

**LEGAL DESCRIPTION**

**PROPERTY DESCRIPTION**

A parcel of land situate in Section Nineteen (19), Township One South (T.1S.), Range Six-nine West (R.69W.), Sixth Principal Meridian (6th P.M.), Town of Superior, County of Boulder, State of Colorado, more particularly described as follows:

**COMMENCING** at the North Sixteenth Corner on the West side of said Section 19, monumented by a 2.5" Brass Rock Cap embedded in a concrete median and stamped "PLS 29761" and assuming the West line of the Southwest Quarter of the Northwest Quarter of said Section 19, monumented at the West Quarter Corner by a 2" Aluminum Pipe with a 2.5" Aluminum Cap stamped "Frank R. Drexel and 2149", to bear South 01°14'50" East, being a grid bearing of the Colorado State Plane Coordinate System, North Zone, North American Datum 1983/92, a distance of 1316.98 feet, with all bearings herein relative thereto;

THENCE North 88°44'36" East a distance of 164.48 feet to the Westerly line of Superior Town Center Filing No. 1 which is coincidental with the Easterly Right of Way lines of McCaslin Boulevard and to the **POINT OF BEGINNING**;

THENCE North 08°19'35" West a distance of 139.98 feet;  
 THENCE North 09°01'17" East a distance of 226.84 feet to the North line of said Superior Town Center Filing No. 1;  
 THENCE North 88°42'50" East along the North line of said Superior Town Center Filing No. 1 a distance of 914.12 feet to the Southwestly line of Parcel 6, a parcel conveyed to the Colorado Department of Transportation per Reception No. 3311195 of the Records of Boulder County and to the beginning point of a curve non-tangent to this course;

THENCE along the Southwestly line of Parcel 6 and southeasterly along the arc of a curve concave to the Southwest a distance of 358.66 feet, said curve has a Radius of 5594.58 feet, a Delta of 03°40'23" and is subtended by a Chord bearing South 54°03'12" East a distance of 358.66 feet to the Westerly line of Parcel 5A, a parcel conveyed to the Colorado Department of Transportation per Reception No. 3278852 of the Records of Boulder County;

The next Four (4) courses are along the Southwestly lines of Parcel 5 and Parcel 5A, parcels conveyed to the Colorado Department of Transportation per Reception No. 3278852 of the Records of Boulder County;

THENCE South 09°00'03" East a distance of 112.62 feet;  
 THENCE South 33°36'24" East a distance of 332.24 feet;  
 THENCE South 76°33'19" East a distance of 339.96 feet;  
 THENCE South 45°06'17" East a distance of 1143.76 feet to the Northwest corner of Parcel 34REV X, a parcel conveyed to the Town of Superior per Reception No. 3311198 of the Records of Boulder County;

The next Three (3) courses are along the Northeastly lines of said Parcel 34REV X;  
 THENCE South 45°06'17" East a distance of 40.00 feet;  
 THENCE South 09°02'40" East a distance of 81.39 feet;  
 THENCE South 45°06'17" East a distance of 491.08 feet to the Northwest corner of Parcel 3, a parcel conveyed to the Colorado Department of Transportation per Reception No. 3292608 of the Records of Boulder County, the Northerly line of said Parcel 3 being coincidental with the North line of the Southeast Quarter of said Section 19;

The next Seven (7) courses are along the Southwestly Right of Way line of Highway 36, acquired as Parcel 3 in Reception No. 3292608 of the Records of Boulder County;

THENCE South 44°53'45" East a distance of 271.52 feet;  
 THENCE South 51°12'24" East a distance of 282.51 feet;  
 THENCE North 44°53'46" East a distance of 49.97 feet;  
 THENCE South 45°06'17" East a distance of 20.98 feet to a Point of Curvature;

THENCE along the arc of a curve concave to the Northeast a distance of 694.29 feet, said curve has a Radius of 11531.56 feet, a Delta of 03°26'59" and is subtended by a Chord bearing South 46°49'43" East a distance of 694.18 feet to the end point of said curve;  
 THENCE South 44°48'05" East a distance of 316.20 feet;  
 THENCE South 50°07'05" East a distance of 369.75 feet to the South line of the North Half of the Southeast Quarter of said Section 19;  
 THENCE South 88°57'26" West along said South line a distance of 1850.30 feet to the Center-South Sixteenth Corner of said Section 19;  
 THENCE South 88°43'30" West along the South line of the Northeast Quarter of the Southwest Quarter of said Section 19 a distance of 1827.02 feet to the West line thereof;

THENCE North 00°13'16" East along the West line of the Northeast Quarter of the Southwest Quarter of said Section 19 a distance of 385.18 feet;  
 THENCE North 88°04'19" West a distance of 15.51 feet;  
 THENCE North 12°42'39" West a distance of 30.44 feet;  
 THENCE North 02°40'43" West a distance of 223.26 feet;  
 THENCE North 13°53'20" East a distance of 132.46 feet to the Southeast corner of the Discovery Office Park, a Minor Subdivision Plat recorded January 24, 2002 as Reception No. 2246377 of the Records of Boulder County;

THENCE North 09°13'16" East along the East line of said Discovery Office Park a distance of 335.51 feet;  
 THENCE North 60°39'58" West a distance of 103.04 feet;  
 THENCE North 15°03'36" West a distance of 224.80 feet;  
 THENCE North 74°56'24" West a distance of 421.03 feet;  
 THENCE South 15°03'36" East a distance of 22.39 feet the Southerly boundary line of the Superior Town Center Filing No. 1;  
 THENCE South 73°50'24" West along said Southerly line a distance of 355.67 feet to the most Southwestly corner of the Superior Town Center Filing No. 1;

The next Two (2) courses are along a Westerly line of the Superior Town Center Filing No. 1 recorded February 4, 2013 as Reception No. 3287103 of the Records of Boulder County, the Westerly lines of said subdivision being coincidental with the Easterly Right of Way lines of McCaslin Boulevard;

THENCE North 09°51'48" West a distance of 152.34 feet;  
 THENCE North 09°57'12" West a distance of 1229.42 feet to the South corner point of a parcel of land dedicated for McCaslin Boulevard Right of Way by action of said Superior Town Center Filing No. 1;  
 THENCE North 04°41'56" West along the Easterly line of said Right of Way parcel a distance of 102.76 feet to the **POINT OF BEGINNING**.

**EXCEPTING THEREFROM** all that portion of the Superior Cemetery that lies within the East Half of the Northwest Quarter of Section 19, Township 1 South, Range 69 West of the 6th Principal Meridian, County of Boulder, State of Colorado, more particularly described as follows:

**COMMENCING** at the Center Quarter Corner of said Section 19, monumented by a 3 1/4" Aluminum Cap on a #6 Rebar and stamped L.S. 24667 and 1996, and assuming the East line of the Northwest Quarter of said Section 19, monumented at the North Quarter corner of said Section 19, monumented by a 3 1/4" Aluminum Cap on a #6 Rebar stamped PLS 24961 and 2012, to bear North 00°02'40" West, being a grid bearing of the Colorado State Plane Coordinate System, North Zone, North American Datum 1983/92, a distance of 2647.43 feet, with all bearings herein relative thereto;

THENCE North 00°02'40" West along the East line of the Northwest Quarter of said Section 19 a distance of 190.53 feet to the **POINT OF BEGINNING**;

