall Road

This section is taken between Main Street and Old Way. The ROW is 60 feet wide.

The street consists of two 10.5' wide travel lanes, a 7' wide bicycle lane and the west side of the street and a 7' wide parallel parking on the east side of the street.

The sidewalk and amenity zone on the on both sides of the street include a 7' wide tree lawn and a 5' wide sidewalk.

#### Section 6 Gateway Drive and Marshall Road

These sections are taken on the south and west sides of Block 9. The ROW is 60 feet wide.

The street consists of two 11' wide travel lanes, and a 7' wide parallel parking on both sides of the street.

The sidewalk and amenity zone on the on both sides of the street include a 7' wide tree lawn and a 5' wide sidewalk. The tree lawn and sidewalk on the west side of Gateway Drive will be constructed as part of a future FDP associated with development of Block 8.

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

The Landscape Plans for this FDP show the plantings proposed for the project area. The plans designate the locations and species of each plant and indicate native grass and manicured turf areas. The Plant List (Sheet L2.0) tabulates the sizes and quantities of each proposed plant. The landscape requirements table is listed below the plant list table. Notes and details describe the proposed landscape materials (mulch, seed mixes, etc.) and site amenities (benches, seating blocks, trash cans, etc).

The R.O.W. planting treatments are consistent with previous Superior Town Center applications. The R.O.W. treatment consists of manicured turf and shrub beds. The shrub beds are concentrated at the entry points to each street. Trees are placed in every location available after considering utilities and services to the homes and the quantity exceeds that required.

The stormwater quality facility (detention pond) is comprised of irrigated native grass and is screened by shade, evergreen, and ornamental trees with tall shrubs mixed in to give the screen a native look. The trees have been carefully placed to consider mature growth.

The landscape plan is primarily composed of low-water use plant species. Some medium-water use trees species have been specified to provide variety and take advantage of more narrow growth habits in smaller planting areas. The concept aims to maximize color throughout the seasons and plants that have long blooming periods have been favored. Showy perennials have been used for extra visual interest.

The landscape plans continue the palette and patterning already installed in the rest of the development.

### **E. Exterior Lighting Approach**

The lighting layout for Blocks 6, 7, 9-11 is based on the guidelines put forth in the IES RP-8-14 Roadway Lighting Handbook and the Town of Superior design standards. To match the IES handbook, street surfaces are measured using luminance and sidewalk surfaces are measured using illuminance. All street surface areas meet or exceed the minimum levels suggested by the IES and stay under the maximum allowable levels put forth by the Town of Superior. All sidewalk areas meet the required minimum light levels for this type of area, according to IES standards, and stay below the maximum levels required by the Town of Superior. The single fixture Ashbury luminaire that was selected for use on this phase matches the luminaire used throughout the rest of the Superior Town Center development. Light levels at crossing areas (where pedestrian/car conflict is greater) is higher than other areas but also stays below the town's maximum foot-candle requirements. The lighting design has been coordinated with the adjacent existing luminaires throughout the development. Lights will be fed from a combination of existing lighting control centers and new lighting control centers located throughout. New conduits will be installed from existing pullboxes where spare lighting circuits already exist for use on this phase. New conduits, pullboxes and lighting control centers will be installed where none already exist.

## **F. Utilities**

### **Potable Water:**

New 8-inch diameter PVC water mains will be constructed within Gateway Drive and Marshall Road. A new 12-inch diameter PVC water main will be constructed within Creek View Drive from Marshall Road to the Promenade. The water main in Old Rail Way was installed as part of previous FDP's. No water main is necessary in Creek View Drive between Promenade and Superior Drive, as there are no services or hydrants. The water mains will connect to existing stubs at the limits of construction. The main in Creek View west of Marshall will terminate in a stub for eventual connection to a main in Park 1. Water mains will be situated a minimum of 10 feet horizontally from all parallel sanitary sewer and storm drain main lines. Vertical design of water mains will be completed as part of construction plans, but there are not expected to be any special considerations required. All water mains within the FDP are proposed to be Public, with operation and maintenance by the Town.

Water meters will be located in the tree lawns serving townhome lots on Blocks 9 and the west side of Block 9. The individual lot services for each building lot are shown on this FDP to delineate how each lot will be served with water.

### **Sanitary Sewer:**

A new 8-inch diameter PVC sanitary sewer main (with underdrain) will be constructed within Gateway Drive, Marshall Road, and Creek View Way. Sanitary sewer main in Old Rail Way was constructed a part of a prior FDP. The mains will connect to existing stubs as previously installed. Inverts and slopes of the sanitary sewer are indicated on the plans. All sanitary sewer mains are proposed to be Public, with operation and maintenance by the Town.

### **Storm Drainage**

A storm sewer system will be installed in the streets to collect runoff and convey it to a detention pond. Refer to the drainage memorandum prepared for this project. Storm sewers in the ROW are proposed to be Public, with operation and maintenance by the Town.

### **Dry Utilities:**

Final design of dry utilities (gas, electric, and telecommunications) will be done by Xcel and other service providers as part of construction documents. Consistent with previous FDP's in Planning Area 2, the gas line will be located under the sidewalk. Gas meters will be placed on the side of the building opposite the garage, within 5 feet of the front face.

Electric and telecommunication utilities will be located in the rear yards of residential units.

**Reuse Water**

An 8-inch diameter PVC reuse main will be installed on the north side of Creek View Drive from the existing stub near the sewer lift station to the west side of Marshall Road. Reuse water in Old Rail Way was installed as part of a previous FDP.

**Irrigation**

Automatic Irrigation will be provided for all right-of-way, which will be on a separate non-potable system with its own meter. The ROW reuse water service south of Main Street will be tapped from a meter on the north side of Old Rail Way at the southwest corner of Block 9. For areas north of Main Street, reuse water will be taken from a tap on the south side of Creek View Way just east of the Promenade. It is anticipated that each service will need a booster pump. All shrub beds will be drip-irrigated. All turf areas will be irrigated with fixed nozzle pop-up spray heads.