

November 1, 2019

Town of Superior  
Mr. Steven Williams,  
Town Planner  
124 E. Coal Creek Drive  
Superior, CO 80027

Re: Final Development Plan 9 and 10  
Superior Town Center, Planning Area 2, Blocks 4, 6, 7, 9, 10 and 11

Staff, Planning Commission, and Board of Trustees:

On behalf of the applicant Morgan Ranch DTS, LLC, along with Remington Homes and the project design team, it is our pleasure to submit this application for the following items at Blocks 4, 6, 7, 9, 10 and 11 within Planning Area 2 of Superior Town Center:

- Final Development Plan for the private improvements within Blocks 4, 6, 7, 9, 10, and 11 (FDP 9)
- Final Development Plan for the Plaza and pedestrian Promenade (FDP 10)
- Preliminary and Final Plat for the subject area (Superior Town Center Filing 1B Replat No. 6)

The narrative for these applications is provided on the following pages.

Sincerely,  
Civil Resources, LLC



Jim Brzostowicz, PE  
Principal / Civil Engineer

## FDP 9 and FDP 10 PROJECT NARRATIVE

### 1. Scope of the Project

#### Overview

The project consists of 18 Morgan Ranch buildings (blocks 4, 6, 7, 9, 10 and 11), a central, public Plaza (Parcel K in Block 7), a public Pedestrian Promenade (between blocks 6 and 7), and 64 Remington Rowhomes on Blocks 9, 10, and 11. A separate FDP for design of adjacent portion of streets Creek View Way, Marshall Road, Promenade Road, Gateway Drive and Old Rail Way has been prepared by RC Superior, LLC, and is intended to be processed concurrently with FDP 9 and 10. FDP 9 includes all of the above mentioned development blocks. FDP 10 includes Parcel K (the Plaza and Promenade). These are concurrent and integrated FDP applications, intended to be constructed together, but have been defined as separate applications so that development agreements, bonds, and acceptance can be processed separately. There are two different funding sources for construction.

The Morgan Ranch building program consists of a stand-alone commercial buildings on Block 7 facing a public plaza (Parcel K), a mixed-use residential and commercial wrap building with structured parking situated on Block 6 fronting Main Street, three mixed-use residential over commercial buildings lining the south side of Main Street (Blocks 9, 10 and 11), multi-family residential unit buildings on Blocks 6 and 7 collectively situated along Marshall Road to the west, Creek View Drive to the north and Superior Drive to the east, with Pedestrian Promenade centrally running between buildings, a stand-alone restaurant building situated along Creek View Way to the south and Marshall Road to the west (Block 4). Remington Homes proposes a total of 64 townhomes on the southern portion of Blocks 9, 10 and 11. Please see a program break out of these spaces below.

Matrix without Live/Work Units

Site Summary	
Gross Site Area	13.40 AC
Dwelling Units	446 DU
Density	33 DU/AC

Residential Summary	Count
<b>Multi-Family Units</b>	
Studio	85
1 Bedroom	146
2 Bedroom	134
3 Bedroom	17
<b>Total Multi-Family Units</b>	<b>382</b>
<b>Townhome Units</b>	<b>64</b>
<b>Total Units</b>	<b>446</b>

Commercial Summary	Area (NSF)
Main Street Commercial Flex Space	51,917
Plaza Commercial	16,122
Block 4 Commercial	5,204
<b>Total</b>	<b>73,243</b>

<b>Civic Space (Net Area)</b>	<b>7,564</b>
<b>Civic Space (Gross Area)</b>	<b>10,922</b>

Parking Provided	Count
Residential - Private Garage	235
Residential - Reserved Surface	187
Residential - Structrued Garage	103
Shared Surface	152
Shared Structured Garage	199
Public Street Parking	191
<b>Total Provided</b>	<b>1067</b>

Matrix with Live/Work Units

Site Summary	
Gross Site Area	13.40 AC
Dwelling Units	467 DU
Density	35 DU/AC

Residential Summary	Count
<b>Multi-Family Units</b>	
Studio	85
1 Bedroom	146
2 Bedroom	134
3 Bedroom	17
Live-Work 1 Bedroom	21
<b>Total Multi-Family Units</b>	<b>403</b>
<b>Townhome Units</b>	<b>64</b>
<b>Total Units</b>	<b>467</b>

Commercial Summary	Area (NSF)
Main Street Commercial Flex Space	30,678
Plaza Commercial	16,122
Block 4 Commercial	5,204
<b>Total</b>	<b>52,004</b>

<b>Civic Space (Net Area)</b>	<b>7,564</b>
<b>Civic Space (Gross Area)</b>	<b>10,922</b>

Parking Provided	Count
Residential - Private Garage	235
Residential - Reserved Surface	187
Residential - Structrued Garage	113
Shared Surface	152
Shared Structured Garage	189
Public Street Parking	191
<b>Total Provided</b>	<b>1067</b>

Key Features

The Final Development Plans will serve as the heart of the Superior Town Center PD area known as “Downtown Superior”, bringing many complimentary uses together and providing public realm gathering spaces. Thus, much of the design focus has been on pedestrian scale, walkability, connectivity, and wellness for users. The architectural design has also carefully considered the Town’s history, founded as a coal mining town, drawing inspiration from historic towns that have developed over time, allowing proposed materials to reference regional and historical vernacular while decidedly creating an up-scale contemporary sense of place.

At the heart of Downtown Superior, the plaza creates a space for gatherings of many sizes and types. The plaza is designed to serve as a backdrop for large town events, such as the Superior Chili Fest, race day festivals or farmer’s markets, but also contains other carefully placed, small scale zones throughout for day-to-day activation. Some of the site elements incorporated into the proposal include a large, open synthetic turf lawn, a signature and seasonally covered stage for small performances and events, swings, large shade trees, outdoor furniture, water splash pads, outdoor games and a children’s climbing rock. One small iconic commercial building will sit at the corner of Superior Drive and Main Street (Block 7 Lot 3) on the plaza to bring daily activation to the plaza.

At the west end of the plaza, the pedestrian promenade extends north to Creek View Way from Main Street. This path will provide fire access to buildings and the plaza adjacent to the promenade but will otherwise be restricted to vehicular use by placement of removable bollards. The promenade will be lined with trees, vegetation, seating, and residential patios and provide opportunities for art, creating an inviting path between the restaurant on Block 4 and Park 2 north of there to the plaza for Downtown Superior residents and visitors.

To further activate this downtown core, ground floor commercial spaces line the plaza and extend along Main Street out towards McCaslin Boulevard. A diverse and curated mix of commercial uses will increase the foot traffic for the area. Prospective tenants may include both fast casual and full-service restaurants, soft goods and other specialty retailers, small offices, neighborhood services, and entertainment uses, activating Main Street at all times of day. Commercial **depths ranging between 40' and 60'** throughout the development, in addition to best-in-class services and consolidated commercial management, creates an attractive option for prospective commercial tenants and aims to maximize the leasing velocity of these spaces. Additionally, the one small commercial building which sits within the plaza at the corner of Main Street and Superior Drive will be a playfully designed, plaza-activating building. Program for this building may be a brewery tasting room or coffee shop that will be a memorable icon **for the downtown core. Lastly, lining the plaza's** western edge, is the Town of Superior civic space and residential leasing offices. Accessed directly off of the plaza or shared parking garage on Block 6, the Town of Superior civic space will provide the town with an open, flexible indoor **area to host community events of all sizes, such as the Mayor's Annual Dinner or a gallery exhibit.** The space will have large, operable window walls overlooking the plaza and promenade, allowing town residents to move in and out of the space with ease, taking advantage of the beautiful Colorado weather. The exterior stair to the second floor of the civic space will not only bring visual interest to the building but will provide the public with another opportunity to experience the plaza and promenade activity. Commercial parking can be found along streets, at the shared, structured parking garage on Block 6 and in surface parking areas within the blocks.

Mixed-use buildings along Main Street will not only contribute commercial vibrancy to the downtown core but will also contain residential units on levels above. These three-story buildings will have ground floor commercial flex space with prime commercial or restaurant opportunities at the street corners (sizes vary, see building plan exhibit sheets). Typical, **60' deep by 20'-0" wide** commercial spaces will sit internally to the restaurant corners at buildings on Blocks 9, 10 and 11. A limited amount of these internal bays may be restaurants, depending on access to utility shaft spaces through the **floors above and available parking based on other current tenants. 40' deep by 17'-6" – 20'-0" wide** commercial bays will make up all commercial areas on the wrap building on Block 6. A portion of these bays may also be used as restaurants pending access to utility shaft spaces through the floors above and available parking based on the other current tenants. At mixed-use buildings 6-01, 9 and 10, approximately 21,239 square feet of commercial space may be built out as live/work residential units pursuant to the attached live/work site plan exhibit (see Live/Work section later in this narrative for more discussion on this topic.)

The other primary use at the mixed-use buildings along Main Street is residential. The two floors above commercial at buildings 6-01, 9, 10 and 11 will have a variety of multi-family units, including studios, 1 bedrooms, 2 bedrooms and 3 bedrooms. These units will bring an energy to Main Street from above the pedestrian level and, from a safety **perspective, will also increase the 'eyes on the street'. The wrap building on Block 6 (6-01)** will also have residential units facing east towards the plaza on floor 4, north towards the walk-up residential buildings on floors 1-4, and west towards Block 5 on floors 2-4. Other program elements included in the mixed-use wrap building on Block 6 includes the civic space noted previously and the residential leasing center located on the first floor, second floor residential fitness center and rooftop residential clubhouse and pool for the residents of the Morgan Ranch apartments. One reserved residential parking space per each unit will sit behind each mixed-use building on Blocks 9, 10 and 11 and 1.2 spaces will be reserved for residential units within the wrap building on Block 6 (6-01) (76\*1.2=91). Shared parking for commercial, civic and plaza users will be located on each block and at non-peak hours (including overnight) can be used for additional residential parking.

At the northern zone of Blocks 6 and 7, walk-up residential units provide another housing option apart from the mixed-use buildings along Main Street. These units are not situated over commercial flex space, are different unit layouts than those proposed in the wrap and podium buildings and the buildings do not contain elevators. The residents will benefit **from the convenience of the plaza's proximity, but will have relief from some of the plaza's activity.** These walk-up residential multi-family buildings will give most first-floor residents direct access to their units from private patios (patios along Superior Drive do not have direct access to units from sidewalk because of significant grade changes between sidewalk and unit). The 33 units along Creek View Way will have views over the park towards the Flatirons; 48 units front onto the Promenade that runs north and south between the park and plaza. The walk-up buildings will provide a total of 107 private, single-car garages accessed from private drives on the rear of the buildings that residents may choose to rent if available. One van accessible garage stall is designated on block 6. Blocks 6 and 7 also provide residents the opportunity to use surface parking spaces or the parking structure on block 6. Similar to the mixed-use building parking, a minimum of one reserved residential parking space per a unit will be reserved at both Blocks 6 and 7 (12 units on north block 6 will park in the parking garage at building 6-01 in residential only spaces). A dog park is proposed at Block 7.

North of the walk-up buildings, at Block 4, a restaurant pad (5,200-5,500 GSF) will overlook the park, adjacent to a small parking lot to the west that will serve the restaurant. According to Walker Parking, at the peak hour of 7pm, the restaurant could demand up to 15 spaces/1000 SF of restaurant space (approximately 78 spaces), 44 of which would be located in the adjacent lot. The high intensity of restaurant use is a major reason the shared parking approach is recommended.

Rowhomes will be built on the southern portions of Blocks 9, 10 and 11. These rowhomes will create an attractive transition from Main Street to the existing townhomes south of Old Rail Way.

## 2. Overall Architectural Design Inspiration

**The architectural design takes inspiration from the Town of Superior's coal mining history through the use of materials and design elements.** Brick, a material used heavily in industrial age buildings, is used on every building, most often in a traditional rust color. Dark and light gray colored materials are also incorporated in to every building through many materials – fiber cement siding, stucco, fiber cement shingles, and brick, along with building elements such as railings **and awnings. Though the buildings reflect the town's history through their design, the design also purposefully is created** in a way to provide a contemporary sense of place.

- Restaurant on Block 4: building designed to reflect an old industrial building and to stand out among the other commercial buildings surrounding the plaza. Design designates outdoor dining areas north and west of the building **to activate the plaza and create a "roof top like" dining experience overlooking the parks that sit at a lower grade.** Building will likely be a build-to-suit depending on tenant selection and lease agreement.
- Plaza Commercial building on Block 7: socially engaging, plaza activating building is designed to be playful and iconic, also nodding to the historic nature of coal mining work by being partially built of corrugated steel shipping containers which tie to the industrial beginnings of Superior, and also to the current trend of re-purposing these containers for modern architecture. Building will be built once tenant is selected.
- Single story commercial buildings on block 7: buildings designed to be interpreted as built over time, with many vertical material and mass breaks on front and rear facades and various parapet forms and heights. Building 7-01 includes large awning structure off west façade; outdoor dining or beverage tenant desired to bring activity to NW corner of plaza. Brick detailing on building 7-02 created additional visual interest for pedestrians along Superior Drive. Applicant will work with the **Town's Cultural Arts and Public Spaces Committee** to determine appropriate opportunities and applications of artwork including potential mural areas on/around this building.

- Walk-up residential buildings on Blocks 6 and 7: Walk-up residential buildings on blocks 6 and 7: buildings designed to feel like townhomes, with three story tall masses and private exterior entries to ground floor units, activating the frontage with porches and pedestrian activity. Because buildings are entirely residential, design of first floor architecture is not massed separately from floors 2 and 3. Buildings are proposed in two color palette schemes to add variety to the material and color palette in Downtown Superior. Scheme 1 is used on building layouts A and B. Scheme 2 is used on building layouts C and D. See building plan exhibit sheets to see building articulation and plane changes. Signage is proposed on 2 of these buildings: one at the main project entry at Marshall Road, and another facing US 36. Signage will be designed for a contemporary and upscale aesthetic, and is important for the success of the apartment project.
  