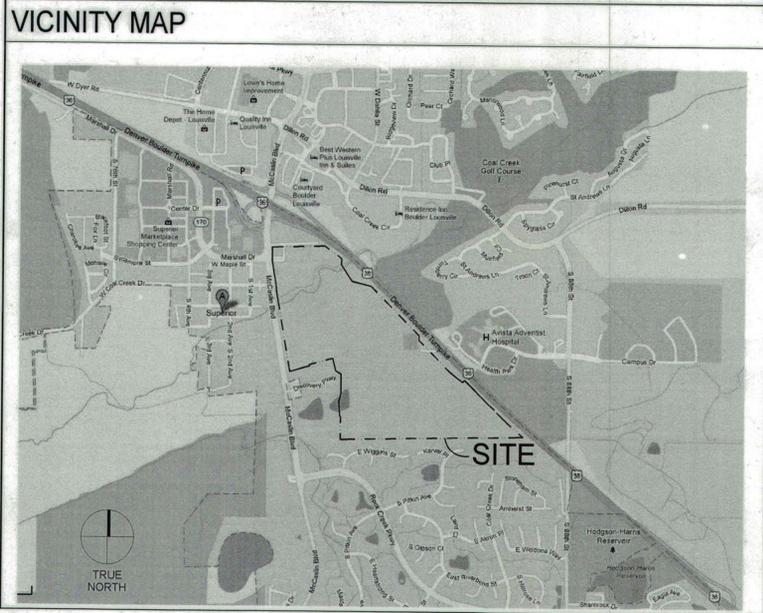
The following Three (3) courses are along the Southerly, Westerly and Northerly lines of the Superior Cemetery as described in an Agreement recorded May 16, 2003 as Reception No. 2442477 of the Records of Boulder County and illustrated in that Land Survey Plat deposited in the Records of Boulder County as L.S. 03-0011;

THENCE South 89°41'10" West a distance of 238.00 feet;  
 THENCE North 00°46'59" West a distance of 271.00 feet;  
 THENCE North 89°13'28" East a distance of 241.51 feet to the East line of the Northwest Quarter of said Section 19;  
 THENCE South 00°02'40" East along the East line of the Northwest Quarter of said Section 19 a distance of 272.94 feet to the **POINT OF BEGINNING**.

Said parcel of land, less the Superior Cemetery parcel, contains 156.350 acres, more or less ( ).

**ADDITIONALLY EXCEPTING THEREFROM** BLOCK 12 OF THAT CERTAIN LOT LINE ADJUSTMENT PLAT OF BLOCK 12, PARCEL H AND SUPERLOT 1 OF SUPERIOR TOWN CENTER FILING NO. 1B UNDER RECEPTION NUMBER 03415628 WITH THE COUNTY OF BOULDER, COLORADO RECORDED 12/02/2014.

**DEVELOPER**  
 RC SUPERIOR, LLC  
 ATTENTION: R. RANDY GOODSON  
 12275 EL CAMINO REAL SUITE 100  
 SAN DIEGO, CALIFORNIA 92130  
 VOICE: 858-345-3643



**SIGNATURE BLOCKS**

**BOARD OF TRUSTEES CERTIFICATE**  
 Approved by the Board of Trustees of the Town of Superior, State of Colorado.  
 Witness my hand the corporate seal of the Town of Superior 13th on the day of June, 2016.  
 Attest: Phyllis L. Hardin Clint Folsom  
 Town Clerk Mayor

**TOWN CLERK CERTIFICATE**  
 I certify that this instrument as approved by (Resolution/Ordinance) No. 0-1 Series 2016, was filed in my office on the 13th day of June, 2016 at 10:00 AM o'clock (a.m./p.m.).  
 Witness my hand the corporate seal of the Town of Superior 13th on the day of JUNE, 2016.  
Phyllis L. Hardin  
 Town Clerk

**CERTIFICATE OF OWNERSHIP: RC SUPERIOR, LLC, a Delaware limited liability company**  
 By: Superior Town Center ASLI VII Holdings, LLC, a Delaware limited liability company, its sole Member  
 By: Avanti Strategic Land Investors VII, L.L.P., a Delaware limited liability limited partnership, its sole Member  
 By: Avanti Properties Group II, L.L.P., a Delaware limited liability limited partnership, its Managing General Partner  
 By: Avanti Management Corporation, a Florida corporation, its sole General Partner

I certify that RC SUPERIOR, LLC is the sole owner of the property and consent to this plan.  
 In witness whereof I hereunto set my hand this 17 day of June, 2016.

Owners Mortgagees or Lien Holders  
 STATE OF FLORIDA ) ss.  
 County of Boulder )  
 The foregoing certificate of ownership was acknowledged before me this 17 day of June, 2016, by Mario Shapiro.  
 My commission expires: May 28, 2019  
Janet R. Morales  
 Notary Public

**SIGNATURE BLOCKS (CONTINUED)**

**CERTIFICATE OF OWNERSHIP: TOWN OF SUPERIOR, COLORADO**  
 I certify that Clint Folsom am an owner representative of the property and consent to this plan.  
 In witness whereof I hereunto set my hand this 13th day of June, 2016.  
Clint Folsom

Town of Superior, Colorado  
 STATE OF COLORADO ) ss.  
 County of Boulder )  
 The foregoing certificate of ownership was acknowledged before me this 13th day of June, 2016, by Clint Folsom.  
 My commission expires: 2-5-17

**PHYLLIS L. HARDIN**  
 NOTARY PUBLIC  
 STATE OF COLORADO  
 NOTARY ID 1989400283  
 My Commission Expires Feb. 8, 2017  
Phyllis L. Hardin  
 Notary Public

- NOTES (APPLY TO ALL SHEETS):
1. SUPERIOR TOWN CENTER PDA #1 DESIGN GUIDELINES SUPPLEMENT FIGURES ARE SUPERCEDED BY PDA #3 PLAN SHEETS.
  2. DEDICATION OF R.O.W. WILL BE REQUIRED AT TIME OF FINAL PLAT BECAUSE R.O.W. IS BEING ADJUSTED AS PART OF THIS PD AMENDMENT.

**STREET NAME KEY**

PDA #2 STREET NAME	PDA #3 STREET NAME
STREET ONE	CREEK VIEW WAY
AVENUE A	GATEWAY DRIVE
AVENUE B	MARSHALL ROAD
AVENUE C	PROMENADE DRIVE
AVENUE D	SUPERIOR DRIVE
STREET THREE	OLD RAIL WAY
DISCOVERY PARKWAY SOUTH	VILLAGE GREEN WAY
DISCOVERY PARKWAY NORTH	STREET 5
AVENUE C EASTBOUND	AVENUE C SOUTHBOUND
AVENUE C WESTBOUND	AVENUE C NORTHBOUND
AVENUE D	AVENUE E

STREET NAMES THAT CHANGED BETWEEN PDA #2 AND PDA #3 ARE LISTED.

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

**Vested Rights:**  
 This Plan constitutes a site specific development plan as defined in Section 24-68-101, et seq., C.R.S., and Chapter 16 of the Superior Municipal Code, available at the Superior Town Hall, 124 East Coal Creek Drive, Superior, Colorado. This PD incorporates the Design Guidelines Supplement by reference, and such Design Guidelines Supplement shall be considered part of the PD. The term and other conditions of these vested rights are further described in the development agreement dated March 11, 2013.

- NOTES:
1. This PDA #3 does not supersede or replace any sheets or Design Guidelines in PDA #1 and PDA #2 for Block 12. Block 12 shall be subject to the Design Guidelines adopted in PDA #1, as amended by PDA #2, and Block 12 shall be zoned as set forth in PDA #1, as amended by PDA #2.
  2. In the event of a conflict between the Design Guidelines Supplement and this plan sheet, this plan sheet shall control.