  - Mixed-use Wrap building 6-01: to vary from the typical building design of many materials and masses found in building elsewhere in this application, the design of building 6-01 is purposefully designed to have more simple massing expressive of program – residential, residential amenity, commercial flex space and civic. The simplicity of the masses allows the design make another approach from the **inspiration of Superior's coal mining** history by show-casing bands in the materials at the civic space, which alludes the the earth as miners would have penetrated under the surface. The commercial flex space portion of the building is designed to provided visual interest through multiple design styles and varying masses. To enhance the experience as visitors enter the town core, at the corner of Marshall Road and Main Street, the commercial flex space will have corner storefront windows, adjacent to a mural wall (design TBD) along Marshall Road. The façade along Marshall Road will be highly visible and experienced by users through all modes of transportation. For this reason, the façade design includes design elements such as the mural wall, windows into all spaces that are appropriate from a program perspective (residential units, maintenance office and dog/bike wash), enhanced materials at the residential entry and vehicular entry into garage, interesting parking signage, and a textured base material to be experienced by pedestrians. The garage will only be minimally visible at the ground floor vehicular and pedestrian entrance. Because of the nature of the site, Building 6-01 utilizes four-sided architecture (there is no **“back” of this buiding**). **Utility** functions such as trash and recycling rooms and water entry room are located with access from Marshall Road. Doors to these spaces are designed to blend into the façade by being painted to match the façade. The north side of the building is composed primarily of residential units from floors 1-4. As mentioned above, the design of this building is meant to be simpler than the adjacent architecture and massed according to program. The main north façade is primarily a white mass to match the residential mass designs on other portions of this building. As this façade will not be lit during winter, the white matreial also helps brighten the space by being a lighter color. The patios along the ground are clad in dark brick to create a heavier base. **Applicant will work with the Town's Cultural Arts and Public Spaces Committee to determine appropriate opportunities and applications of artwork including potential mural areas on/around this building.**
  
  - Mixed-use Podium buildings 9, 10 and 11: buildings designed to be interpreted as built over time, with many vertical material and mass breaks on front and rear facades, Main Street commercial was historically built with residential above, and these buildings follow that precedent. Though similar in form, these building each look different through the use of different colors and materials and the break up of the architectural masses. Ground floors are primarily commercial flex space with the exception of some utility spaces strategically located on the rear of the buidings, away from the ends. Each building also has a private residentail lobby that can be accessed from either the front or rear facades. These lobbies allow the residents to access the 2<sup>nd</sup> and 3<sup>rd</sup> floors through elevators or stairs and also contain a mail/parcel area and private residential bike storage room. **Applicant will work with the Town's Cultural Arts and Public Spaces Committee to determine appropriate opportunities and applications of artwork including potential mural areas on/around this buildings.**
3. Overall Architectural Site Layout and Orientation:

- Concentrated Commercial Flex Space Development: commercial uses are situated around the plaza and Main Street to bring activation to the core of downtown and create viable opportunities for commercial tenants by proximity to other tenants and Main Street circulation. The one exception of commercial on of the plaza/Main Street is the restaurant on Block 4 which not only allows visitors to view the parks to the north and mountains in the distance from an overlook plaza perch, but creates an anchor at the north end of the pedestrian Promenade, encouraging public use of the promenade between the restaurant and plaza and offers the potential of a great setting for public art.
- Concentrated Residential Development: walk-up multifamily units located at the northern portion of blocks 6 and 7 and townhome units located at the southern portion of blocks 9, 10 and 11 are concentrated together to allow Main Street to primarily be compromised of commercial uses. These residential zones will provide future residents the opportunity to live near Main Street and its amenities, but not be immediately adjacent to commercial activity. These concentrations also allow for efficiencies in residential parking locations and trash and recycling utilities.

#### 4. Rowhomes

A total of 64 Rowhomes are planned for the southern portions of Blocks 9, 10 and 11. These Rowhomes will create an attractive transition from the mixed-use buildings along Main Street to the existing Rowhomes south of Old Rail Way.

- Block 9, Lots 2 through 17 and Lots 24 through 28 (21 units) are single family attached lots (Rowhomes). These lots range in size from 980 SF to 1,470 sf (0.022 to 0.034 acres). Units will have front doors facing the surrounding public street and garages served from a private Lane in the rear.
- Block 9, Lots 18-23 (6 units) are single family attached lots (Rowhomes). These lots range in size from 1,000 SF to 1,440 sf (0.022 to 0.033 acres). Units will have front doors facing an internal green court and garages served from a private Lane. These lots will be accessible units with no steps from the sidewalk to the front door.
- Block 10, Lots 2 through 20 (19 units) are single family attached lots (Rowhomes). These lots range in size from 980 SF to 1,470 sf (0.022 to 0.034 acres). Units will have front doors facing the surrounding public street and garages served from a private Lane in the rear.
- Block 11, Lots 2 through 19 (18 units) are single family attached lots (Rowhomes). These lots range in size from 980 SF to 1,470 sf (0.022 to 0.034 acres). Units will have front doors facing the surrounding public street and garages served from a private Lane in the rear.
- These units will be for sale. Clusters of Rowhomes (buildings) will be constructed and occupied as they are built and served by applicable public infrastructure and access.

#### Rowhome Residential Typologies

Block 9, 10 and 11 courtyard building plans depict 3-story attached rowhomes, consistent with the PD description of **Attached Rowhome Typology D: "Rowhomes" which are allowed from 1,500 - 1,800 SF plus 250 SF ground floor use. All the townhome's units will have porches fronting either a public street or a private street. Decks with stone columns and metal railings above recessed front porches, various roof forms, boxed bay windows and offset wall elevations all provide for articulation. Each unit is provided with a ground floor office or optional bedroom. Self-park tuck under garages are provided which are accessed from internal driveways within the block. Density and urban street presence are maintained with minimal setbacks, and all objectives of the PD and Residential Typology D are satisfied. The townhomes will have tuck under garages**

Plan 103 (3 story) = 1,960 SF total with 386 SF on the ground level and 1,574 SF dedicated to the upper two levels.

Plan 109 (3-story) = 2,320 SF total with 468 SF on the ground level and 1,852 SF dedicated to the upper two levels.

The rooftop deck option will add a stair shaft to access the rooftop deck of 110 SF.

Applicant is requesting approval for modifications to the PD Residential Typology D Rowhomes square footage range to allow the Plan 103 and Plan 109 square footages.

### Rowhome Height Limits

**All units within Blocks 9, 10, and 11 are under the 55' maximum height zone designated with the PDA #2. There are a few site factors that affect the height of the building placed on an individual lot or group of lots. One is the grading on the exterior perimeter of the building, and two, the stepping of the building for contouring the sloping conditions. These conditions can affect the building height by about 2'.**

The three-story rowhome building will range in height from 39'-7" to 44'-0" depending on building type, grading, rooftop deck option and the stepping conditions across the building.

- i. Flat Site three story (plan 103) proposed 39'-7" building height, well under the allowed 55' maximum building height.
- ii. Flat Site three story (plan 109) proposed 39'-9" building height, well under the allowed 55' maximum building height.
- iii. Flat Site three story (plan 103) with rooftop deck proposed 43'-10" building height, well under the allowed 55' maximum building height.
- iv. Flat Site three story (plan 109) with rooftop deck proposed 44'-0" building height, well under the allowed 55' maximum building height.

### Rowhome Color Selection

All units within Block 9, 10 and 11 will promote a harmonious blend of color and will follow the Superior Town Center Design Guidelines Section 7.10. The color schemes used are neutralized shades of gray earth tone colors. There is stacked stone on the some of the units and castle stone on the other units. The same color schemes will not repeat within the same building. Please refer to the 3D renderings for a conceptual application of color variety in the community. Each paint scheme helps tie the community together but will help provided variation between the buildings. See sheet AR2.5 and AR3.1 for an example of the color schemes that will be offered.

### Rowhome Architecture

On Block 9, 10 and 11 attached Rowhome concept of residential units will have upper floors attached present a denser, urban edge of residential three stories units and will have front doors with porches opening to the street. All buildings shall be continuous and consistent on all elevations to achieve a uniform and complete design statement in accordance with the STC Design Guidelines as stated in section 7. The units are accessible by a sidewalk from the street. These units will be similar in massing to the courtyard units already built on Block 13. The massing will consist of three-story buildings on flat sites.

The individual units will have a second-floor balconies which face the street which is encouraged in the typology D and will help create a sense of outdoor living that is highly desired. The deck has been designed similar in size to the balconies that are on block 13. The balconies average over 100 square feet in size which will accommodate a table and chairs or other furniture. There will also be an option for a rooftop deck which may be incorporated with the buildings see sheet AR2.3 and AR2.4. The outdoor living spaces will help with building articulation and encourage a sense of community.

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



All units will be street facing sharing similar architectural design with a front porch to invite guest to the front door that is facing street or metro district parcel. Materials on the rowhomes will consist of manufactured stone, anchoring the base of the units to the ground, with durable concrete siding products used on upper levels to help provide variation and a sense of interest.

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

The rowhome buildings range in height from about 36-6" to 44' which is approximately 10' less than the allowed 55' maximum building height.

Sustainability all the rowhomes that will be built in block 9, 10 and 11 will be built with the green building standards and Indoor Air Quality in mind. They all will have Energy Star testing performed giving them Energy Start Ratings. All townhomes will perform well beyond the current residential building code.

Rowhome Typology Request for modification from PD: Refer to Section 20.

## 5. Landscape Design

Below is a description of the landscape approach by block:

### Block 4 (LX.2 Sheets)

The landscape items in this area are defined as café seating areas, pedestrian access from the parking lot to the restaurant building and planting areas surrounding the restaurant and parking lot. To the east a terminus plaza to the promenade will serve as an area for overflow seating, an overlook to the park and athletic field to the north, a paved area for public art.

### Block 6 (LX.1 & LX.2 Sheets)

The landscape in Block 6 is comprised of several conditions, residential landscapes between the building and ROW, a small courtyard between building 6-03 and 6-04, a larger courtyard between building 6-01 and 6-02, and parking lot landscape.

#### Residential Landscape between buildings and ROW

These areas contain access walks, stoops, patios and various landscape planting treatments depending on the size and location of the area. Shrubs and perennials provide a vegetated edge between the back of walk and base of the buildings. Architectural planters with drains have been incorporated in select areas where space is limited **to 5' or less to allow for planting at the base of the buildings in the 5' no planting area.** Low water use turf grass is installed in select areas where there is adequate space for a functional lawn area.

#### Small Courtyard

The small courtyard between buildings 6-03 and 6-04 provides an arced walk with seating which connects to entry sidewalks into the buildings. Shrub and perennial plantings frame the space with 2 small informal gathering lawn panels.

#### Large Courtyard

A larger courtyard is located between buildings 6-01 and 6-02. The north side of building 6-01 has stairs, stoops and architecturally integrated planters bordering the main east/west pedestrian sidewalk connection. Two lawn panels are located in the center of the mews and are contained on the east and west by shrubs, perennials and trees.

## Parking Lot Landscape

**The parking lot landscape meets or exceeds the number of trees and understory plantings of one 2.5" caliper tree and 5 shrubs for every 8 parking spaces. All planting beds that include trees have a minimum of 3' from tree trunk to the back of curb.**

### Block 7 (LX.3 & LX.4 Sheets)

The landscape in Block 7 is comprised of several conditions, residential landscapes between the building and ROW, the Plaza, the Promenade, a dog park and a parking lot landscape. All planting beds that include trees **have a minimum of 3' from tree trunk to the back of curb.**

### Residential Landscape between buildings and ROW

These areas contain access walks, stoops, patios and various landscape planting treatments depending on the size and location of the area. Shrubs and perennials provide a vegetated edge between the back of walk and base of the buildings. Architectural planters with drains have been incorporated in select areas where space is **limited to 5' or less to allow for planting at the base of the buildings in the 5' no planting area. Low water use turf grass** is installed in select areas where there is adequate space for a functional lawn area.

### Plaza

The Plaza is surrounded by the wrap building with the ground floor civic space to the west, retail to the north and east and Main Street to the south. The Plaza provides a variety of public amenities and offers flexibility in the programming and functionality. Circulation is defined by a tree lined crescent arc leading pedestrians from Main Street along the retail frontage to the front door of the civic space. The paving, site furnishings and lighting materials of the walk match and complement the existing materials used in the Main Street streetscape. Bordering the crescent walk are raised curb tree planters. Outdoor café seating areas are provided adjacent to the retail buildings. The southeast corner of the site is fenced around the retail kiosk to provide an area for a beer garden with café seating and yard games.

The town green is recessed to the interior of the crescent walk to create various conditions of amphitheater seating for viewing the stage to the northwest. The stage is envisioned to be covered with a tensile type fabric providing cover from the rain but taken down during the winter. The columns supporting the tensile fabric harken to the coal mining industrial aesthetic and provide an opportunity for lighting and a sound system. The surface of the green is synthetic turf.

A splash pad with flexible outdoor seating and ring bench seating is located to the southeast of the green. The splash pad is comprised of in ground spray jets and configured to serve both active and passive users as an interactive water play feature and element of visual interest. Shade trees are integrated around the edges of the splash pad to provide shade.

The southwest corner of the plaza space includes a play area surrounded by planting on three sides. The play area is comprised of poured-in-place safety surfacing and contains GFRC climbing rock elements geared to children of all ages along with accessible disc swings that serve as an inclusive play element for children with limited mobility.

### Promenade

The promenade provides pedestrian access between Main Street to the south and Creek View Way and the community park to the north. It also functions as a fire access road. The clear width of the fire lane and pedestrian paving at the southern end to the east of building 6-01, where the civic space is located, is **26' and it is 20' wide at the northern end meeting the requirements of PD 4 and the Fire Chief. The paving at the southern end is a sand finish colored concrete providing continuity with Main Street sidewalk material with brick arc inlays, the same brick material as used on Main Street, moving to the north. The public ROW area of promenade is 37' wide in lieu of the 45' identified in PD 4, however, the overall distance between buildings has**

increased from the PD requirement **and varies from 49.5' – 53' which is 4.5' to 8' wider than the PD 4** requirement. This additional area allows for patios and terraces of the adjacent buildings to establish a community feel and interact with the public space of the promenade. The public section of the promenade contains a variety of amenities including, a tree lined walk to provide shade, a pocket park and 9 distinct social seating spaces. The pocket park is located at the east/west passthrough near the mailroom between buildings 7-04 and 7-05. This area has a central, circular paved area for gatherings and is lined with low seating elements and is surrounded by enhanced landscape and turf lawn panels to the east and west. The amenities provided in the other 9 social spaces include:

- Bench seating at the ends of the 2 opposing brick lined arcs
- Decomposed granite areas with bench seating
- Seatwalls at the midpoint of each brick arc
- Decomposed granite areas with bench swings and small café tables and chairs

Residential building entries and ground level patios of buildings 6-06, 6-07, 7-04, and 7-05 abut the public amenity zone adding further activity and social interaction. Planting in the public amenity zone provides shade and softens the promenade edges as well as providing a buffer and low-level screening transition to the private patios and ground level windows of the adjacent residential units.

#### Dog Park

A dog park is located to the south of building 7-06. **The dog park area is a total of 2,670 sf and bordered by a 5' tall steel fence.** The dog park surface has two surface treatments, synthetic turf and crushed stone paving. Dog play elements are located within the fenced area along with dog bag dispensers and a drinking fountain. A shade structure and bench seating are provided for the human visitors. The dog park will be actively managed and maintained by the apartment building owner, including regular washing of the turf via built-in sprinkler heads.

#### Parking Lot Landscape

The parking lot landscape meets or exceeds the number of trees and understory plantings of **one 2.5" caliper tree and 5 shrubs for every 8 parking spaces. All planting beds that include trees have a minimum of 3' from tree trunk to the back of curb.**

#### Block 9 (LX.7 Sheets)

The landscape areas in Block 9 include the pedestrian access and planting areas to the south of the mixed use building along Main Street, surround the townhomes to the south and include the parking lot between the buildings.

#### Block 10 (LX.6 Sheets)

The landscape areas in Block 10 include the pedestrian access and planting areas to the south of the mixed use building along Main Street, surround the townhomes to the south and include the parking lot between the buildings. The large median in the middle of the parking lot will have curb cuts to drain stormwater across the landscape area.

#### Block 11 (LX.5 Sheets)

The landscape areas in Block 11 include the pedestrian access and planting areas to the south of the mixed use building along Main Street, surround the townhomes to the south and include the parking lot between the buildings. The large median in the middle of the parking lot will have curb cuts to drain stormwater across the landscape area.

6. Parking and Parking Management and Snow Removal

Parking proposed for the project generally falls into one of the following 4 categories:

- Private Reserved Parking: Privately owned parking reserved for a specific use as noted in the Walker Shared Parking analysis (ie residential.) This parking will be signed and controlled by the private property owner via a parking permit system. **This is reflected on the FDP parking table as “Garages - Reserved”, “Structured - Res. Unres.”, “Surface - Res. Unreserved,” and “Private Rowhome Garage”, totaling 538 spaces.**
- Private Shared Parking: All parking on private lots will be funded, owned, and operated by the private property owner. **It’s currently anticipated that those private surface lots listed as shared will be unrestricted (open to the public) to allow as much flexibility as possible and provide parking to service the adjacent retail tenants. A Reciprocal Easement Agreement (“REA”) will be recorded on title by the developer such that the shared parking on any block within the Morgan Ranch DTS proposal will be open to serve other uses within the Morgan Ranch DTS proposal and operate as a single available pool of parking for those uses, consistent with the Walker Shared Parking Study. The property owner will be responsible for managing this parking and will adjust signage and regulations to ensure efficient operation and appropriate usage, in order to please their tenant(s). (For example, if residents are using shared parking in disproportionate amount such that it becomes a problem for retailers, the property owner as landlord will take corrective action such as time-limited parking, validation, security, valet services, or permitting.) This is reflected on the FDP parking table as “Surface - Shared,” totaling 152 spaces.**
- Public Parking: **parking on town dedicated ROW’s owned and maintained by the town (ie on-street parking.) This is reflected on the FDP parking table as “Public/Street” totaling 191 spaces.**
- Metro District Parking: parking which is funded, owned and maintained by the Metro District. (This includes the 244 space MOB parking garage on Block 12 and 186 spaces in the lower levels of the Block 6 parking structure which will be funded by and dedicated to the Metro District.) This is reflected on the FDP parking table as **“Structured - Shared” totaling 186 spaces** within the Morgan Ranch project.

PARKING PROVIDED BY ZONE								
	BLOCK 4	BLOCK 6 NORTH	BLOCK 6 SOUTH	BLOCK 7	BLOCK 9	BLOCK 10	BLOCK 11	TOTAL SITE
GARAGES - RESERVED		55		52				107
STRUCTURED - RES. UNRES.			116					116
STRUCTURED - SHARED			186					186
SURFACE - RES. UNRESERVED		41		36	36	38	36	187
SURFACE - SHARED	44			64	9	19	16	152
PUBLIC/STREET		18	14	46	40	40	33	191
PRIVATE ROWHOME GARAGE					54	38	36	128
<b>TOTAL PROVIDED</b>	<b>44</b>	<b>114</b>	<b>316</b>	<b>198</b>	<b>139</b>	<b>135</b>	<b>121</b>	<b>1,067</b>

This application includes a site-specific *Shared Parking Analysis for Downtown Superior’s Main Street Core East*, also referred to as the Morgan Ranch DTS mixed-use development. This analysis has been prepared in accordance with the Planned Development (PD) Plan for Area 2, per the methodology outlined on sheet CS1.1. This methodology generally follows industry-standard best practices for shared parking published by the Urban Land Institute (ULI) and Institute of Traffic Engineers (ITE).

Key findings from this shared use parking needs analysis are provided below:

- This analysis is based on industry-accepted shared parking methodology using base ratios and hourly **and monthly adjustments from ULI’s *Shared Parking 3rd Edition*** (updated 2019). The model considers the captive and hourly shared-use factors between land uses along with appropriate local driving adjustments derived from US Census data and proposed improvements to the project area.

- At the projected peak hour -- a weekend at approximately 7:00 PM -- the recommended parking supply to serve the project is 1,067 parking spaces.
- The projected weekday peak hour is very similar and occurs at approximately 7:00 PM with a recommended parking supply of 1,016 parking spaces.
- The site developer is implementing several strategies to help better manage the parking demand and maximize site efficiency, including:
  - Unbundling residential parking, which will be leased separately from the units
  - Limiting the number of employee permits issued, and
  - Providing covered bicycle storage and enhanced pedestrian connections throughout the project
- The unadjusted Superior Town Center PD standards would require an estimated 1,081 parking stalls for the base program. Therefore, a minor variance of 14 spaces (-1.3%) is recommended, based on this shared parking analysis.
- A parking supply of 1,067 spaces is proposed to meet the needs recommended in this analysis.
- For non-driving employees and other users, the project site is near to several multimodal transportation options, including the Bus Rapid Transit line on US 36, which have been considered for their impact on driving ratios for the site.
- **The project's proximity to other commercial and multi-family developments** has also been considered; these factors will increase the captive parking demand as nearby residents and employees are likely to access the restaurants, commercial, and civic uses at the site.
- If live-work units are developed in lieu of some of the commercial flex space square footage, the shared parking analysis predicts a decrease in overall parking needs at the peak hour. A total supply of 831 parking stalls is recommended for the alternative program.

A simplified summary of the shared parking model for the base program is shown below. Please note that more detailed discussion on these base ratios and adjustments is provided in *Shared Parking Analysis*.

Shared Parking Summary – Base Program – Weekend at 7:00 PM

Land Use	Project Data		ULI / ITE Base Ratio	Captive / Mode Adjustment	Peak Hr. / Monthly Presence	Recommended Supply*
	Quantity	Unit				
Retail (<400 ksf) Employee	39,338	sf GLA	3.20 0.80	78% 69%	70% 80%	59 17
Fine/Casual Dining Employee	16,953	sf GLA	15.25 2.50	91% 69%	95% 100%	223 30
Fast Casual/Fast Food/Food Court / Food Hall Employee	16,952	sf GLA	12.70 2.00	75% 69%	77% 90%	125 21
Civic Center - library Employee	3,904	sf GLA	1.90 0.20	79% 69%	0% 7%	0 0
Civic Center - event Employee	3,903	sf GLA	5.50 0.50	10% 69%	30% 25%	1 0
Residential, Suburban **						
Studio Efficiency	85	units	0.66	100%	100%	45
1 Bedroom	146	units	0.69	100%	80%	82
2 Bedrooms	134	units	1.27	100%	80%	137
3+ Bedrooms	17	units	1.93	100%	80%	26
Reserved	23%	res spaces	0.28	100%	80%	107
Visitor	382	units	0.15	98%	100%	57
Townhomes						
Reserved	100%	res spaces	2.00	100%	55%	128
Visitor	64	units	0.15	98%	100%	9
<b>TOTAL</b>						<b>1,067</b>
<p>*The shared parking model calculates parking needs by use type to the nearest integer and may result in some rounding of internal formulas.                  **Residential base ratios are adjusted to account for reserved parking usage for some tenants (107 reserved spaces available distributed across all unit types); 100% of townhome tenant parking is assumed to be provided for in dedicated private garages.</p>						

Pursuant to the Traffic Demand Management Plan prepared in 2015, the project proposes many TDM strategies, including:

- Retail Developer (Morgan Ranch DTS) will encourage tenants (business owners) to provide transit passes for their employees via lease language.
- Preferred parking for car share and electric vehicles
- **“Unbundled parking” to encourage residents to reduce reliance on cars**
- The site is well connected to the 36 bikeway and within walking distance from the BRT station.

- Owner is working with 3rd party vendors to encourage the provision of bike sharing and car sharing services/hubs within the project.
- A new local bus stop is proposed on Marshall Road between Creek View and Main Street with service by RTD.
- Owner will distribute (or cause to be distributed) education materials to residents on ride sharing, car sharing, and transportation options to encourage alternate modes of transportation.

## 7. Bicycle Parking

Residents within this project boundary will have opportunities for covered bicycle storage within residential buildings. Additional public bicycle parking will be provided throughout the project area, concentrated at most visited areas such as the plaza and Main Street. All bicycle parking within the FDP boundary and along adjacent public street will amount to 266 spaces. This represents 25% of the vehicular parking, 170 of those spaces are covered. The Design Guidelines (page 4-13) require a minimum 10% of the required vehicular parking, 1/3 of those spaces covered. This design exceeds the minimum Design Guidelines bicycle parking requirements.

## 8. Vehicular Access

Vehicular access to the project is provided via the street grid, as previously constructed and/or planned in the PD. Access within each block is provided in private alleys and parking lot drive aisles. The geometry of internal vehicular circulation has been designed to accommodate Rocky Mountain Fire apparatus and anticipated delivery vehicles.

Pedestrian Access: Pedestrian access to the project is provided via sidewalks along grid, as previously constructed and/or planned in the PD. Internal sidewalks are proposed to provide access to the front doors of residential buildings, community mail boxes, and site amenities. Walkways are provided along the rear of the mixed use buildings on Main Street; these are intended to be used to access rear service doors and provide emergency egress from commercial flex spaces.

The Plaza and Promenade are designed to be exclusively pedestrian zones, but will accommodate emergency and service vehicles. Removable bollards at the north and south ends of the Promenade facilitate vehicular access when required.

## 9. Project Accessibility

Routes: Virtually all of the sidewalks on the project will be ADA accessible. Due to elevation changes, there are locations on the site which require stairways to take up grade along sidewalks and to building entrances. Where stairs are necessary in sidewalks, there is an alternative route without stairs to provide accessible access to features. For the residential buildings on Block 6 and 7, all stair towers must have 1 accessible entrance, but not every building entrance will need to be accessible (without steps). This plan provides a sufficient number of accessible building entrances to comply with ADA and Colorado Title IX requirements.

For-Rent Residential Units: 382 residential, for rent units are provided within in the project. Per ADA requirements, eight units must be Type A accessible units. Accessible units are located as follows:

Type A: Building 6-01 – (1) Studio and (1) 1 Bedroom, Building 6-03 – (1) Studio, Building 6-04 – (1) 1 Bedroom, Building 7-05 – (1) 1 Bedroom, Building 7-06 – (1) 2 Bedroom, Building 10 – (1) 2 Bedroom, Building 11 – (1) 3 Bedroom. Total 8 Type A units.

Type B: All units that are not Type in buildings 6-01, 9, 10 and 11. All ground floor units in buildings 6-02 – 6-07 and 7-04 – 7-07. Total 220 Type B units.

If commercial flex spaces are converted to live-work, residential portion of at least one unit will need to be Type A. All commercial flex space portions of every live/work unit will need to be fully accessible, including accessible bath provided for customers. Accessible parking stalls counts would not need to increase as project includes more than required.

Rowhomes: selected units adjacent within Block 9 internal green court are designated as accessible. This location was selected based on grading considerations and the ability to provide an accessible off street visitor parking space in close proximity to the units.

10. Emergency and Delivery Vehicle Access:

The geometry of internal vehicular circulation has been designed to accommodate Rocky Mountain Fire apparatus and anticipated delivery vehicles. As planned with the PD, circulation for large delivery vehicles is not allowed on Main Street between Promenade Drive and Superior Drive.

Deliveries to the wrap building on Block 6 are anticipated to occur on Marshall Road. The accompanying Final Development Plan for Marshall Road provides for a loading zone along the frontage of the building.

11. Exterior Lighting Approach

Parking Lots & Drive Lanes

The primary lighting strategy is to illuminate the drive lanes and parking lots from building-mounted area luminaires (**wallpacks**). **Where wallpacks aren't feasible, pole mounted luminaires will be used. The wallpacks shall not to exceed 12- ft in height and pole lights shall not exceed 20-ft in height.** Where located in landscaped medians, pole lights shall be installed on a masonry base not to exceed 2-ft in height. Both the pole lights and wallpacks shall be LED with a color temperature of 3000K, full-cutoff, and compatible with the architectural structure (selected by Builder).

The selected fixtures for lighting the internal private lighting deliberately do not match the Main Street fixture style. The rationale for this is two fold – the light distribution of the Ashbery light fixture is not suitable for parking lots, and a variation of light fixture will help differentiate privately owned areas around the residential buildings from the public realm.

Courtyards and Pass-Thru Walkways

Path lighting is to be scaled to pedestrians, provide wayfinding, and enhance the perception of safety. This will be mostly achieved through post-top mounted pedestrian lights and bollard pathway lights. Per the design guidelines, Ashbury bollards and post-top lights shall be used for the majority of the pathway and courtyard lighting. This allows the areas to match the lighting used along Main Street and other metro district parcels in the project. Building-mounted decorative sconces shall be installed at the building entrances to provide light at egress/ingress points connecting to the pathway (selected by Builder). Festoon lighting shall be strung between the commercial buildings to provide lighting down the pathway (selected by Builder). Light columns shall be installed along the perimeter of the plaza pathway for additional wayfinding and aesthetic lighting (selected by Builder). The post-top and light column luminaires shall exceed 12- ft in height and decorative wall sconces shall not exceed 12-ft in height. The color temperature for all courtyard and walkway luminaires shall be 3000K.

Lighting is to be scaled to pedestrians, provide wayfinding, and enhance the perception of safety. Path lights will be placed at main walkway intersections, intermittently along longer pathways, and public pathways.

12. Utility Infrastructure

**Most of the public utility infrastructure to serve this perimeter of this project is included in separate FDP's; specifically, FDP 1 (approved and constructed), FDP1 Phase 2 (approved and mostly constructed).** This FDP includes public water and sewer, private storm, and basic dry utility layout. Specific dry utility layout will be performed by the respective dry utility companies.

- Storm Drainage: The internal blocks will be served by private underground storm drainage systems connected to the public system in the perimeter streets. Building roof drains will be directly connected to the storm system.



The specific location of building roof drain connections will be determined as part of final building design and civil construction plans. Stormwater detention for development of these blocks will be provided in Pond 312 (east of the Sport Stable) and Pond 311 (north of the Medical Office building). No on site detention is required, and no special considerations for design or installation of the storm drainage system will be necessary.

- Domestic Water: Water mains extending through the blocks are intended to be public, owned and maintained by the Town of Superior. Individual service pipes will extend to each building. Water meters for most of the buildings are proposed to be inside the building. The Town will be provided access to each water entry room through a key or Knox box.
- Sanitary Sewer: The sanitary sewer mains extending through the blocks are intended to be public, owned and maintained by the Town of Superior. Individual service pipes will extend to each building. No special considerations for design or installation of the sanitary sewer system will be necessary. Grease traps for the commercial buildings are shown on the plans. The grease traps will be privately owned and maintained. A sand oil interceptor will be provided for the parking structure within building 6-01. This will be located inside the building footprint and therefore is not depicted on the FDP.
- Reuse Water: This FDP will not include any new reuse water mains, but irrigation services will be tapped from the existing reuse main in Old Rail Way and a new reuse main in Creek View Way installed by separate FDP.
- Dry Utilities: The plans depict the preliminary locations of transformers, electric meters and gas meters. Additional routing information for dry utilities will be added to the plan set as it becomes available from Xcel.

### 13. Mail

- A central mailbox cluster is proposed in Block 7 to serve buildings 6-02 through 6-07 and buildings 7-04 through 7-06.
- A mailbox cluster is proposed north of building 7-01 to serve the commercial buildings 7-01 and 7-02.
- Buildings 6-01, 9, 10 and 11 will each have an internal mail rooms.
- Blocks 9, 10 and 11 will each have central mailbox clusters to serve the Rowhomes. These boxes will be located along Old Rail Way.
- Parcel boxes will be included at all trash locations. Large deliveries will be delivered to the leasing office and be stored in large, secured parcel closet.
- This submittal has been referred to the USPS for confirmation that the above arrangement will meet their requirements .