**SUPERIOR TOWN CENTER PD AMENDMENT #3**

PROJ. NO.  
 DRAWN:  
 CHECKED:  
 APPROVED:  
 DATE: **JUNE 2016**  
 SUBMITTALS:  
 01-11-2016 BOARD OF TRUSTEES  
 03-08-2015 STAFF REVIEW  
 10-27-2015 STAFF REVIEW  
 11-09-2015 PLANNING COMMISSION  
 11-17-2015 CS1.0 FOR STAFF REVIEW  
 12-03-2015 TECHNICAL CORRECTIONS  
 12-07-2015 STAFF REVIEW  
 12-11-2015 SP2.2 FOR STAFF REVIEW  
 12-22-2015 STAFF REVIEW  
 01-15-2016 STAFF REVIEW  
 01-25-2016 PLANNING COMMISSION  
 03-09-2016 RESIDENTIAL TYPOLOGIES  
 03-22-2016 STAFF REVIEW  
 04-08-2016 BOARD OF TRUSTEES  
 05-11-2016 STAFF REVIEW  
 06-02-2016 STAFF REVIEW  
 06-13-2016 MYLARS

**SHEET INDEX**

PLANNING/LAND USE SHEET NUMBER	SHEET TITLE
CS1.0	COVER SHEET 1
CS1.1 (FIGURE I)	COVER SHEET 2
CS1.2 (FIGURE B)	BUILD-TO/SETBACK DIAGRAM
CS1.3 (FIGURE A)	LAND USE CONCEPT BLOCK DIAGRAM
CS1.4 (FIGURE H)	BUILDING MASS DIAGRAM
SP1.0	SITE DEVELOPMENT PLAN W/ PROPOSED GRADING (NORTH PORTION OF SITE)
SP1.1	SITE DEVELOPMENT PLAN W/ PROPOSED GRADING (SOUTH PORTION OF SITE)
SP2.0a (FIGURE C.1)	ILLUSTRATIVE STREET SECTIONS 1
SP2.0b (FIGURE C.2)	ILLUSTRATIVE STREET SECTIONS 2
SP2.1a (FIGURE C.3)	ILLUSTRATIVE STREET SECTIONS 3
SP2.1b (FIGURE C.4)	ILLUSTRATIVE STREET SECTIONS 4
SP2.2 (FIGURE G.3)	RESIDENTIAL TYPOLOGIES
<b>ARCHITECTURE</b>	
A1.1 (FIGURE G.1)	ARCHITECTURAL PRECEDENTS (CORE AREA)
A1.2 (FIGURE G.2)	ARCHITECTURAL PRECEDENTS (COMMUNITY BUILDINGS, FREE-STANDING OFFICE, SOUTH PARCEL RESIDENTIAL)
A1.3 (FIGURE G.4)	CONCEPTUAL STREETS CAPES/ARCHITECTURAL CHARACTER STUDIES
A1.4 (FIGURE G.5)	CONCEPTUAL STREETS CAPES/ARCHITECTURAL CHARACTER STUDIES
<b>LANDSCAPE</b>	
L1.0 (FIGURE E.1)	PRELIMINARY MASTER LANDSCAPING PLAN/OPEN SPACE & PARKS PLAN (NORTH PORTION OF SITE)
L1.1 (FIGURE E.2)	PRELIMINARY MASTER LANDSCAPING PLAN/OPEN SPACE & PARKS PLAN (SOUTH PORTION OF SITE)
L1.2 (FIGURE D)	ARCHITECTURAL PRECEDENTS (CORE AREA)
<b>PD CIVIL TECHNICAL SHEET SET</b>	
C1.0	EXISTING CONDITIONS PLAN (NORTH PORTION OF SITE)
C1.1	EXISTING CONDITIONS PLAN (SOUTH PORTION OF SITE)
C2.0	PRELIMINARY DRAINAGE PLAN
C3.0	PRELIMINARY UTILITY PLAN (NORTH)
C3.1	PRELIMINARY UTILITY PLAN (SOUTH)
<b>PROJECT IMPLEMENTATION RIGHTS AND OBLIGATIONS</b>	
PI 1.0	PROJECT IMPLEMENTATION RIGHTS AND OBLIGATIONS

NOTE: The Design Guidelines Supplement included color versions of selected sheets, renamed as Figure A, Figure B, etc. These Figures were color versions of the selected black and white sheets (CS1.2, etc) and were produced in color to communicate the information at a small scale. The sheet index above lists the Figure and corresponding Sheet together. The colored areas are now shown with a unique cross-hatch type so that each plan sheet can be understood regardless of it being printed or viewed in color or black and white.

SHEET TITLE:  
 ISSUED FOR DESIGN SUBMITTAL - NOT FOR CONSTRUCTION  
**COVER SHEET**

SCALE:  
 SHEET NUMBER  
**CS1.0**

Memo of Record  
 Reception #035257A

SUPERIOR TOWN CENTER EXAMPLE PARKING DEMAND AND SUPPLY CALCULATION Total Floor Area / Parking Summary (Planning Area 01 - North Parcels)							
Use:	Estimated Square Footage by Use	Rooms/DU's	Parking Ratio	Parking Formula	Gross Parking Demand	Shared Parking Utilization (Including Alternate Mode Reduction)	Net Parking Demand
Hotel							
Guest Rooms		300	1 sp/key	1,000.00	300	0.90	270
Meeting Space (Public Areas Only)	8,000		1 sp/165 sf	0.00606	48	0.75	36
Restaurant (Front of House Only)	1,200		1 sp/150 sf	0.00667	8	0.80	6
Commercial (Non-restaurant):	10,000		1 sp/330 sf	0.00303	30	0.90	27
Civic Center	20,000		1 sp/330 sf	0.00303	61	0.90	55
<b>PARKING REQUIRED:</b>							395
<b>LESS ON-STREET PARKING PROVIDED</b>							0
<b>PARKING REQUIRED TO BE SHOWN ON FUTURE FINAL DEVELOPMENT PLANS (formula for minimum on a phased basis)</b>							395

SUPERIOR TOWN CENTER Total Floor Area / Parking Summary (Planning Area 02 - Core Area)							
Use:	Estimated Square Footage by Use	Rooms/DU's	Parking Ratio	Parking Formula	Gross Parking Demand	Shared Parking Utilization (Including Alternate Mode Reduction)	Net Parking Demand
Hotel							
Guest Rooms		200	1 sp/key	1,000.00	200	0.80	160
Meeting Space (Public Areas Only)	3,500		1 sp/165 sf	0.00606	15	0.75	11
Restaurant (Front of House Only)	1,200		1 sp/150 sf	0.00667	8	0.70	6
Commercial (Non-restaurant)	127,400		1 sp/330 sf	0.00303	386	0.80	309
Commercial (Restaurant)	40,000		1 sp/150 sf	0.00667	267	0.70	187
Civic: Town Hall/Town Square	40,000		1 sp/330 sf	0.00303	121	0.80	97
Private Indoor Recreation:	150,000		1 sp/400 sf	0.00250	375	0.80	300
Residential		750	Based on estimated unit by bedroom count	1.62500	1,219	0.90	1,097
<b>PARKING REQUIRED:</b>							2,166
<b>LESS ON-STREET PARKING PROVIDED</b>							290
<b>PARKING REQUIRED TO BE SHOWN ON FUTURE FINAL DEVELOPMENT PLANS (formula for minimum on a phased basis)</b>							1,876

SUPERIOR TOWN CENTER Total Floor Area / Parking Summary (Planning Area 03 - South Parcels)							
Use:	Estimated Square Footage by Use	Rooms/DU's	Parking Ratio	Parking Formula	Gross Parking Demand	Shared Parking Utilization (Including Alternate Mode Reduction)	Net Parking Demand
Commercial (Non-restaurant)	107,200		1 sp/330 sf	0.00303	325	0.90	292
Commercial (Restaurant)	7,500		1 sp/330 sf	0.00303	23	0.90	20
Civic: Educational	40,000				25	0.90	23
Residential		650	Based on estimated unit by bedroom count	2.38750	1,552	1.00	1,552
<b>PARKING REQUIRED:</b>							1,887
<b>LESS ON-STREET PARKING PROVIDED</b>							380
<b>PARKING REQUIRED TO BE SHOWN ON FUTURE FINAL DEVELOPMENT PLANS (formula for minimum on a phased basis)</b>							1,507