### 14. Trash and Recycling

At blocks 4, 6 and 7 commercial and walk-up apartment buildings, trash and recycling enclosures will be on site. *On block 4, one enclosure serves the restaurant.* Trash and recycling enclosures are placed to serve 2-3 buildings on blocks 6 and 7. On blocks 6, 9, 10 and 11 at the wrap and podium buildings, trash and recycling services are placed in rooms within the buildings. At blocks 9, 10 and 11 townhome buildings, individual townhome units will have their own trash and recycling containers to be stored within their individual garages. These interior trash and recycling servicing areas are placed away from main building entrances, near service areas where trucks have service access. The design team has worked with Waste Connections to predict pick-up servicing to occur 3-4 times per a week. See section 21. Conformance with Design Guidelines for additional information

Trash and recycling for the rowhomes will be by individual totes kept in each private residential garage, except on trash pickup day.

#### 15. Signage and Future Façade Changes

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

Building mounted signage (both residential, commercial flex space and civic) will be part of a separate sign permit for each user/tenant within the project. This signage is unknown at the time of this application and is not part of the FDP. Potential locations for future sign bands, blade signs and other building located signs have been marked on elevations. Areas for address signs are also marked. Future signage submittals will be required by users/tenants to meet Design Guidelines requirements (such as size and quantity) and seek individual permitting.

Elevations also call out areas for potential future green walls, super graphics or murals. Designs of these are TBD. The owner understands the value of art throughout the walkable downtown area and plans to promote artist work throughout the project. This will also comply with the **town’s desire incorporate art throughout the town.**

#### 16. Temporary Facilities

Temporary facilities within this FDP will include stormwater management Best Management Practices (e.g. silt fence etc.) and contractor staging areas. Details of these items are beyond the scope of an FDP but will be provided in Construction Plans. Additionally, the Developer and the Contractor will work with Town staff to provide detailed sequencing plans to maintain pedestrian and vehicular access to occupied areas of the Town Center and maintain or offset the temporary parking currently available on Block 7.

#### 17. Commercial Flex Space Building Use

Approximately 73,000 NSF of commercial flex space is proposed for the project surrounding the plaza, along Main Street and in a single restaurant building on block 4. Prospective tenants may include both fast casual and full-service restaurants (restaurants estimated to occupy 40-50% of tenant space), soft goods and other specialty retailers, neighborhood services, entertainment uses, offices, or other commercial uses allowed by the PD zoning, bringing a **variety of goods and services to Downtown Superior. Because many tenants will want a typical 60’-0” deep x ~20’-0” wide bay with windows only along the main face, most tenant spaces are proposed in this arrangement.** Because restaurants do not need such typical spaces, the atypical spaces are strategically proposed on the corners of the podium mixed-use buildings. Restaurants will bring activation to the street corners by providing not only indoor dining, but also outdoor and recessed covered dining along the sidewalks. The tenant spaces at the wrap building 6-01 are **40’-0” deep x 17’-6” – 20’-0” wide** to accommodate an efficient building design and will be attractive to smaller brand, local tenants who want more exterior perimeter space since they are not driven by national retail standards. Specific tenant selection will also take into account the shared parking analysis to ensure provided parking counts meet shared parking demand.

Tenant spaces within buildings 7-01 and 7-02 **follow the typical 60’-0” x 20’-0” dimensions.** The single-story buildings will attract tenants who do not want residential units above them or need more flexibility and access to rooftop services such as venting. Building 7-01 includes a large awning structure on the west façade; outdoor dining or beverage tenant is desired to bring outdoor activity to NW corner of plaza.

**The “kiosk” building on the plaza (7-03) and block 4 restaurant will be built once a tenant is found.** Both of these buildings anticipate users that will help activate their adjacent outdoor spaces. The plaza “kiosk’s” potential desired tenants include ice cream shop, brewery tap house, or coffee shop by day-bar by night sort of tenant; block 4 restaurant

is anticipated to be full service restaurant with a large amount of outdoor seating or indoor-outdoor seating that will bring life to the park area and the termination of the promenade.

Ground floor to second floor heights recommended by the Design Guidelines are 14'-18'; **building designs** in the generally project exceed this recommendation, but all tenants will be able to adapt space to desired ceiling heights. No storefront heights are set in Design Guidelines, but proposed storefront heights are dimensioned on elevations. Tenants responsible for all storefront design (which will be subject to design standards provided by landlord generally consistent with the imagery shown in this FDP,) allowing them the opportunity to individualize design to specific need, add specialty openings, etc. Storefront shown on elevations and imagery at leasable commercial flex spaces for visual reference only.

#### 18. Live/work Units

**The owner's first priority is to create a vibrant and active Main Street at the heart of Downtown Superior. We believe that true commercial retail, office, service and entertainment uses will be viable, and have designed high quality "class-A" commercial space to accommodate such commercial tenants.** Due to the uncertain nature of the retail market, however, equity and construction financing partners on the project have asked for some assurance that the commercial space designed as part of the proposal will be able to be occupied by some us in the event that traditional commercial tenants do not prove feasible. To respond to that concern, and to maintain a vibrant, active Main Street in such a case, the owner may convert typical commercial spaces to live/work residential units in the event that 100% commercial tenants do not prove feasible.

See live/work exhibit for proposed commercial locations to potentially be converted to live/work units on exhibit sheets, which would replace a maximum of 21,239 square feet of floor area that would otherwise be 100% in-line commercial with up to 21 live/work units which, including mezzanine **"living" levels would** total 23,383 square feet. Within the proposed live/work units there would total approximately 10,319 square feet of floor area still proposed for commercial **use (in the "work" area of each live/work unit,)** meaning a build-out of these spaces as live/work could ultimately result in a reduction of 10,920 square feet of commercial use across the total project compared to the full commercial lease-up scenario. Though proposed plans included in exhibit sheets, these units to be built at a later date and subject to plan adjustments due to market demands and client preferences. Per residential typology L, live/work units may be a studio, 1-bedroom or **2-bedroom layout, up to 2,500 SF with minimum "work" space of 400 SF.**

**"Work" uses** in a live-work scenario may include small retail boutiques, young entrepreneurial businesses and small professional offices (such as insurance agent or architect) that may not have the monetary capacity or spatial demands for a full commercial lease space. Requirements would be written into leases of live/work units for lessee to use **"work"** portion of the unit as a commercial business, ensuring attractive commercial storefronts and commercial activity along 100% of the Main Street frontage (which exceeds PD requirements suggesting up to 25% of the frontage of the **"Flex Space with Live/Work Restriction" zone could have been true residential uses.**) As illustrated on the attached exhibits, each proposed live/work plan includes between 466 to 688 SF of commercial space spanning 100% of the **frontage facing Main Street, with "live" functions limited to the rear** of the building or upper mezzanines.

Live/work units would exist in the residential typology L at the ground floor. No building elevation alterations would be necessary to convert commercial flex **space to live/work units. In all instances, potential live/work units place the "work"** on the front façade facing Main Street and do not require any changes to the storefront design, displaying large amounts of transparent glass, commercial entry doors, lofty ceiling heights and commercial signage opportunities just like a full commercial use. Also, **restricted in the PD per the areas marked as "Flex Space with Residential Restriction.** Residential use allowances within this area are limited to typologies A and L, no corner commercial spaces would be converted to live/work to ensure the most active uses (such as restaurants) would be reserved for the corners. Some units will have a **rear door for access to the "live" part of the unit, in addition to a front** commercial door on Main Street. Some units only have a front door on Main Street. This is due to the design of the commercial spaces that would potentially be converted to live/work units. Potential live/work units located within building 6-01 have a mezzanine level; potential live/work units located within buildings 9 and 10 are all single story units, **with the "live" function facing the rear of the building.** All will have a public accessible restroom as commercial spaces require. Live/work units at building 6-01 have a mezzanine

level, resulting in variation between the area calculations of the commercial areas listed for this building and live/work units.

Total Area Ground Floor Unit	"Work" Area (NRSF)	"Live" Area (NRSF)	BLOCK 6			BLOCK 9		
			without live/work units	maximum # of live/work units	with maximum live/work units	without live/work units	maximum # of live/work units	with maximum live/work units
L1A*	713	466		8	3,728			
L1B*	845	532			-			
L1C	1,195	507				6		3,042
L1D	2,402	746						
L1E	1,706	477						
Live/Work Area at Ground Floor (NRSF)					5,704			7,170
Live/Work "Work" Commercial Area (NRSF)					3,728			3,042
Traditional Commercial Area (NRSF)			8,614		2,910	14,188		7,018
<b>Total Commercial Area (NRSF)</b>			<b>8,614</b>	<b>8</b>	<b>6,638</b>	<b>14,188</b>	<b>6</b>	<b>10,060</b>
			100%		77%	100%		71%

\*live/work units on block 6 proposed with mezzanine levels for additional "live" space (total unit area L1A = 981 NRSF, L1B=1,165 NRSF)

BLOCK 10			BLOCK 11			ENTIRE SITE		
without live/work units	maximum # of live/work units	with maximum live/work units	without live/work units	maximum # of live/work units	with maximum live/work units	without live/work units	maximum # of live/work units	with maximum live/work units
							8	3,728
	7	3,549					13	6,591
							-	-
							-	-
		8,365						21,239
		3,549			-			10,319
14,944		6,579	14,171		14,171	73,243		52,004
<b>14,944</b>	<b>7</b>	<b>10,128</b>	<b>14,171</b>	<b>-</b>	<b>14,171</b>	<b>73,243</b>	<b>21</b>	<b>62,323</b>
100%		68%	100%		100%	100%		85%

The retail property owner will naturally be incentivized by market forces to pursue a traditional commercial tenant lease-up before considering a live/work build-out. Market rates for recent retail leases along McCaslin are approximately \$32/SF NNN plus \$10 in additional NNN charges = \$42/SF/Year revenue (or \$3.50/SF/Month). Live-work units would be expected to lease for around \$2,500 per month each = \$2.03/SF/Month. In addition, the live-work will be more expensive to build out than a traditional retail space which has fewer fixtures, walls, cabinets, and finishes. Based on those assumptions, the retail owner could lease traditional commercial space at less than 50% of the market rate and still be better off economically than transitioning to live-work units. We also believe that there is more value in traditional commercial in terms of creating a sense of place for the project, which would translate into higher residential rents for the main 382 residential units. (Note, rental rates shown here are to illustrate an example of reasonable assumptions, but do not necessarily reflect actual rental rates for the property, and may be subject to change.)

	Live/Work Residential	Retail	Retail @ Break Even
Market Rent Rate	\$2.03/sf/mo = \$2,500 per month	\$2.67/sf/mo	\$32.00/sf/yr = \$3,280 per month
NNN Reimbursements	\$.00/sf/mo	\$.83/sf/mo	\$10.00/sf/yr = \$1,025 per month
Total Rent/SF	\$2.03/sf/mo	\$3.50/sf/mo	\$42.00/sf/yr gross
Typical Unit SF	1,230 SF	1,230 SF	1,230 SF
<b>Total Revenue per Typical Unit</b>	<b>\$30,000/yr</b>	<b>\$51,660/yr</b>	<b>\$28,644/yr</b>

### 19. Construction Sequencing

This project is anticipated to be generally built in a single phase. Construction will be sequenced to address site logistics, maintain public access to existing residences and businesses in Downtown Superior, provide first delivery of the rights-of-way, wrap building and partial plaza, and coordinate with commercial leasing activity.

1. The infrastructure work included within Creek View and Marshall Road, included in FDP 1 Phase 9, is **intended to proceed as soon as possible after approval of the FDP's. The utility work and the roads are critical to allowing Fire Dept access to the building sites within Blocks 6 and 7, which will allow vertical construction to proceed.** This work will be installed to include the branch lines in to the Blocks to a point beyond the limits of the roadway to avoid having to cut into the street in the future.
2. The utility work in Blocks 9, 10, and 11 will proceed from east (Block 11) to west (Block 9). The tie-In of these utilities with those existing lines in Main Street will not affect pedestrian nor vehicular traffic on Main Street, as the tie-in points have already been installed to points south of the sidewalks and streetscape. Water taps entering blocks 10 and 11 from Old Rail Way will be scheduled to avoid conflicts with temporary closures of Superior Drive. (see Narrative Note 5).
3. Block 4 will be used for material staging and construction parking.
4. Both pedestrian and vehicular traffic along Main Street and Superior Drive will remain open throughout the construction of the site utility work with the exception of when the tie-in is done in Superior Drive on the east side of Block 11. See Narrative Note 5.
5. The tie-in of the utilities at the east end Block 11 are expected to take 30 days to complete, during which time Superior Drive will be closed in both directions. During this time vehicular traffic will be directed from Main Street, to Promenade Drive and Old Rail Way to maintain access to the Sports Stable parking lot. Pedestrian traffic will remain unaffected during this time.
6. The utility tie-ins in Superior Drive near Block 7 are assumed to take 3 days in duration and will not require a complete closure of Superior Drive. A single lane closure will be used and traffic flaggers will be utilized to direct traffic around the work zone.
7. The private utility work in Blocks 6 and 7 will be a secondary priority during this phase of the work.
8. A temporary access road will be installed along the east side of Building 6-01 to facilitate fire department access. This road will be removed once the paving areas are complete in Lot 1- Block 6 and Lot 1 - Block 7.
9. Vertical construction will begin with building 6-01, including the internal parking garage. A temporary covered walkway will be provided along the north side of Main Street between Marshall Road and Promenade to maintain pedestrian access.
10. Buildings 6-02 thru 07: Building 6-05 will start first and then progress to buildings 04, 03, 06, 07 and finishing with 6-02.
11. Buildings 9, 10 and 11: Building 11 is one of the first buildings to start and then construction progresses to Building 10 and then to Building 9, with an approximate 6-week stagger between the start date for each building.

12. Buildings 7-04 thru 07: Building 7-05 proceeds first followed by 04 to allow for early start to the Promenade (see Narrative Note 13.)
13. Promenade and Plaza construction is intended to progress to coincide with the opening of Building 6-01.
14. Commercial Buildings 7-01, 02 and 03: These buildings are scheduled to start last.
15. The construction schedule for the restaurant building on Block 4 is contingent upon leasing.