SUPERIOR TOWN CENTER Total Floor Area / Parking Summary (Total Project)							
Use:	Estimated Square Footage by Use	Rooms/DU's	Parking Ratio	Parking Formula	Gross Parking Demand	Shared Parking Utilization (Including Alternate Mode Reduction)	Net Parking Demand
Hotel							
Guest Rooms (high range)		500	1 sp/key	1,000.00	500	0.85	430
Meeting Space (Public Areas Only)	10,500		1 sp/165 sf	0.00606	64	0.75	48
Restaurant (Front of House Only)	2,400		1/150 sf	0.00667	16	0.75	12
Commercial (Non-restaurant)	244,600		1 sp/330 sf	0.00303	741	0.85	628
Commercial (Restaurant)	47,500		1 sp/164 sf	0.00609	289	0.72	207
Civic / Community Center	20,000		1 sp/330 sf	0.00303	61	0.90	55
Town Hall/Town Square Civic Use	40,000		1 sp/330 sf	0.00303	121	0.80	97
Educational	40,000				25	0.90	23
Private Indoor Recreation:	150,000				375	0.80	300
Residential		750	1.3 sp/unit	1.62500	1,219	0.90	1,097
Planning Area 02		650	1.5 sp/unit	2.38750	1,552	1.00	1,552
<b>PARKING REQUIRED:</b>							4,448
<b>LESS ON-STREET PARKING PROVIDED</b>							670
<b>PARKING REQUIRED TO BE SHOWN ON FUTURE FINAL DEVELOPMENT PLANS (formula for minimum on a phased basis)</b>							3,778

BASE PARKING SCHEDULE FOR RESIDENTIAL UNITS						
Residential Parking Requirement	SPACES PER UNIT PLUS 0.05 SPACES ADDED FOR GUEST PARKING DEMAND					
	1 br = 1.35 spaces/unit	2 br = 1.6 spaces/unit	3 br = 2.10 spaces/unit	4+ br = 2.60 spaces/unit	Average	
Estimated Unit/bedroom count	40.0%	40.0%	15.0%	5.0%	<b>1.63</b>	
Planning Area 02 - Core Area						
	1 br = 1.35 spaces/unit	2 br = 1.6 spaces/unit	3 br = 2.10 spaces/unit	4+ br = 3.10 spaces/unit	Average	
Estimated Unit/bedroom count	5.0%	15.0%	40.0%	40.0%	<b>2.39</b>	
Planning Area 03 - South Parcels						

note: this is before Shared Parking/Alternate Mode Reductions

SUPERIOR TOWN CENTER OVERALL PROJECT DENSITY MAXIMUMS		
The overall development described within the approved Planned Development (PD) Plan, should conform to the following maximums:		
Use:	Maximum	Notes:
Commercial / Retail:	444,600 sf	"Flex Space" is allocated for commercial/retail and mixed-use office.
Office:	373,000 sf	"Flex Space" allocated to free standing office
Private Indoor Recreation:	150,000 sf	"Recreation Flex Space" including associated uses
Civic Space:	na	To be determined by the Town
School:	40,000 sf	Building area only
Hospitality:	500 guest rooms	Plus related pre-function, meeting, restaurant and retail space
Residential:	1400 du's	All product types, excluding Assisted and/or Group Living

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

SUPERIOR TOWN CENTER STANDARD PARKING RATIOS		
Land Use:	Parking Ratio	Other
Residential: Planning Area 2		
1 BR Unit	1.25 spaces per unit	plus .10 guest spaces
2 BR Unit	1.50 spaces per unit	plus .10 guest spaces
3 BR Unit	2.0 spaces per unit	plus .10 guest spaces
4 BR Unit	2.5 spaces per unit	plus .10 guest spaces
Residential: Planning Area 3		
1 BR Unit	1.25 spaces per unit	plus .10 guest spaces
2 BR Unit	1.50 spaces per unit	plus .10 guest spaces
3 BR Unit	2.0 spaces per unit	plus .10 guest spaces
4 BR Unit	3.0 spaces per unit	plus .10 guest spaces
Office	1 space / 330 SF	Usable Space Only
Civic	1 space / 330 SF	
Private Indoor Recreation	1 space / 400 SF	Usable Recreation Area
Retail	1 space / 330 SF	
Commercial (Restaurants)	1 space / 150 SF	
Hotel		
Rooms	1 space / Key	
Conference Space	1 space / 165 SF	Usable Meeting Space Only
Restaurants	1 space / 150 SF	Front of House Only

**SHARED PARKING GUIDELINES FOR TOWN CORE (PLANNING AREA 2)**

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

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

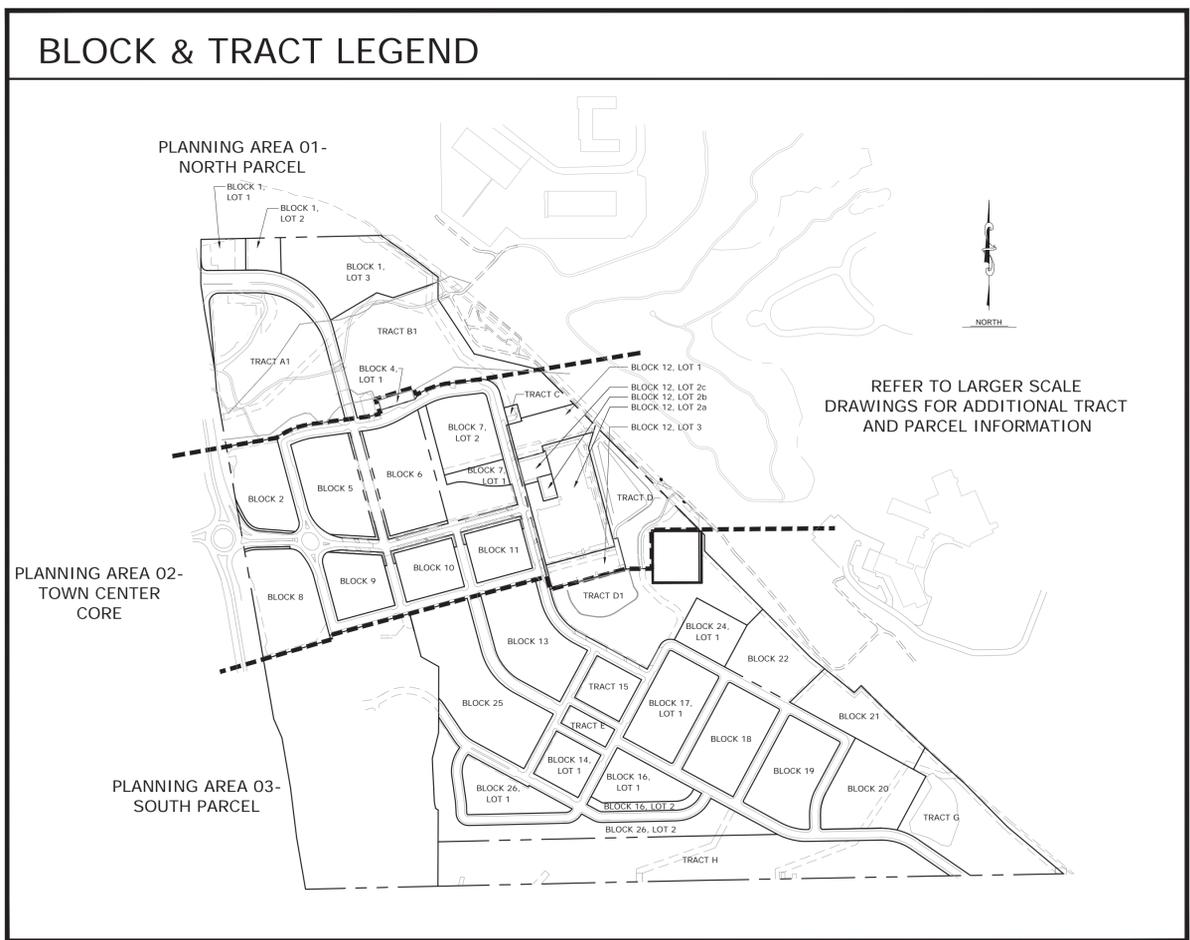
- Peak Parking Ratio by Land Use – use latest editions of ULI, ITE Parking Generator Manual, or Superior Municipal Code.
- Alternative Mode Use – as shown in Table 1, or supported by empirical data and approved by Town staff.
- Internal Capture Rates – as shown in Table 1, or supported by empirical data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

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

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

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

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



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

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

**LOT:** Portion of a development block.

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

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

Note:  
1. Ordinance No. O-6, Series 2013, Condition MM, stipulates that the requirement for the second access to the Town Center shall be triggered by the construction of 700 residential units or 800 p.m. peak-hour vehicle trips (total for both directions), whichever occurs first.

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

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SUPERIOR TOWN CENTER  
PD AMENDMENT #3

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CHECKED:  
APPROVED:  
DATE: JUNE 2016  
SUBMITTALS:  
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06-02-2016 STAFF REVIEW  
06-13-2016 MYLARS

SHEET TITLE:  
**COVER SHEET 2**

SCALE:  
SHEET NUMBER  
**CS1.1 / FIGURE 1**

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**SUPERIOR TOWN CENTER  
PD AMENDMENT #3**

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SHEET TITLE:  
**BUILD-TO/  
SETBACK  
DIAGRAM**  
SCALE:  
SHEET NUMBER  
**CS1.2 /  
FIGURE B**

**ENCROACHMENTS WITHIN RIGHT-OF-WAY**

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

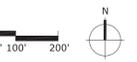
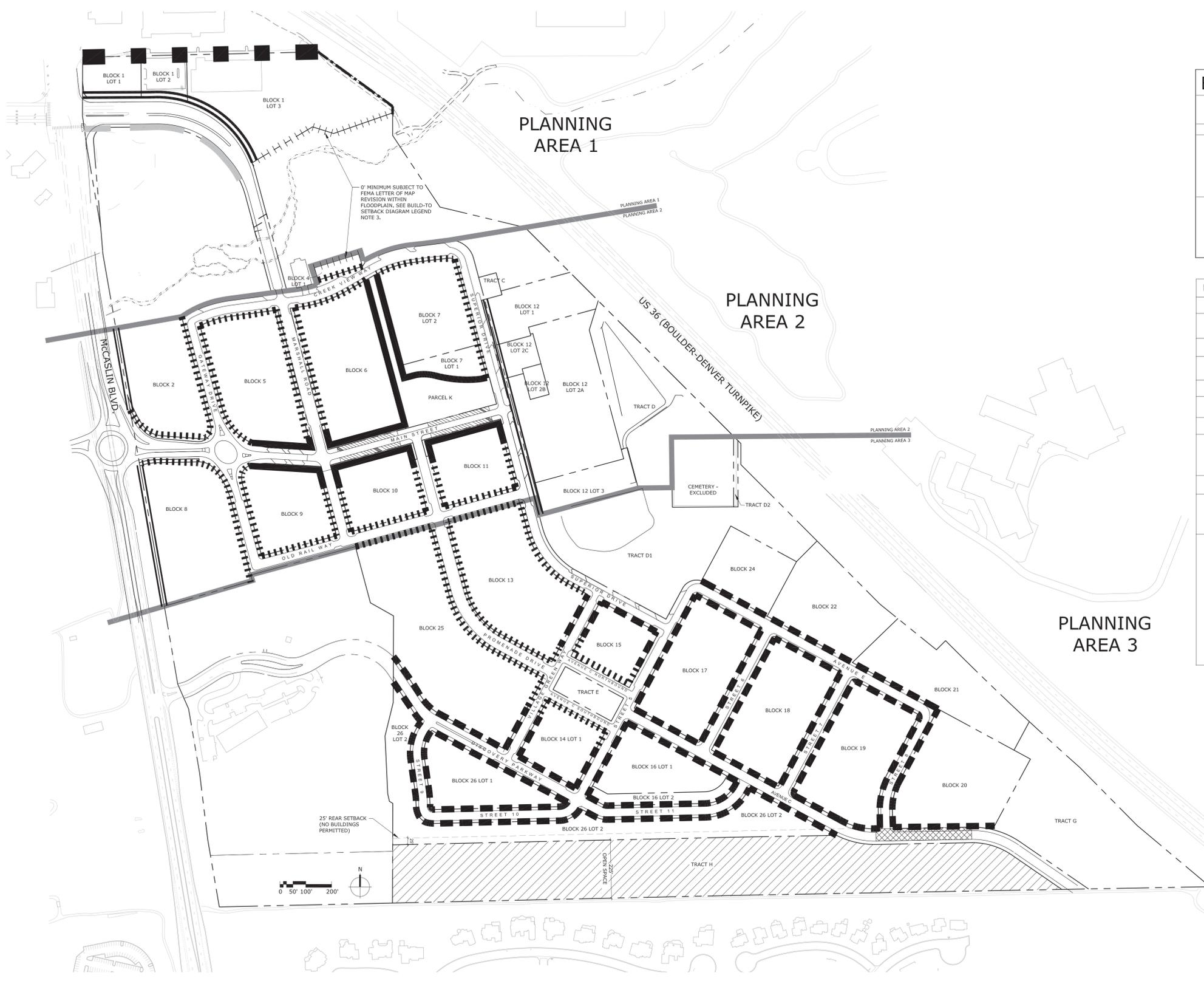
Type	Maximum Encroachments
• Building Foundations	4.0'
• Awnings/Canopies	10.0'
• Signs (projecting/blade)	5.0'
• Outdoor dining and railings that enclose outdoor dining areas	15.0' (2)
• Roof Overhangs/Balconies	10.0'
• Minimum Height for Projecting Signs (measured from bottom of sign)	8.0'

Note:  
(1) Encroachments in excess of the maximums listed above may be considered on a case-by-case basis.  
(2) In all cases, a minimum 5.0' walkway is to be provided between the street amenities and the structure / seating area for outdoor dining.

**BUILD-TO SETBACK DIAGRAM LEGEND**

	0.0' MIN - 15.0' MAX
	0.0' MIN - 10.0' MAX WITH 50% OF FACADE ON 0.0' BUILD TO LINE
	2.0' MIN. - 8.0' MAX.
	10.0' MIN.
	15.0' MIN.
	0.0' MIN. - 35.0' MAX
	TRAIL EASEMENT
	0' MINIMUM SUBJECT TO FEMA LETTER OF MAP REVISION WITHIN FLOODPLAIN (SEE NOTE 3 BELOW)
	25' REAR SETBACK
	OPEN SPACE - TO BE DEDICATED AS PUBLIC/TOWN LAND. TRAILS AND GRADING ALLOWED BUT ORIGINAL GRADE TO REMAIN.
	CONDITION "O" OF ORDINANCE NO. 0-1, SERIES 2016: APPLICANT MAY PRESENT ALTERNATE ALIGNMENTS OF AVENUE C IN FUTURE FINAL DEVELOPMENT PLAN APPLICATIONS, AND IF THE REALIGNMENT APPROVED BY THE BOARD RELOCATES THE PORTION OF AVENUE C THAT RUNS PARALLEL TO THE NORTHERN TRACT H BOUNDARY MORE THAN 250' FROM THE SOUTHERN TRACT H BOUNDARY, THEN BLOCKS 21 AND 22 SHALL BE CHANGED TO FLEX SPACE (COMMERCIAL, RESIDENTIAL, LIVE/WORK, CIVIC/EDUCATION). THE FLEX SPACE CHANGE SHALL THEREAFTER BE SHOWN ON ALL APPLICABLE PLAN SHEETS.