#### 20. Civic Center

- In previous meeting with the town board on April 8, 2019, the board did not agree with residential clubhouse building placement along promenade at the northwest corner of the plaza and suggested a civic space use be proposed. Morgan Ranch has moved forward with this direction from the town board and is proposing a 2 story, approximately 10,900 gross square foot ( approximately 7,500 net sf of lobby and event space) of interior civic space with an approximately 425 net sf terrace at the second level . See civic space elevations, material board and floor plans included in plan set for more information.
  - **The Civic Space illustrated on Sheet A1.15 shall qualify as “Civic Space” as defined by the Cost Sharing Agreement dated 10/18/2013 between the Superior Urban Renewal Authority, RC Superior, LLC, and the STC Metropolitan District Nos. 1, 2, and 3. Such Civic Space shall be segregated in ownership via recordation of an airspace parcel, condominium map, or other legal instrument and shall be dedicated to the Town for ongoing ownership and maintenance upon completion, pursuant to a Subdivision Improvement Agreement.**
  - Development costs allocable to design, permitting and construction of the Civic Space as shown on **Sheet A1.15 shall qualify as “Eligible Costs” as defined in the Cost Sharing Agreement dated 10/18/2013 between the Superior Urban Renewal Authority, RC Superior, LLC, and the STC Metropolitan District Nos. 1, 2, and 3, and furthermore such costs shall qualify as satisfying a portion of the \$10,000,000 Civic Space Obligation identified in Section 16 of the Cost Sharing Agreement.**

#### 21. Conformance with PD Amendment #4

- Encroachments within Right of Way: as allowed by chart on page CS1.2 in PD Amendment #4, various awnings and proposed areas for future projecting/blade signs throughout project cross property lines, but do not exceed distances listed as allowed.
- Planning Area 02 Residential Building Typologies
  - Walk-up Buildings, Blocks 6 and 7: The PD Amendment #4 residential building typology that the walk-up buildings best fall under is E. High Density Attached. Conformity: single level living unit accessed from shared lobby; parking provided in tuck under garages accessed from shared internal driveway; does not exceed maximum full stories limit of 4 stories. Nonconformity: buildings are not elevator served; units sizes and types included units outside of what is allowed under typology; buildings are designed with vertical masses to resemble townhome rather than one large building. Variance requested for smaller units than typology lists (1,250-1,600 sf) and to include studio, 1-bedroom and 3-bedroom units.
  - Mixed-Use Wrap Building (6-01) Residential, Block 6: The PD Amendment #4 residential building typology that these buildings best fall under is A. Flexible Apartment Over Retail. Conformity: provide diverse range of

units; parking provided in structured garage; units accessed off of shared corridor; units located above retail on south elevation (above amenity and civic space east elevations); located along Main Street, promenade and Marshall Road; shared outdoor roof deck. Nonconformity: units sizes and types included units outside of what is allowed under typology; units accessed off single loaded corridor, not double; no projected balconies proposed. Variance requested for smaller and larger units than typology lists (900-1100 sf), to include studio and 3-bedroom units and to not provided projected balconies (recessed and Juliet provided).

- Mixed-Use Podium Building Residential Blocks 9, 10 and 11: The PD Amendment #4 residential building typology that these buildings best fall under is A. Flexible Apartment Over Retail. Conformity: provide diverse range of units; units accessed off of shared double loaded corridor; units located above retail; located along Main Street. Nonconformity: units sizes and types included units outside of what is allowed under typology; surface parking provided; no shared outdoor space provided within this building; no projected balconies proposed. Variance requested for smaller and larger units than typology lists (900-1100 sf), to include studio and 3-bedroom units and to not provided projected balconies (recessed and Juliet provided)..
- Rowhomes, Blocks 9, 10 and 11: The FDP requests approval for modifications to the PD Residential Typology for plan 103 and plan 109 which exceeds the square footage allowed by the PD for Typology D **“Rowhomes” Plan 103 has a total square footage of 1,960 with** 386 square feet on the ground level with 1,574 square feet dedicated to the upper two levels. Plan 109 has a total square footage of 2,320 with 468 square feet on the ground level with 1,852 square feet dedicated to the upper two levels. Typology D **“Rowhomes” allows a range of 1,500-1,800 SF** plus an additional 250 SF ground floor use. Density and urban street presence are maintained with minimal setbacks, and all objectives of the PD and Residential Typology D **“Rowhomes” are otherwise satisfied.**
- Not all typologies are included because adding additional product types becomes inefficient and not feasible for rental communities which is the primary program provided in project.
- Unit sizes:

Studio Units: Studio units are not listed in PD as unit typology, but project proposes 85 units of this configuration. Studio units add additional variety to unit size offerings within project and are highly sought as rental properties because of their lower price point. Variance requested to provide studio units within project and add another level of housing attainability.

Units less than the minimum 900 nrsf: Many units within project (all studios, all 1 bedrooms and small 2 bedrooms) are less than the minimum unit size of 900 nrsf allowed within Planning Area 02 per page SP2.2 within PD Amendment #4. Providing smaller unit sizes is proposed per market study findings that show that larger units are difficult to lease due to their higher price point. Smaller units will also increase the density of the Planning Area 02 which currently is lower than the maximum allowed in the PD. Variance requested to provide units under 900 nrsf within project.

- Building Steps at 4<sup>th</sup> Level:

To create visual interest in building forms, the Design Guidelines (page 6-5) ask for a **minimum 10'-0" setback** at level 4 from the façade below. Building 6-01 on block 6 is the only building with 4+ floors. On the east side of the building, the **4<sup>th</sup> floor steps back 10'-0" from the civic space below, 7'-0" from the leasing massing below and 5'-0" from the fitness center massing below.** On the south side of the building, the **3<sup>rd</sup> and 4<sup>th</sup> floor step back 10'-0'+** from the double height commercial space below. The west facade does not step back at the 4<sup>th</sup> floor due to dimensional constraints for the structured parking to fit on the site with acceptable ramp slopes, and the north

façade is internal to the private development site. Visual interest is created on the east and south facades through various plan changes at the ground floor. See wrap building (6-01) elevation sheets for main step backs on the south and east facades. Owner requests a variance to not provide step backs at the 4<sup>th</sup> floor on west facade of building 6-01, which would not be feasible; variance requested to provide step back at 2<sup>nd</sup> floor instead of 3<sup>rd</sup> floor on south facade.

o Building Heights:

**Per the Town of Superior's municipal code, height is defined as "a standard of measurement defining the vertical elevation of a structure from grade to the top or highest point of the structure or accessory appurtenance."** **Grading is defined as "the average of the ground levels at the center of all exterior walls of the building."** These definitions are used to determine the building heights in this project.

Block 7 Commercial Buildings: PD Amendment #4 calls for minimum 2 story buildings on block 7. Two single story, stand-alone commercial buildings (7-01 and 7-02) line the northern edge of the plaza. These single-story buildings are tall, appearing to be 2 stories in height (averaging 24'-6" in height). **Providing single story, stand-alone commercial building opportunities for potential tenants is important in successfully leasing out all commercial tenant spaces.**

Block 6 Wrap Building (6-01): The clubhouse on the wrap building (6-01) will **exceed the 65' height limit by 7', resulting in a 72'-0" height for this portion of the building. As this element is only a small portion of the footprint (approximately 4%), it reads more as a tower than overall building height. It also sits back at a minimum 34'-0" from the main building edge. Per 6.2.D tower elements may be "approved incremental height".** Variance requested for increase in building height in this location as the increased height is important for the clubhouse to function properly.

o Setbacks:

The PD did not establish any internal side or rear yard setbacks. Front setback requirements were established as follows by PD Sheet CS1.2:

- Blocks 6, 7, 8, 10 & 11 along Main Street and Pedestrian Promenade, and the northern 50 feet of Blocks 9, 10 and 11 along Marshall, Promenade, and Superior Drive: 0'-0" Min. – 10'-0" Max; With 50% of Façade on 0'-0" Build to line
- Blocks 4, 6, 7, 10 & 11 on all other streets: 0'-0" Min. – 15'-0" Max

Provided Setbacks

- In an effort to satisfy the intention of the **buildings along main street to have a 0' setback of 50% of the building façade, we have located the buildings as closely as possible to the property line. In fact, the spread footings, while not visible, are at the 0' setback. Due to structural constraints, the building facades are stepped back from 12 inches this point. In the interest of adding building articulation and architectural interest to the streetscape some building elements are set back further from this point. While not compliant with the strict letter of the setback requirement in the PD Amendment #4, we believe the design satisfies the intent of the setback while observing the limitations of encroachment and articulation.**
- Buildings 10 and 11 along the south side of Main Street are depicted on **the plans with a front setback of 0.3'** to the overall plane of the front façade. Building 6-01 **is depicted on the plans with a front setback of 1.0'** to the overall plane of the front façade. This is shown on the FDP to allow for minor design changes variations in wall



assembly thickness during final architectural design of the building without impacting design of the site elements **surrounding the building. Final construction plans for these buildings will place the building with a 0.0' front setback** along Main Street. It should be noted that the Design Guidelines allow for foundation and upper story building elements to project under and over the adjacent public sidewalk. Both of these items will be necessary.

- **Buildings 9, 10 and 11 are shown as 0.2'-0.3' setback from the Metro District parcels which include the sidewalks along Superior Drive, Promenade Drive and Marshall Road.** This also provides a small amount of flexibility for the building envelope to be adjusted during final design of the building.
- **Building 9 has a maximum setback from Marshall Road of 16.6' and does not meet the requirement for 50% of the façade being on the build-to line.** This is due to the odd angle of the block – Main Street and Marshall Road do not intersect at 90 degrees. The proposed building design, which is very similar to Buildings 10 and 11, has 90 degree corners. Rather than design a special building to match the geometry of the northeast corner of the block, the plan proposes that the triangular shaped area within the block on the east end of the building be landscaped.
- **Building 9 is shown with a 1.3' setback to Main Street. This is also due to the irregular geometry of the block, specifically the curved northwest corner of the block at the roundabout.** Building 9 has been designed to be architecturally similar to buildings 10 and 11 and the overall length of the building does not specifically fit the **block frontage. The 1.3' setback allows the building to be efficiently design and constructed, and set parallel with the Main Street sidewalk.**

## 22. Conformance with Design Guidelines

### 4.5 PARKING

#### C. Parking Location and Layout

xi. The Design Guidelines restricted the use of tire stops in permanent parking lots. This design requires the use of tire stops on Blocks 9, 10 and 11 along the south face of the podium buildings in two locations, each building. On the west ends of the buildings, the parking has been elevated to the floor slab elevation to facilitate wheeling trash containers out of the trash collection room. It is not practical to push containers up or down a sidewalk ramp. On the east end of the building, tire stops are required at the accessible parking stalls to accommodate the flush sidewalk condition necessary to provide an accessible route. Neither of these locations provide a vertical curb separating the parking from the building, therefore tire stops are required to define the front edge of the parking stalls.

### 4.6 LANDSCAPE AND STREETSCAPE

#### B. Streetscape Design

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

The Pedestrian Promenade will extend the Town Square's **pedestrian zone to the north in an environment that will exclude vehicular traffic and will extend the cultural heart of the Town Center. It will be a flexible space designed to accommodate a variety of uses.** A bosque of trees will provide

shade in the summer and sun in the winter. Amenities such as benches, planters, social gathering spaces, and opportunities for art further enhance user comfort and enliven the space.

*Only one building use proposed along north part of the promenade (residential), as any commercial space would be extremely difficult to lease in this location. Larger, private residential patio areas are proposed along the promenade to increase activation. At southern portion of promenade across from plaza, both commercial (leasing office) and civic space uses are proposed.*

## 6.0 SPECIAL DESIGN GUIDELINES FOR THE TOWN CENTER CORE

### 6.1 RELATIONSHIPS AND COMPATIBILITY BETWEEN BUILDINGS

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

#### A. Topography

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

*Though we as the project team believe this project provides a rich, vibrant and walkable community core, the project does not utilize the various topography elements listed above in its design.*

#### B. Common Façade Elements

Traditional façade elements will be considered in the Town Center buildings. In many cases, entire block faces will be designed and built simultaneously, providing the opportunity to tie retail façades together with common elements. Repetition of **pattern and detail and use of “traditional” façade elements will be used to create visual alignments and aesthetic continuity that will contribute to the overall character of the Town Center.** Within this framework, latitude should be afforded to allow these elements to be interpreted in unique (site and program specific) ways. **Elements and strategies to encourage overall compatibility between buildings and allow for individual expression include:** a) Grounding Base: Stone or masonry stallboard as the base expression along storefronts b) **Ground Floor Porosity along public “edges” and pedestrian level retail display windows,** c) **Crafted Details:** (awnings, trellis and/or canopies at entrances and special features), d) **Intuitive Front Doors:** (articulated and/ or recessed store entrances), e) **Horizontal Control Lines:** 1. **Transom and/or sign band aligned with adjacent buildings,** 2. **Parapet cap or cornices creating a separation between the first floor retail level and the upper levels (no more than 50% of retail façade length to be podium condition)** 3. **Parapet cap or cornice at top floor (depending on site and program),** g) **Appropriate Fenestration: Window proportions, patterns and details based on use, location, and solar control,** h) **Middle Floor(s) Variety: A range of projecting and recessed balconies, sunshades, canopies will be provided to animate upper floors,** j) **Articulation of Top**

Floor: Stepped back massing with allowable rooftop terraces, and k) Varied Skyline: Sloped roofs will be encouraged. (See Section 6.3, A.)

*The design of the project incorporates many traditional façade design elements, while overall creating a contemporary project. Design elements and strategies include: masonry bases along commercial facades, storefront locations at commercial spaces that could be designed as display windows per tenant, awnings and canopies at all commercial, common residential and civic space entrances, sunshades, recessed and Juliet balconies at residential units, patio terraces at building 6-01, element alignment along commercial facades, horizontal façade breaks between ground for commercial and residential spaces above, and varying parapet/roof heights and designs.*

### C. Architectural Features

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

*At commercial spaces, façade elements such as awnings/canopies, storefront heights, blade signs and band signs align, creating pattern and visual continuity along Main Street and the Plaza.*

### D. Façade Patterns and Proportions

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

*At commercial spaces, bay widths typically range between 17’-6” and 20’-0” wide, creating rhythm along the façade. No single façade exceeds 90’-0”. Nearly all commercial facades facing Main Street are built at the property line with the exception of the corner restaurant spaces that are set back to allow for outdoor dining. Indoor, outdoor and covered/recessed dining opportunities are available throughout the site. Building 7-03 also provides rooftop dining. Building 4 is elevated above the park to the north and thus its patio dining along the park will feel elevated overlooking the sports field like a rooftop.*

### E. Building Articulation

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

*All building facades fronting a public road, square or pedestrian way have been designed with special consideration to provide visual interest and variety to the public, especially at the ground floor. Elements to achieve this include built-in planters, walls for potential future super graphics, murals or green walls, awnings, variety of materials and material designs, residential patios, sign locations and windows and doors (commercial, residential and civic).*

## 6.2 BUILDING HEIGHT, MASSING AND SCALE

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

*The podium mixed-use buildings, the single-story commercial buildings, and the walk-up residential buildings, though similar in overall mass and scale amongst themselves, have multiple facade masses and building planes and varying roof and parapet heights to bring visual interest and variety to the project. The unique wrap mixed-use building has 4 distinct masses at varying heights and sizes (Main Street commercial, residential amenity, civic space, and residential units). Building mass steps back at 4<sup>th</sup> floor on east façade. Variance requested on south, north and west facades (see subsection Building Steps at 4<sup>th</sup> Level under section 20. Conformance with PD Amendment #4).*

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

*Buildings on the south of Main Street are 3 stories in height. Building 11 on block 11, south of Town Square (plaza) does not **exceed the maximum building height of 45'-0”** as limited in the PD Amendment #4. See solar analysis provided in plan set.*

C. Establish a tactile, richly layered and diverse physical character rather than a monolithic or monumental scale. The Town Center will provide a rich tapestry of façade elements properly detailed that will establish a sense of scale for the pedestrian and create visual patterns that link buildings within a block. **Special consideration to materials sizes, proportions and finishes, uniform building components and standard window sizes are recommended at ground floors adjacent to pedestrian areas.**

*Buildings range from 1 to 5 stories throughout the project, providing a wide variety of building scales. Scale is designed to the pedestrian at street level through the use of elements such as built-in planters, walls for potential future super graphics, murals or green walls, awnings, variety of materials and material designs, residential patios, sign locations and windows and doors fenestration. Standard windows sizes are kept consistent at each specific building typology. Material sizes and colors are specifically chosen to create visual interest and variety at the pedestrian level*

D. The maximum height of buildings within the Town Center Core is shown on Figure H Building Massing Diagram. Heights are measured on each façade from the lowest point of the vertical wall/ground plane **intersection and the ridge line or parapet of the uppermost floor of the building. Special features, such as** towers, landmarks and feature elements may be afforded incremental height.