**\*NOTES:**  
1. SETBACKS ARE MEASURED FROM R.O.W. (BACK OF CURB) OR EDGE OF PARCELS.  
2. AREAS OF DISCOVERY/PUBLIC SPACES (SUCH AS PASSAGEWAYS, PASEOS AND COURTYARDS) MAY BE EXCLUDED FROM THE BUILD-TO/SETBACK REQUIREMENTS; HOWEVER, THE REQUIREMENT THAT 50% OF FACADES ARE REQUIRED TO BE BUILT AT A ZERO SETBACK FOR AREAS DESIGNATED AS REQUIRING A 0'-10' SETBACK SHALL STILL BE MET.  
3. WHERE APPLICABLE, THE APPLICANT MUST COMPLY WITH THE TOWN OF SUPERIOR'S FLOODPLAIN DEVELOPMENT PROCESS AND OBTAIN BOTH A PERMIT FROM THE TOWN AND A LETTER OF MAP REVISION FROM FEMA PRIOR TO BEING GRANTED APPROVAL FOR ANY CONSTRUCTION WITHIN THE FLOODPLAIN.



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**SUPERIOR TOWN CENTER  
PD AMENDMENT #3**

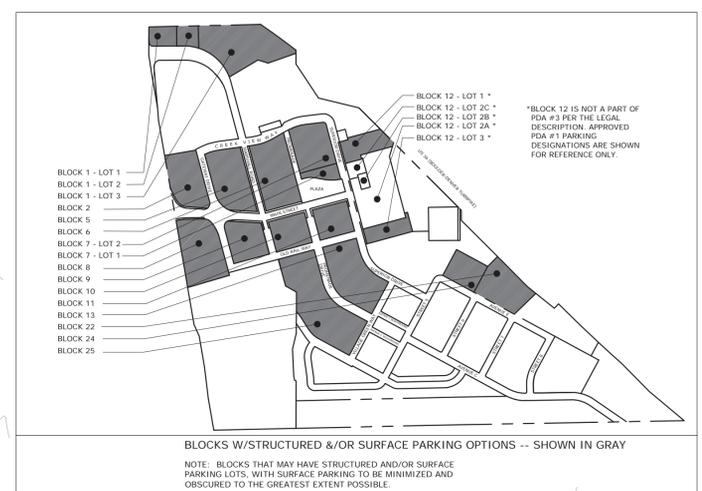
PROJ. NO.  
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SHEET TITLE:  
**LAND USE  
CONCEPT BLOCK  
DIAGRAM  
(COLOR)**

SCALE:  
SHEET NUMBER  
**CS1.3 /  
FIGURE A**

- LAND USE PLAN - LEGEND**
- HOTEL
  - CIVIC
  - TOWN DEDICATION
  - RECREATION/ FLEX SPACE
  - FLEX SPACE (COMMERCIAL, RESIDENTIAL, LIVE/WORK, HOTEL, CIVIC/ EDUCATION)
  - GROUND FLOOR COMMERCIAL W/ FLEX SPACE ABOVE
  - COMMERCIAL
  - RESIDENTIAL
  - PLAZA/ PROMENADE
  - OPEN FIELDS/ RECREATION
  - NATURAL OPEN SPACE - GRADING & TRAIL IMPROVEMENTS ALLOWED
  - STORMWATER MANAGEMENT AREA
  - ACTIVE RECREATION
  - FLEX SPACE WITH LIVE/WORK RESIDENTIAL RESTRICTION. RESIDENTIAL USE NOT ALLOWED WITHIN 25% OF MAIN STREET GROUND FLOOR FRONTAGE BUILT AS LIVE / WORK.
  - FLEX SPACE - EXCLUDING RESIDENTIAL

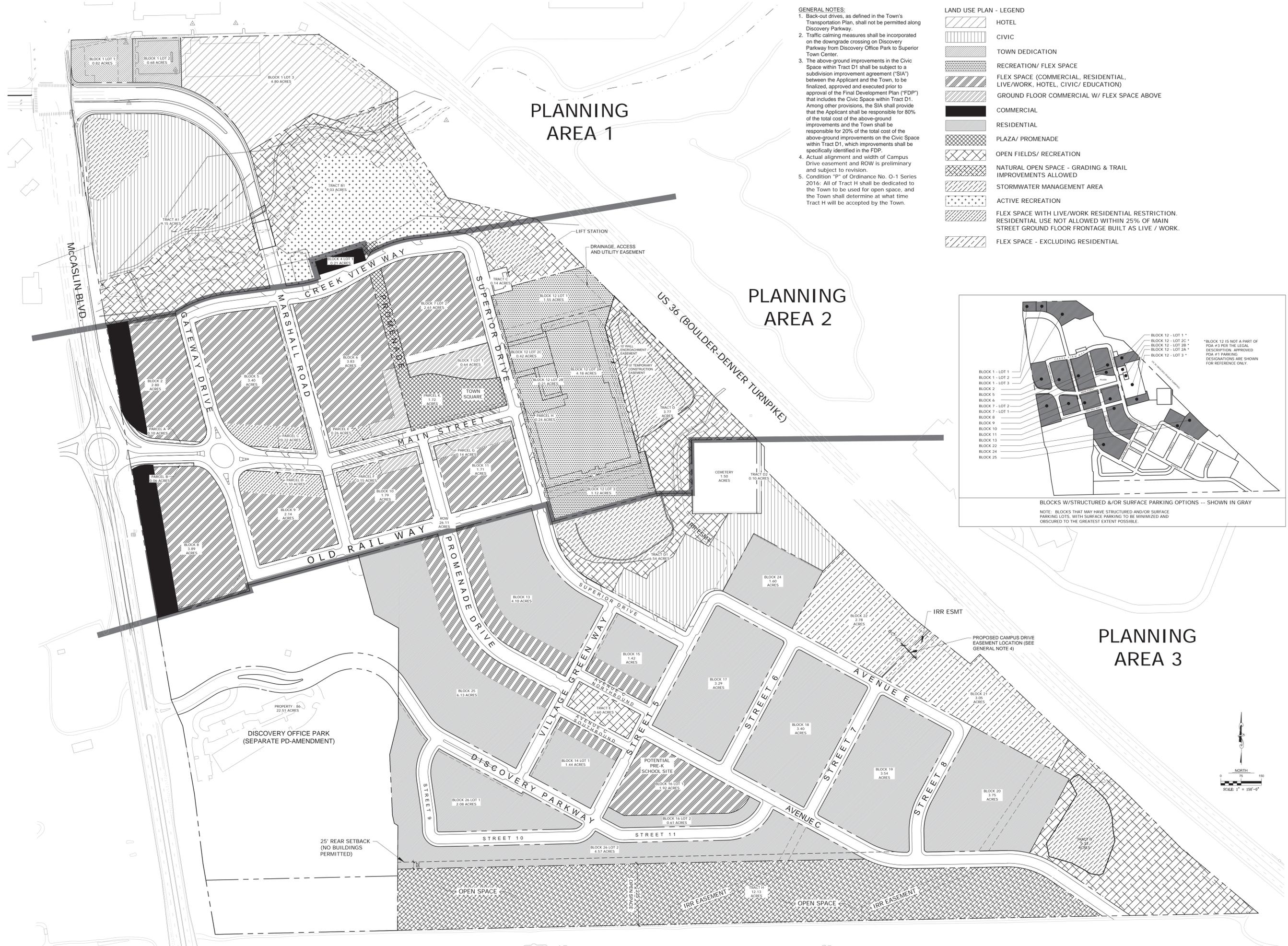
- GENERAL NOTES:**
- Back-out drives, as defined in the Town's Transportation Plan, shall not be permitted along Discovery Parkway.
  - Traffic calming measures shall be incorporated on the downgrade crossing on Discovery Parkway from Discovery Office Park to Superior Town Center.
  - The above-ground improvements in the Civic Space within Tract D1 shall be subject to a subdivision improvement agreement ("SIA") between the Applicant and the Town, to be finalized, approved and executed prior to approval of the Final Development Plan ("FDP") that includes the Civic Space within Tract D1. Among other provisions, the SIA shall provide that the Applicant shall be responsible for 80% of the total cost of the above-ground improvements and the Town shall be responsible for 20% of the total cost of the above-ground improvements on the Civic Space within Tract D1, which improvements shall be specifically identified in the FDP.
  - Actual alignment and width of Campus Drive easement and ROW is preliminary and subject to revision.
  - Condition "P" of Ordinance No. O-1 Series 2016: All of Tract H shall be dedicated to the Town to be used for open space, and the Town shall determine at what time Tract H will be accepted by the Town.

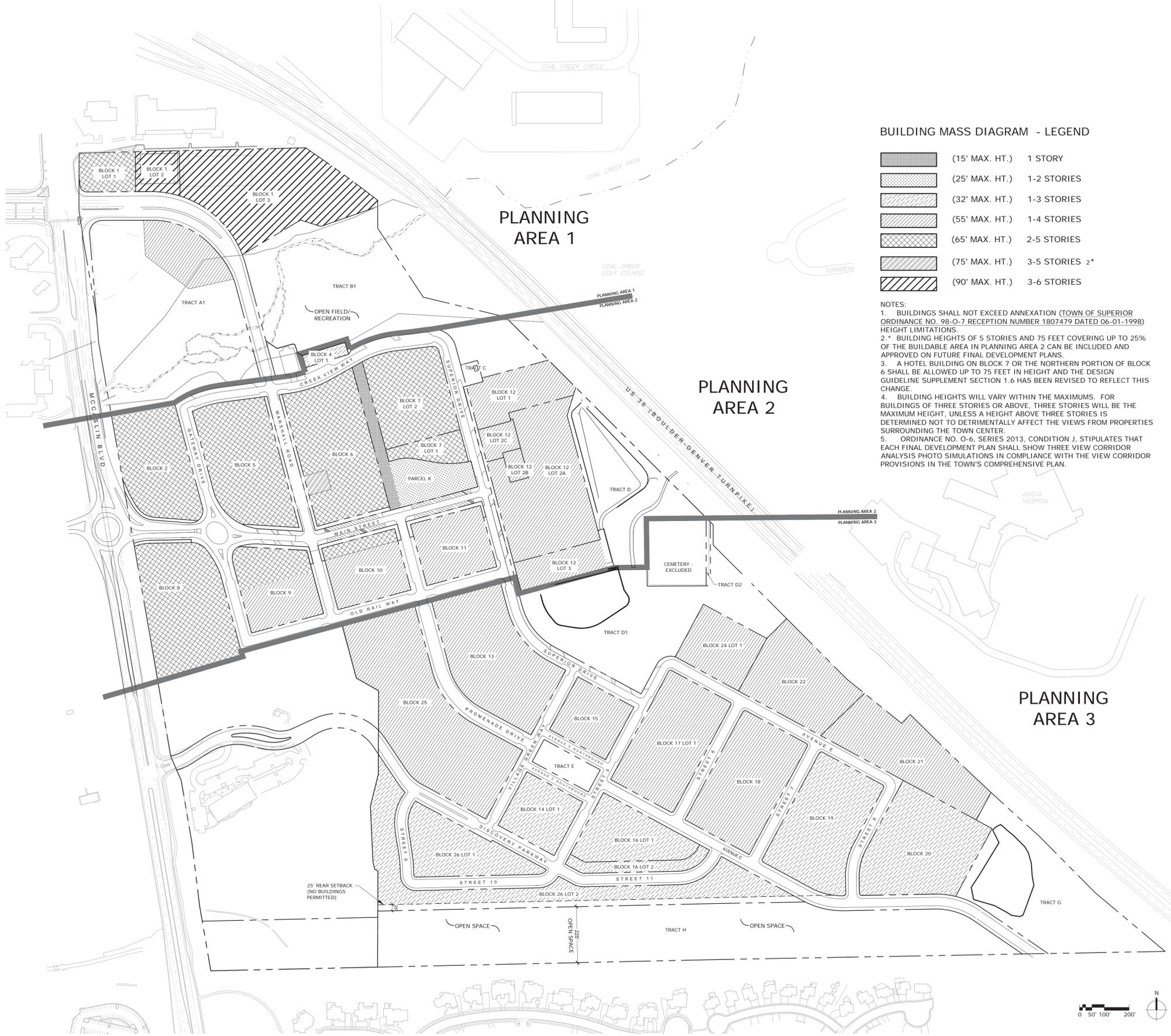


**PLANNING AREA 1**

**PLANNING AREA 2**

**PLANNING AREA 3**





**ALLOWED USES**

Following is a list of Allowed Uses within the Superior Town Center including, but not limited to:

**Residential Uses; including, but not limited to:**

- Multi-Family dwellings
- Single-Family dwellings

**Agricultural Uses; including, but not limited to:**

- Nursery stock production and sales \*

**Retail/Commercial Uses; including, but not limited to:**

- Retail Businesses
- Parking lots/structures
- Restaurants
- Commercial recreation/sports facilities
- Professional business offices
- Hotels
- Dental or Medical Clinics
- Transportation facilities/bus shelters
- Banking, savings and loans
- Drive-through restaurants\*
- Drive-through Bank\*
- Communication Facilities

**Light and General Industrial Uses; including, but not limited to:**

- Facilities for large scale search, testing, fabrication, processing, manufacture, repair, cleaning or assembly of: 1) sporting goods, 2) electronic components, 3) computers, 4) steel, 5) cosmetics, 6) musical instruments, toys, novelties, 7) artwork, pottery, 8) ceramics, glass, metal, and plastic products, 9) natural products, 14) bulk dry cleaning, 15) products and materials similar to and compatible with the above.
- Storage, repair, rental or sales with contract installation for durable goods\*
- Studios for motion picture or video productions\*
- Catalog Sales outlets\*
- Call center\*

**Other Uses:**

- Public Park and Recreation areas and facilities
- Civic/Governmental Uses (community center, town hall, etc.)
- Public or Private School\*
- Child Care
- Public Utilities
- Veterinary Clinics/Hospitals

**Notes:**

- \* Uses allowed only through Town of Superior Special Use Review Process

**PROHIBITED USES**

**Residential Uses:**

- Mobile Homes

**Agricultural Uses:**

- Livestock (allowed use until each parcel is developed)

**Retail/Commercial Uses:**

- Sexually Oriented businesses
- Automobile, truck, mobile home or recreational vehicle sales or leasing and sale of parts and accessories
- Gas Station/Service Station
- Retail and Medical Marijuana Uses
- Tattoo Parlors

**Light and General Industrial Uses:**

- Extractions, processing and transportation of natural resource materials. Oil and Gas drilling accessory equipment and storage tanks.
- Lumberyards
- Mini-Storage
- Bottling plants
- Industrial equipment sales and leasing and the sale of parts and accessories
- Automobile, mobile home or recreation vehicle general service, repair, painting, body work and storage
- Automobile washing facilities
- Contractor's supply yards
- Manufacturing shops for: 1) Cabinetworks and furniture, 2) Glazing, 3) Plumbing, 4) Electrical, 5) Sheet metal, 6) Upholstery, 7) General Repair, 8) Welding
- Commercial laundries
- Motor freight depots
- Cold storage Lockers
- Manufacture of durable goods
- Major utility facilities, including transmission lines and substations
- Outdoor Storage and Maintenance Yards
- Recycling facilities
- Water and Sewer treatment plants (with the exception of lift stations)
- Salvage yards/Junk yards