*Height measurement procedures listed above differ from municipal definitions in Town of Superior’s code. Height measurements in project follow Town of Superior’s municipal code. Project seeks height variance for clubhouse tower element at building 6-01 (PD maximum 65'-0”, 72'-0” height variance sought; see subsection Building Heights under section 20. Conformance with PD Amendment #4).*

*Project seeks height variance for reduction in building story height at plaza buildings 7-01 and 7-02 (PD lists minimum building height to 2-stories, variance sought for single-story buildings; see subsection Building Heights under section 20. Conformance with PD Amendment #4).*

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

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

*The wrap mixed-use building (6-01) is the only building within the project that is over 3 stories. Building mass steps back at 4<sup>th</sup> floor on east façade. Variance requested on south, north and west facades (see subsection Building Steps at 4<sup>th</sup> Level under section 20. Conformance with PD Amendment #4). Private roof decks are provided at step back above Main Street commercial space for units along Main Street facade at the 3<sup>rd</sup> level. Limited roof top patios are provided above the step back at the fourth level above the civic space. Town Board expressed concern about entire roof being used for private residential patios. Outdoor terrace located at second level of civic space over looking plaza. All large windows walls at civic space facing east are designed as overhead doors to allow for spaces to feel as large terraces. No elements are proposed to extend forward where upper floors step back.*

**B. Special consideration should be given to maintain a standard floor-to-floor height within the Town Center. Generally, the floor-to-floor height from the ground level to 2nd floor (where ground floor retail uses are proposed) should be approximately 1418 feet. In some cases structured parking may be provided (internal to blocks). Structured parking heights will be kept to a minimum (approximately 10 feet floor-to-floor) and may or may not provide direct access to upper floors, depending on proposed use. Floors 2 and 3 floor-to-floor heights at the upper floors (residential or office) should be approximately 1011 feet with 4th or 5th floor height as allowable within the maximum height as defined in Figure H Building Mass Diagram.**

*Due to multiple building typologies, floor to floor heights from ground floor to upper floor vary throughout the project (16'-0" to 24'-0"). The structured parking garages is wrapped by other program uses which determined the parking garage floor to floor heights. Residential floor to floor heights throughout the project are 11'-0".*

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

*Windows are present at every first floor façade throughout the project. Window patterning, scale and proportions are considered in all window designs; smaller windows are used where programmatically appropriate. Building program wraps the parking structure located on block 6, screening it from public view. Signage will be provided throughout site to direct users to vehicular and pedestrian entrances.*

### 6.4 ROOFTOPS AND ROOF FORMS

A. The design and articulation of the roof form and other related elements such as roof material, color, trim and lighting should be an **integral part of the architecture of the building and an essential “place making” feature** of this project. In many instances, visitors approach this project from higher elevations when traveling west bound along Highway 36 and north bound along McCaslin **Boulevard. In these instances, the project’s “first impression” will be of the roof form, material and articulation.**

*Though the roofs are primarily flat in this project, parapet heights and details vary. Portions of the roofs on buildings 9, 10 and 11 are sloped. The roof at building 4 is gabled between two large masonry walls. These variations in roof designs across the site combined with the varying building heights of 1 to 5 stories will provide visual interest from Highway 36 and McCaslin Boulevard.*

B. While a variety of roof forms is encouraged (sloped roofs such as shed, hip roofs and gable ends and curved and or barrel vaulted roofs are encouraged) continuity in materials, colors, patterns and textures should be considered within the core and adjacent blocks. Roof forms appropriate to the Colorado climate are encouraged (sloping forms, articulation of roof structure, deep overhangs, and snow management).

*The primary roof form throughout the project is flat with varying parapet heights and cornice designs to create visual interest. At buildings 9, 10 and 11 this also alludes to a series of buildings built over time. There are portions of sloped roofs at buildings 9, 10 and 11.*

C. Rooftop restaurant and/ or residential terrace decks, if well designed, are encouraged.

*Tenants of buildings 7-03 and 4 may choose to have a rooftop deck. Residential terrace patios are provided about the commercial spaces at building 6-01.*

D. Parapet walls and other roof forms will be designed to screen rooftop mechanical equipment from view of **adjacent upper floor buildings. Where possible, low profile mechanical units will be used on rooftops.**

*Parapet wall and roof forms and equipment location offsets from building wall planes are used to screen rooftop mechanical equipment from views of adjacent buildings and at the pedestrian level.*

E. **Skylights and solar panels will follow the slope of the roof they sit upon, have low profiles, and not be visible** from public rights of way. Out of roof plane sloping solar panels will not be allowed.

*No solar panels are proposed for this project.*

F. **“Green” planted flat roofs/terraces shall areas for residential structures. Green roofs are encouraged in** other areas, where feasible.

*The project does not incorporate green roofs on any buildings though most roofs are flat. Morgan Ranch does appreciate the value and importance in creating a sustainable project, and will be pursuing LEED Certification through LEED for Homes, however green roofs are not proposed for the following reasons:*

- All buildings are constructed of wood at upper floors which does not lend well to putting a green roof on due to waterproofing and structural considerations. The only building that has concrete at the upper level is the parking garage which will have vegetation incorporated into the design at the pool deck.*
- Roof access on all buildings is limited to maintenance staff and thus green roofs would not be experienced by the public or residents.*
- Characteristic high winds at the site would make green roofs on inaccessible and out-of-sight roof areas very difficult to maintain, with no measurable benefit to the project or community.*

*-Costs which would otherwise be wasted on installation and maintenance of green roofs will be better spent on other sustainable building elements as guided by the project's pursuit of a minimum LEED Silver Certification.*

## 6.5 EXTERIOR BUILDING MATERIALS

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

*A variety of materials are used throughout the project to add interest to the pedestrian experience (see material boards). Building elements that will increase pedestrian interest and establish human scale include projecting blade signs, light sconces, awnings, canopies, and masonry bases along many of the commercial and flex space façades.*

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

*A variety of high-quality materials are used throughout the project that are found on buildings throughout Superior and the Boulder region. Primary materials include brick veneer, metal panel, fiber cement board and siding, and stucco. Materials are proposed in a large variety of colors, primarily in natural earth tones that will not feel out of place in the Town of Superior. Durability has been taken into consideration for selection of all materials.*

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

*Main materials used in project are brick, fiber cement siding and panel, stucco and cortas and-finished metal panels. Stucco is used at the ground floor on many of the buildings (see elevations).*

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

*The only element subjected to significant weathering is Corten steel used at special design features such as parking garage entries and at the roof deck.*

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

*Windows will be designed to meet requirements of LEED for Homes certification. No mirrored or opaque glass is proposed.*

F. **Color and texture should be compatible with the surrounding region and reflect the warmth and feel of natural earth tones and local palette. Colors comprise a minimum of 10% of flat roof / terrace will be limited to a cohesive, complimentary palette of low reflective, rich natural or earth tone colors. See Architectural Color Palette, Appendix C for allowed colors/values.**

*Buildings provide a variety of natural color palettes, including ranges of red, orange, green, blue and black colors. Warm brick colors are used throughout. Dark material colors are meant to draw connection to the industrial coal mining history of the Town of Superior.*

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

*Portions of the roofs on buildings 9, 10 and 11 are sloped. These are all shed roofs, sloping back towards the overall roof structure, exposing the soffit, fascia and rafters all painted a black color to complement the rest of the façade. A warm color range used on these roofs would not match the architecture of the rest of the building.*

## 6.6 RELATION OF BUILDING EXTERIORS TO PEDESTRIANS

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

*Building elements that will increase pedestrian interest include display windows facing the sidewalk, outdoor dining areas, projecting blade signs, light sconces, awnings, and canopies.*

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

*The facades and storefronts along Main Street hold to the sidewalk, utilizing columns at corner locations inset for outdoor dining opportunities. The only location along Main Street that does not hold the sidewalk edge is at the leasing lobby for the residences. By setting back at the corner, Main Street has a stronger connection to the plaza and keeps the building mass from competing with the physical and visual connection to the heart of the project.*

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

*Many materials are used at the ground floor, including brick, fiber cement siding, wood-look siding, stucco, metal and concrete. The materials occur in a range of colors (see material boards). Awnings and canopies are also used along Main Street and at other building entrances.*

## 6.7 BUILDING ENTRANCES

A. Primary building entries must be directly accessible from a street or paseo and shall be either oriented to or easily visible from the street (public way).

*All public use primary building entrances are oriented to a public way. All private use building spaces have a primary entry off of a public way or private paseo. At north blocks 6 and 7, primary building entrances to residential buildings are oriented towards the promenade, public street, private street or private midblock paseo (between buildings 6-01 and 6-02, 6-03 and 6-04 and 7-06 and the dog park). All are easily visible from a public street as required.*

B. Store and restaurant entries should be clearly delineated and recessed from the building façade.



*Commercial space entries are recessed from outer most façade wall of building by average of 3'-0". All are clearly delineated with awning. Final storefront design TBD by tenant.*

C. Building entries should be emphasized with architectural features such as substantial columns, canopies or awnings that relate to the overall design of the building.

*All building entries are emphasized with awning or canopy.*

**D. Ground floor corner building entrances are encouraged to animate the street life, provide distinctive architectural feature elements and break down the building massing.**

*No building entrances are located at the building corners; an area of Main Street dedicated to recessed outdoor dining. Many entrances are located near the building corners to animate street life. Awnings and canopies at all main building entries break down building massing and signal entry.*

## 6.8 UPPER FLOOR RESIDENTIAL AND OFFICE USES

A. Terraces and balconies are encouraged on the upper levels of buildings and shall be designed as an integral part of the building architecture.

*Each apartment unit has either an exterior balcony (minimum 5'-0" deep) or a Juliet balcony. The wrap building has multiple building mass setbacks that create patio space for units above. The civic space has a terrace at the second level.*

B. Terraces and balconies may be recessed into vertical and horizontal shifts and building massing wherever possible to avoid building faces that are dominated by cantilevered balcony projections. Building corners, side yards and rear yards may include projecting balconies. Projecting balconies along Town Square frontages may be allowed for up to 50% of proposed balconies.

*No cantilevered balconies are proposed in this project.*

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

*All portions of the buildings have been considered in the design process of each building composition, including the facades of the upper floors and termination detailing at the roof.*

## 6.9 TOWN SQUARE, OPEN SPACES AND OUTDOOR DINING

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

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

B. Outdoor dining areas will be located on or adjacent to open spaces and pedestrian routes such sidewalks and facing the Town Square.

*Opportunities for outdoor dining tenants exist at the four buildings along Main Street, at the three plaza commercial buildings and at the restaurant on block 4.*

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

*Railings at outdoor dining locations will be specified by tenants.*

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

*At building 6-01, covered pedestrian passageways (or areas of discovery) are provided between the garage and adjacent outdoor spaces on all 4 facades of the wrap building. Passageways will be brightly lit with artificial lighting, allow for natural light to come into the space by the passageways being open on both sides, and will be colorful through artwork, signage and other wall enhancements. Two east-west mid-block paseos are provided at block 6 between buildings 6-01 and 6-02 and between 6-03 and 6-04. One east-west mid-block paseo is provided at block 7 between building 7-06 and the dog park. The sidewalk at the paseo between buildings 6-01 and 6-02 will have a public access easement over it. The walks at the other 2 paseos are private and are not required by the design guidelines to be public.*

## 6.10 SERVICE, TRASH AND LOADING AREAS

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

*Due to nature of the walkable, dense site, no true "rear" façade exists at project buildings. Service and utility locations placed away from primary public areas as much as possible. At building 6-01, interior trash and recycling rooms and water entry closets are located along Marshall Road; doors to these spaces are painted to blend into façade as much as possible. Transformers and meters at building 6-01 screened from promenade and plaza by brick veneer wall structure.*

B. Loading docks and service areas will be located away from any public street and in areas of low visibility such as the rear of buildings. Consider incorporating service and loading areas within the building or structured parking areas.

*See comment on 6.10.A. No loading docks proposed in project.*

C. Loading and service areas will be combined between multiple sites when feasible and screen from public view with fencing, walls and/or landscaping as appropriate.

*Due to site plan design, minimum loading and service areas to be combined between sites within project. Combined loading and service areas proposed along Marshall Road and Superior Drive.*

**D. Service entrances will be clearly identified with signs.**

*Service entrances will be clearly identified with signs. Signage design TBD.*

**E. Trash/Recycle/Compactor Storage Areas**

- i. Trash dumpsters and compactors will be located near building service entrances, easily accessible by trucks and away from predominantly public areas.

*Trash and recycling servicing areas are placed away from main building entrances, near service areas where trucks have service access.*

- ii. Concrete pad, minimally 8 feet wide, will be provided for truck access to dumpster locations.

*Pads are provided in appropriate locations.*

- iii. Cluster trash dumpsters in areas to be shared by multiple buildings and users where feasible.

*Trash and recycling enclosures are placed to serve 2-3 buildings on blocks 6 and 7. On block 4, one enclosure serves the restaurant.*

- iv. All trash and recycling dumpsters, recycle containers and trash compactors will be enclosed with walls that complement the building facade.

*At blocks 4, 6 and 7 commercial and walk-up apartment buildings, trash and recycling enclosures serving them will be constructed of materials found on the to the buildings they serve. On blocks 6, 9, 10 and 11 at the wrap and podium buildings, trash and recycling services are placed within rooms of the buildings. At blocks 9, 10 and 11 townhome buildings, individual townhome units will have their own trash and recycling containers to be stored within their individual garages.*

- v. Trash enclosures should be solid on all sides to a minimum height of 1' above any containers to be held within the enclosure. Gates should be solid and built to withstand heavy use. When possible integrate into the building form.

*Trash and recycling services are inside of multiple buildings within project. Where exterior enclosures are provided for trash and recycling services, enclosures are 5'-6" tall providing 1'-0"+ of screening above bin height.*

Following is a sheet by sheet narrative of the drawing set:

*Sheet 1 – CS1.0 - Cover Sheet*

This sheet includes the legal description, benchmark, basis of bearing, contact list, signature blocks, vicinity map, sheet list table. and ownership and maintenance table. The ownership and maintenance is also summarized below:

- Block 4 – Private Ownership
- Block 6 – Private Ownership
- Block 7 – Private Ownership
- Parcel K (Plaza and Promenade) – STC Metropolitan District
- Block 9 Lots – Private Ownership
- Block 9 Outlot A - STC Metropolitan District

- Block 10 Lots – Private Ownership
- Block 10 Outlot B - STC Metropolitan District
- Block 11 Lots – Private Ownership
- Block 11 Outlot C - STC Metropolitan District

#### *Sheet 2 – CS 1.0 Site Data Tables*

This sheet includes the site data tables. The tables are organized by each Block and state the PD land use; Building, landscape and hardscape coverage; and setbacks. This sheet also includes a summary of the required and provided parking for the project. Parking is discussed in more detail in the Shared Parking Analysis memorandum prepared for this project.

#### *Sheet C1.1 – Context Plan*

This sheet shows the contextual site plan including neighboring properties, site extents, pedestrian, ADA and multimodal paths, bike access routes, vehicular access points, and dedicated right of way.

#### *Sheet C2.0 – Overall Site Plan*

This sheet shows the overall site plan layout and gives the main overview of site features including relevant property boundaries, easements, existing and proposed roadway configurations, parking count, parking and level accessible units, and proposed retaining walls and trash/recycling enclosures. Building numbers and layout types are also shown.

#### *Sheets C2.1-C2.7 – Partial Site Plans*

These sheets show the partial site plans in larger scale and detail, splitting the site plan out in to seven partial plans at **1"=20' scale. At this larger scale, additional dimensional information and text callouts are added to further detail the proposal.**

#### *Sheet C3.0 – Overall Drainage Plan*

This sheet shows overall drainage basins for the blocks and surrounding streets at a large scale. This drawing is helpful to show entire basins and their design points. This sheet shows a runoff table listing the basin area, runoff coefficient **and flow rate. Contours are shown at 2' intervals which depict the trend of elevations across the site.**

#### *Sheets C3.1-C3.7 – Partial Drainage Plans*

These sheets show the site drainage patterns in larger scale and detail, splitting the drainage plan out in to seven partial **plans at 1"=20' scale. At this larger scale, additional spot elevations, flow arrows, basin design points and 1' contour intervals have been added.**

#### *Sheet C4.0 – Overall Utility Plan*

This sheet shows the entire FDP site and surrounding streets at a large scale. The purpose of this sheet it to depict the overall utility network serving the project.

#### *Sheets C4.1-C4.7 – Partial Utility Plans*

These sheets show the utilities in larger scale and detail, splitting **the drainage plan out in to seven partial plans at 1"=20' scale. At this larger scale, pipe lengths and materials manhole inverts and depths, and water structure descriptions have been added.**

#### *Sheets C5.0 – Fire Access Plan*

This sheet shows the overall circulation of the Rocky Mountain Fire design vehicle through the site, as well as the location of existing and proposed fire hydrants.

*Sheets A1.0-A1.12 and A1.16-A1.37 –Elevations and Material Boards*

Elevation sheets show building elevations, demonstrating building heights, variations in material and color, site key plan with locations of the layout on site, as well as providing elevation notes and key notes. Material Board sheets show various building elevations and materials and colors used on the walk-up residential buildings (Layouts A, B, C and D), residential, commercial flex space, and civic mixed-use wrap building (Layout E), residential and commercial flex space mixed-use buildings (Layouts F, G and H), commercial only building (Layouts J, K, L and M) .

o Design Schemes: **The Downtown Superior project proposes an architectural theming that...**

- Layout A: This building layout has 18 units – (10) studios, (3) 1 bedrooms, (5) 2 bedrooms and (0) 3 bedrooms - and is utilized for (5) of the (20) building pads on site providing 90 residential units overall.
- Layout B: This building layout has (18) units – (0) studios, (11) 1 bedrooms, (7) 2 bedrooms and (0) 3 bedrooms - and is utilized for (1) of the (20) building pads on site providing (18) residential units overall.
- Layout C: This building layout has (26) units – (0) studios, (6) 1 bedrooms, (20) 2 bedrooms and (0) 3 bedrooms - and is utilized for (2) of the (20) building pads on site providing (52) residential units overall.
- Layout D: This building layout has (18) units – (0) studios, (8) 1 bedrooms, (7) 2 bedrooms and (3) 3 bedrooms - and is utilized for (2) of the (20) building pads on site providing (36) residential units overall.
- Layout E: This building layout has (76) residential units – (15) studios, (50) 1 bedrooms, (8) 2 bedrooms and (3) 3 bedrooms, approximately 8,600 gsf of commercial flex space, and approximately 10,900 gsf (7,500 nsf) of civic space. It is utilized for (1) of the (28) building pads on site providing (76) residential units overall. Approximately 5,700 sf of commercial flex space at the middle of the building along Main Street may be converted to live/work residential.
- Layout F: This building layout has (38) units – (8) studios, (14) 1 bedrooms, (12) 2 bedrooms and (4) 3 bedrooms and approximately 14,900 gsf of commercial flex space. It is utilized for (1) of the (28) building pads on site providing (38) residential units overall. Approximately 8,300 sf of commercial flex space at the center of the building may be converted to live/work residential.
- Layout G: This building layout has (36) units – (6) studios, (16) 1 bedrooms, (12) 2 bedrooms and (2) 3 bedrooms and approximately 14,100 gsf of commercial flex space. It is utilized for (1) of the (28) building pads on site providing (36) residential units overall.
- Layout H: This building layout has (36) units – (6) studios, (16) 1 bedrooms, (12) 2 bedrooms and (2) 3 bedrooms and approximately 14,100 gsf of commercial flex space. It is utilized for (1) of the (28) building pads on site providing (36) residential units overall. Approximately 7,100 gsf of commercial flex space of the building may be converted to live/work residential.
- Layout J: This building layout is an all commercial tenant building with approximately 9,600 gsf of commercial space and no residential dwelling units. It is used for (1) of the (28) building pads on the site.
- Layout K: This building layout is an all commercial tenant building with approximately 3,600 gsf of commercial space and no residential dwelling units. It is used for (1) of the (28) building pads on the site.
- Layout L: This building layout is an all commercial tenant building with approximately 1,280 gsf of commercial space and no residential dwelling units. It is used for (1) of the (28) building pads on the site.
- Layout M: This building layout is a restaurant tenant building with approximately 5,500 gsf of commercial space and no residential dwelling units. It is used for (1) of the (28) building pads on site.
- Trash and Recycling Enclosure Elevations: These site structures are to be strategically located around the site to provide walkup receptacles for later pickup to project residents in building layouts A-D on blocks 6 and 7 and commercial tenants of layouts J, K and L on block 7.

*Sheets A1.13-A1.15 – Civic Space Sheets*

These sheets show the design of building 6-01 as specific to the civic space and includes elevations, a material board and floor plans.

*Sheet LT1.0 – Overall Lighting Plan*

This sheet shows the location of site lighting fixtures, statistical data and lighting schedule for the entire project.

*Sheets LT1.1 through LT1.7 – Photometric Plan*

These sheets show the location of site lighting fixtures and photometric point-by-point calculations at a larger scale which is more legible than the overall plan.

*Sheets LT2.1 LT2.2– Lighting Details*

This sheet shows the specific fixture cut sheets for each type of light. Note that the pedestrian poles in the Plaza and Promenade match the Ashbury style used along Main Street and in other metro district parcels in the project. The fixtures to be used in other blocks deliberately do not match the Main Street fixture style. The rationale for this is two fold – the light distribution of the Ashbury light fixture is not suitable for parking lots, and a variation of light fixture will help differentiate privately owned areas around the residential buildings from the public realm.

*Sheet L0.1 – Landscape Notes & Sheet Key*

This sheet shows landscape general notes, landscape layout notes, landscape drawing list, landscape abbreviations and the landscape sheet key.

*Sheet L0.2 – Overall Landscape Plan*

This sheet shows the overall landscape plan identifying hardscape types by area, planting areas by type and tree locations for the areas of FDP 9 and FDP 10.

*Sheets L1.1-L1.7 – Landscape Layout and Materials Plan*

These sheets identify the location of landscape hardscape and softscape materials with a sheet specific schedule and show layout information in the plaza and promenade.

*Sheet L2.0A – Landscape Planting Notes & Tables*

This sheet shows planting notes for the project and landscape planting requirement tables for the various parking lot landscapes.

*Sheet L2.0B – Landscape Planting Schedule*

These sheets show the overall project planting schedule including plant symbols, abbreviations, counts, botanical and common names and installation size of the plant material. The plant schedule for the project was developed based on the Landscape Plant List found in Appendix B of the Superior Town Center Design Guidelines Supplement to P.D. Amendment #3 and supplemented with other plants that are salt tolerant and low water use.

*Sheets L2.1-L2.7 – Landscape Planting Plan*

These sheets show the location and types of plant species with a planting schedule specific to the sheet. Considerations that informed the planting design are as follows:

- **Maintain a 5' offset from building foundations with no planting or irrigation**
- Use salt tolerant plants, due to the recycled irrigation water
- Manicured planting in public spaces
- Integrated screening for resident privacy
- Provide lawn areas for gathering/social/game areas
- Parking lot landscapes that meet or exceed the required number of plants

- Consider solar aspect and exposure of the plant material relative to the placement around buildings

*Sheets L3.1-L3.7 – Landscape Details*

These sheets show landscape details for hardscape paving and elements and site furnishings.

L3.1 – Landscape Details 1

1. Concrete Paving (Vehicular)
2. Concrete Paving (Pedestrian)
3. Expansion and Control Joints
4. Pavers on Concrete Base (Vehicular)
5. Pavers on Concrete Base (Pedestrian)
6. Stone Pavers (Vehicular)
7. Stone Pavers (Pedestrian)
8. Decomposed Granite Paving
9. Aggregate Surface Paving
10. Synthetic Turf
11. Poured in Place Rubberized Surfacing

L3.2 – Landscape Details 2

1. Step Stone
2. Concrete Band
3. Play Area Curb
4. Concrete Planter Curb
5. Brick Curb
6. Steel Edger
7. Concrete Steps
8. Brick Steps
9. Handrail
10. Concrete Seat Steps

L3.3 – Landscape Details 3

1. Concrete Ramp
2. Handrail at Ramp
3. Concrete Retaining Wall w/ Brick Veneer
4. Concrete Seatwall
5. Concrete Seatwall - Plaza
6. Concrete Seatwall with Bench Cap
7. Concrete Seatwall with Bench Cap – Plaza
8. Building Planter

L3.4 Landscape Details 4

1. Brick Planter Curb
2. Brick Planter Curb W/ Seatwall
3. Railing – Plaza
4. Guardrail

L3.5 Landscape Details 5

1. Synthetic Turf Underdrain
2. Trench Drain
3. Fountain Jet
4. GFRC Climbing Boulders

5. Platform Stage Shade Structure

L3.6 Landscape Details 6

1. Bench – Standard
2. Bench – Plaza
3. Bench – Promenade
4. Circular Bench
5. Table and Chairs
6. Umbrella
7. Disc Swings
8. Litter Receptacle
9. Bike Rack
10. Bollard – Removable
11. Table Tennis Table

L3.7 Landscape Details 7

1. Crushed Stone Paving
2. Dog Park Fence and Gate
3. Walk Thru Dog House
4. Dog Agility Walk
5. Dog Log Tunnel
6. Dog Teeter Totter
7. Dog Play Rock
8. Dog Drinking Fountain
9. Dog Bag Dispenser
10. Dog Park Shade Structure

*Sheets L3.8-L3.11 – Landscape Planting Details*

These sheets show landscape planting details for trees, shrubs, perennials, grasses, and groundcovers.

L3.8 Landscape Planting Details 1

1. Tree Protection
2. Deciduous Tree Planting
3. Coniferous Tree Planting
4. Multi-Stem Tree Planting
5. Tree Staking & Guying

L3.9 Landscape Planting Details 2

1. Shrub Planting
2. Ornamental Grass Planting
3. Groundcover and Perennial Planting
4. Shrub and Perennial Spacing
5. Tree Well
6. Planter Pot Soil Profile

L3.10 Landscape Planting Details 3

1. Planting Mix 1 – Typical
2. Planting Mix 2 - Typical
3. Planting Mix 3 - Typical
4. Planting Mix 4 - Typical



5. Planting Mix 5 - Typical
6. Planting Mix 6 - Typical

#### L3.11 Landscape Planting Details 4

7. Planting Mix 7 – Typical
8. Planting Mix 8 - Typical
9. Planting Mix 9 - Typical

#### L4.1 Landscape Elevations 1

1. Section/Elevation – A
2. Section/Elevation – B
3. Section/Elevation – C
4. Section/Elevation – D
5. Section/Elevation – E

#### L4.2 Landscape Elevations 2

1. Plaza Seat Wall Section/Elevation
2. Bldg 9, 10 & 11 Typical Section/Elevation

## PLAT NARRATIVE

Preliminary and Final Subdivision Plat - Superior Town Center Filing 1B Replat No. 6

## NARRATIVE RATIONALE / DESCRIPTION OF THE PROPOSAL

### Scope of the Project

This Preliminary and Final Subdivision Plat - Superior Town Center Filing 1B Replat No. 6 is a replat of:

- Lot of Block 5, Lot 1 of Block 7, Lot 1 of Block 10, Lot 1 of Block 11, Parcels A,D,C, D,E, F and G of Superior Town Center Filing No. 1B;
- Superlot 1 of Superior Town Center Filing No. 1B Replat No. 3
- Superlot 2 and Lot of of Block 9 of Discovery Office Park/Superior Town Center Replat No. 3
- Tract A of Tract A, Superior Town Center Filing No. 1B Replat No 3
- Tract B of Lot Line Adjustment of Lot 3A and Tract B of Superior Town Center Filing No. 1b Replat No. 3
- Superior Drive, Main Street, Avenue A, Avenue B, Avenue C, Avenue D, Street One, Street Three Right of Ways

Items include in this Replat include:

- a) Creation of Blocks 2, 4, 6, 7 from Filing No. 1B Replat 3 Superlot 1.
- b) Creation of Blocks 8 and 9 from Discovery Office Park/Superior Town Center Replat Superlot 2.
- c) Complete vacation of existing Main Street, Superior Drive, Marshall Road, Promenade Drive, and Old Rail Way within the plat boundary.
- d) Platting Right-of Way to re-establish the above referenced streets and to establish Creek View Way, Gateway Drive, the west end of Old Rail Way, and an extension of Marshall Road north to the existing stub constructed near the Element hotel. This completes all right-of-way platting for Planning Area 2.
- e) Further subdivision of Block 7 into three Lots (0.139 to 2.047 acres) for private development and Parcel K (1.460 acres) for the Plaza and pedestrian Promenade.
- f) Further subdivision of Block 9 into a large lot along Main Street to accommodate a mixed use building (Lot 1 - 0.773 acres); twenty seven (27) smaller lots ranging in size from 0.22 to 0.34 acres to accommodate Rowhomes, and Outlot A (0.679 acres) to incorporate drive access to the Rowhomes. Outlot A will eventually be conveyed to a Superior Town Center Metropolitan District for ownership and maintenance, and will be a named private street to facilitate address information for Lots 17 through 22.
- g) Further subdivision of existing Block 10 into a large lot along Main Street to accommodate a mixed use building (Lot 1 - 0.954 acres); nineteen (19) smaller lots ranging in size from 0.22 to 0.33 acres to accommodate Rowhomes, and Outlot B (0.374 acres) to incorporate drive access to the Rowhomes. Outlot B will eventually be conveyed to a Superior Town Center Metropolitan District for ownership and maintenance.
- h) Further subdivision of existing Block 11 into a large lot along Main Street to accommodate a mixed use building (Lot 1 - 0.895 acres); seventeen (17) smaller lots ranging in size from 0.22 to 0.33 acres to accommodate Rowhomes, and Outlot C (0.371 acres) to incorporate drive access to the Rowhomes. Outlot C will eventually be conveyed to a Superior Town Center Metropolitan District for ownership and maintenance.

- i) Creating or adjusting Parcels C, E, D, F and G along and extending north and south of Main Street. These parcels are owned and maintained by the Superior Town Center Metropolitan Districts.
- j) Vacating Metro District Parcels A and B (along Main Street between McCaslin and Gateway Drive, and combining this land with the Main Street Right of Way.
- k) Adjusting the southern boundary of Tract A (owned by the Town) based on the creation of Creek View Way right of way and minor adjustments to the shape of Block 4.
- l) Dedication of various easements to accommodate utilities and public access components of the accompanying Final Development plans.

#### Description of Specific Blocks and Lots

##### Block 2

This Block is 2.799 acres bounded by McCaslin Boulevard, Main Street, Gateway Drive and Tract A. No development is proposed on this block as part of the accompanying FDP. PDA 3 listed Block 2 as 2.80 acres, so this block is consistent with PDA3.

##### Block 4

This Block is 0.769 acres bounded by Creek View Way on the south, Marshall Road on the west and existing Tract B park land on the north and east. This area is currently part of Superlot 1, Filing 1B Replat 3

##### Block 5

This Block is 3.407 acres bounded by Main Street, Gateway Drive, Creek View Way, and Marshall Road. No development is proposed on this block as part of the accompanying FDP. PDA 3 listed Block 5 as 3.40 acres, so this block is consistent with PDA3.

##### Block 6

This Block is 3.850 acres bounded by Main Street, Creek View Way, Marshall Road and Parcel K (pedestrian Promenade). PDA 3 listed Block 6 as 3.83 acres, so this block is generally consistent with PDA3.

##### Block 7 Lots 1 through 3

Block 7 Lot 1 is located at the north end of the block and is 2.016 acres. This lot will be developed as residential.

Block 7 Lot 2 is located in the center of the block and is 1.139 acres. This lot will be developed for commercial use.

Block 7 Lot 3 is located at the south end of the block and is 0.139 acres, at the corner of Main Street and Superior Drive. This lot will be developed for commercial use.

##### Block 8

This Block is 3.866 acres bounded by Main Street, Gateway Drive, McCaslin Boulevard and the Discovery Office Park. No development is proposed on this block as part of the accompanying FDP. PDA 3 listed Block 8 as 3.89 acres, so this block is generally consistent with PDA3.

##### Block 9

This Block is 2.135 acres bounded by Main Street, Gateway Drive, Old Rail Way and Marshall Road. This block will be further subdivided into 28 lots and one Outlot.

- o Block 9 Lot 1 is 0.773 acres along Main Street.
- o Block 9, Lots 2 through 28 are Rowhome lots ranging in size from 980 SF to 1,470 sf (0.022 to 0.034 acres).

- Outlot A is 0.679 acres to incorporate drive access to the Rowhomes. Outlot A will eventually be conveyed to a Superior Town Center Metropolitan District for ownership and maintenance.

PDA 3 listed Block 9 as 2.14 acres, so this block is generally consistent with PDA3.

#### Block 10

This Block is 1.792 acres bounded by Main Street, Promenade Drive, Old Rail Way and Marshall Road. This block will be further subdivided into 20 lots and one Outlot.

- Block 10 Lot 1 is 0.954 acres along Main Street.
- Block 10, Lots 2 through 20 are Rowhome lots ranging in size from 930 SF to 1,470 sf (0.022 to 0.034 acres).
- Outlot B is 0.374 acres to incorporate drive access to the Rowhomes. Outlot B will eventually be conveyed to a Superior Town Center Metropolitan District for ownership and maintenance.

Block 10 is currently platted as 1.789 acres. The additional 0.03 acres comes from a slight shift of the line between Block 10 and Parcel F to avoid any foundation encroachment into the Metro District parcel.

#### Block 11

This Block is 1.708 acres bounded by Main Street, Promenade Drive, Old Rail Way and Superior Drive. This block will be further subdivided into 19 lots and one Outlot.

- Block 11 Lot 1 is 0.895 acres along Main Street.
- Block 11, Lots 2 through 20 are Rowhome lots ranging in size from 960 SF to 1,440 sf (0.022 to 0.033 acres).
- Outlot C is 0.371 acres to incorporate drive access to the Rowhomes. Outlot C will eventually be conveyed to a Superior Town Center Metropolitan District for ownership and maintenance.

Block 11 is currently platted as 1.789 acres. The additional 0.03 acres comes from a slight shift of the line between Block 11 and Parcel G to avoid any foundation encroachment into the Metro District parcel.

### Description of Specific Metro District Parcels

#### Parcel C

Parcel C is 0.224 acres on the north side of Main Street between Gateway Drive and Marshall Road, and the west side of Marshall Road between Main Street and Creek View Way. This parcel is currently improved with sidewalk and streetscape along Main Street. Compared to the current plat where Parcel C is 0.202 acres, this parcel has been expanded north along Marshall Road to reach the south ROW line of Creek View Way.

#### Parcel D

Parcel D is 0.104 acres on the south side of Main Street between Gateway Drive and Marshall Road. This parcel is currently improved with sidewalk and streetscape along Main Street. This parcel is currently platted as 0.109 acres, but the south boundary along Marshall Road has been moved approximately 13 feet north to line up with the south end of the mixed use building on Block 9, thus reducing the area of the parcel.

#### Parcel E

Parcel E is 0.174 acres on the north side of Main Street between Marshall Road and Promenade, and the east side of Marshall Road north of Main Street. This parcel is currently improved with sidewalk and streetscape along Main Street. PDA3 contemplated that Parcel E would extend all the way north to Creek View way in anticipation of some commercial use along the frontage. Based on the accompanying FDP, the commercial use will only extend the north end of building 6-01. Parcel E extends to the north face of the building.

#### Parcel F

Parcel F is 0.156 acres on the south side of Main Street between Promenade Drive and Superior Drive. This parcel is currently improved with sidewalk and streetscape along Main Street. This parcel is currently platted as 0.157 acres. The south boundary along Marshall Road and Promenade Drive has been moved approximately 11 feet north to line up with the **south end of the mixed use building on Block 10. In addition, as a “clean up” item to coordinate the parcel line with** existing built improvements the north side of the parcel has been shifted north by 0.5 feet to line up with the north side of the truncated dome panel at the end of the existing diagonal parking space. For maintenance purposes, it is logical to extend the parcel so that the entire dome panel is within the Parcel. The resulting ROW width for Superior Drive is 58 feet, which extends from edge of parking on the north to edge of parking on the south. The sidewalks outboard of the parking are contained in a Parcel.

#### Parcel G

Parcel G is 0.148 acres on the south side of Main Street between Promenade Drive and Superior Drive. This parcel is currently improved with sidewalk and streetscape along Main Street. This parcel is currently platted as 0.151 acres. The south boundary along Superior Drive and Promenade Drive has been moved approximately 11 feet north to line up with the south end of the **mixed use building on Block 11. In addition, as a “clean up” item to coordinate the parcel line with** existing built improvements, the north side of the parcel has been shifted north by 0.5 feet to line up with the north side of the truncated dome panel at the end of the existing diagonal parking space. For maintenance purposes, it is logical to extend the parcel so that the entire dome panel is within the Parcel. The resulting ROW width for Superior Drive is 58 feet, which extends from edge of parking on the north to edge of parking on the south. The sidewalks outboard of the parking are contained in a Parcel.

#### Parcel K

Parcel K is 1.534 acres on the north side of Main Street and extends north to Creek View Way. This parcel will form the planned Plaza and pedestrian Promenade. This parcel is currently improved with sidewalk and streetscape along Main Street. The parcel extends south to the edge of the existing diagonal parking spaces along Main Street. Parcel K was originally envisioned in the PD to be approximately 1.72 acres. Part of the reduction of size is due to carving out Block 7, Lot 3 (0.139 acres) for development of a commercial building at the corner of Main Street and Superior Drive. This building was included in the renderings in PDA3, so placement of a building in this location is also consistent with the PD. The additional 0.121 acre reduction stems from adjustment of the west and east side of Promenade to avoid having steps from private buildings (including the Town Civic Space) within the Metro District parcel area. This approach is consistent with other areas within the Town Center.

The northern extension of Parcel K (for the Promenade walkway) is 37 feet wide. PDA3 depicted this area as 45 feet wide. It should be noted that the building-to-building clearance along this section of Promenade will be approximately 49.5 feet (minimum). The reduction of property line width for Parcel K is to avoid having steps or patios to privately owned buildings extending on to or overhanging ground owned by the Metro District.

#### Parcels A and B

These two Metro District parcels will be eliminated by this replat and combined with the Main Street right-of-way between McCaslin Boulevard and Gateway Drive. These two parcels are completely developed with sidewalks and tree lawns. Construction was completed as part of FDP 1 Phase 1. Due to the lack of opportunities for commercial uses from Blocks 8 or 9 extending into the sidewalk area without blocking the sidewalk, these parcels would not be useful to support commercial uses. Public Works has expressed a desire to own and maintain this portion of sidewalk.

#### Description of Town of Superior Tracts

##### Tract A

**Tract A is 6.834 acres bounded by McCaslin Boulevard, Creek View Way, Marshall Road and the “Tesla” site. Tract A is** currently platted as 6.76 acres and is commonly referred to as Park 1. The small increase of area is due to minor adjustments of the curve geometry for Creek View Way.

##### Tract B

Tract B is 7.228 acres bounded by Marshall Road, Block 1 on the north, US 36 on the east, and Creek View Way/Block 5 on the south. Tract B is commonly referred to as Park 2. Tract B is currently platted as 7.401 acres. The decrease of area is primarily due to including the on-street diagonal parking on the north side of Creek View Way into the right-of-way, rather than having it in Tract B.

### Description of Rights of Way

#### Main Street

The Main Street right-of-way is unchanged from McCaslin Boulevard to Marshall Road. Between Marshall Road and Superior Drive, a consistent 58 foot width has been established to correspond with the outside edges of the existing diagonal parking spaces along Main Street. The intention was always to have the parking spaces within the right-of-way **and the sidewalk/amenity zone within adjacent metro district Parcels. This change is a “clean up” item to align the right-of-way width with the approved FDP for Main Street and the constructed improvements.**

#### Gateway Drive

Gateway Drive is 60 feet wide along the entire length, except for localized widening at the existing roundabout.

#### Marshall Road

Marshall Road is 60 feet wide south of Main Street, except where adjacent to Parcels D and F where it is 36 feet wide. North of Main Street, Marshall Road is 36 feet wide where adjacent to both parcels C and E, and 60 feet wide where adjacent to only Parcel C. It is also 60 feet wide north of Creek View Way.

#### Promenade Drive

The 66 foot wide Promenade right-of-way is unchanged south of Parcels F and G. As discussed above, Parcels F and G have been adjusted north to line up with the south edges of buildings on Block 10 and 11. Therefore, a small amount of additional right of way area will be added to Promenade Drive.

#### Superior Drive

Superior Drive is still 58 feet wide from Creek View Way to Old Rail Way, except where adjacent to Parcels G and K where it is still 48 feet wide. The location of changes of right-of-way widths have been adjusted based on adjustments to the boundaries of the Parcels.

#### Old Rail Way

Old Rail Way is currently platted as 60 feet wide from Marshall Road to Superior Drive. There is no change to this section of the road. The right of way has been extended west to Gateway Drive with the same 60 foot dimension.

#### Creek View Way

Creek View Way is platted as 59 feet wide from Gateway Drive to Marshall Road. From Marshall Road to the pedestrian Promenade, it is 70 feet wide to accommodate diagonal parking on the south side of the street. From the pedestrian Promenade to Superior Drive, it is 72 feet wide which will accommodate the travel lanes and diagonal parking on both sides of the street.

### LAND USE AREA SUMMARY

The table below compares areas of development blocks, metro district parcels, Town owned Tracts and Right-of-Way from the current plat (where applicable) or PD planned areas (for current Superlots) with the proposed Replat:

AREA COMPARISON (ACRES)			
	PROPOSED PLAT	CURRENT PLAT OR PDA3	CHANGE
DEVELOPMENT BLOCKS	23.67	23.51	0.16
METRO DISTRICT PARCELS	2.27	2.85	-0.58
TOWN TRACTS	14.06	14.24	-0.17
RIGHT-OF-WAY	9.69	9.10	0.59
TOTAL	49.69	49.69	0.00

The net area of development blocks has gone up by 0.16 acres due to creation of Block 7, Lot 3 in the Plaza and minor adjustments to the delineation between development blocks and Metro District parcels.

The net area of Metro District parcels has decreased by 0.55 acres due to the creation of Block 7, Lot 3 in the Plaza and minor adjustments to the delineation between development blocks and Metro District parcels, as well as dedicating Parcels A and B (between McCaslin and Gateway) to the Town as Right-of-Way.

The net area of Town Tracts A and B (Parks 1 and 2) has decreased by 0.17 acres due to incorporating the diagonal parking on the north side of Creek View Way in Right-of-Way, rather than in Tract B.

The net area of Town Right-of-Way has increased by 0.59 acres due to absorbing Parcels A and B, and incorporating the diagonal street parking in Tract B, and widening Creek View from Marshall to Promenade to accommodate diagonal parking on the south side of the street.

Note that the Development Blocks total above includes 1.424 acres of Outlots in Blocks 9, 10, and 11 which will eventually be transferred to the Metro District for ownership and maintenance. Once that happens, the total development area within this plat will be 22.25 acres.

Right-of Way Vacation Request

All existing right-of-way within the Plat boundaries is requested to be vacated and replaced with right-of-way in the revised configuration as discussed above and depicted on the Plat.

Easement Vacation Request

Filing 1B (reception No. 3367475) created utility easements within Parcels A, B, D, F, and G. Because these parcel have been truncated to align with the south end of the mixed use buildings on blocks 9, 10, and 11, a portion of these easements would now be in right-of-way. In addition, Parcels A and B will be completely incorporated into the Main Street Right of Way as discussed above. This plat requests vacation of those portions of easements. There are existing dry utilities along the west side of Superior Drive within the portions of easements to be vacated. These utilities will now be in right-of-way.

The Discovery Office Park/Superior Town Center plat (reception No. 3446670) created a utility and public access easement along what will be Old Rail Way between Gateway Drive and Marshall Road. This easement will be vacated and replaced with right-of-way with the same dimensions. There are existing Town-owned wet utilities in this easement but no dry utilities.

Sheet by Sheet Narrative:

Sheet 1 includes:

- Signature blocks for the current land owner (RC Superior), and the Town of Superior (beneficiary to certain easements, ROW dedication, and ROW vacation).
- Owners Estoppel Certificates
- **Board, of Trustees, Planning Commission, Town Clerk, Surveyor's and County Clerk certificates**
- Basis of Bearing and Lineal Unit Definition
- Vicinity Map
- Land Use Table showing ownership of each area of land.
- Vacation Statement
- Title Commitment note
- Lot Tabulation
- Ownership, Maintenance and Easements notes

Sheets 2 through 7 includes:

- Linework depiction of various land areas and easements.
- Easement vacations (denoted by shaded areas)
- Line and curve tables
- Legend
- Graphic Scale