**Other Uses:**

- Kennels

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SUPERIOR TOWN CENTER  
PD AMENDMENT #3

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SHEET TITLE:  
**BUILDING MASS DIAGRAM**

SCALE:  
SHEET NUMBER  
**CS1.4 / FIGURE H**



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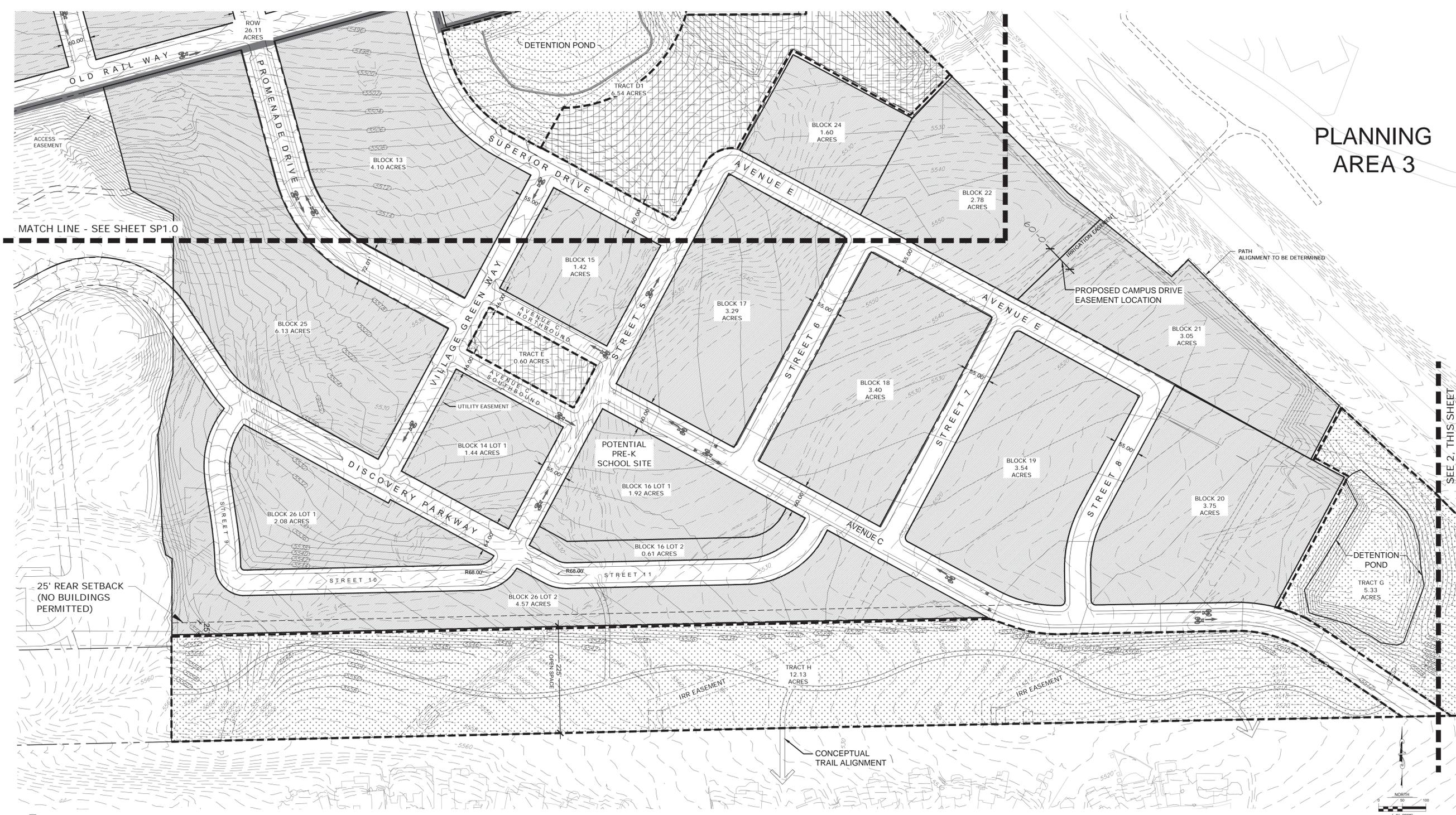
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SHEET TITLE:  
**SITE  
DEVELOPMENT  
PLAN - WITH  
PROPOSED  
GRADING  
(SOUTH)**  
SCALE: 1" = 100'-0"  
SHEET NUMBER  
**SP1.1**

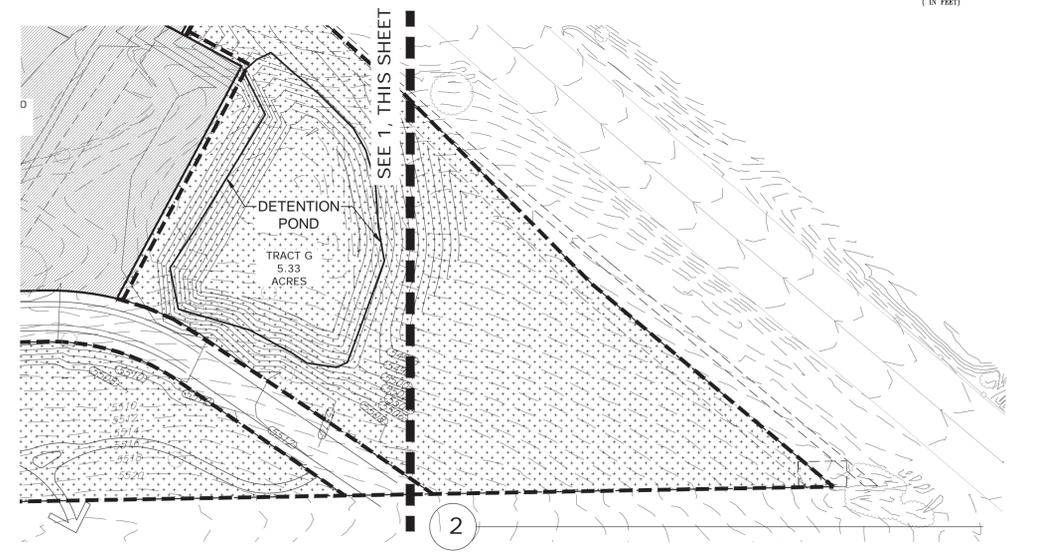
**PLANNING  
AREA 3**



**LEGEND:**

- DEVELOPED PARKLAND
- NATURALIZED LANDSCAPE / OPEN SPACE
- DEVELOPMENT PARCELS
- PROPERTY LINE
- EXISTING CONTOUR
- PROPOSED CONTOUR

NOTE: FOR RECREATIONAL USES, SEE SHEETS L1.0 AND L1.1



- Notes:**
- Ordinance No. O-4, Series 2014, Condition D, stipulates that back-out drives as defined in the Town's transportation plan shall not be permitted along Discovery Parkway.
  - Ordinance No. O-4, Series 2014, Condition E, stipulates that traffic calming measures shall be incorporated on the downgrade crossing on Discovery Parkway from Discovery Office Park to Superior Town Center.
  - Ordinance No. O-4, Series 2014, Condition F, stipulates that trail connection leading from Discovery Parkway to Street 3 (Old Rail Way) in Superior Town Center shall be eight feet (8') in width.
  - Public Streets 10 & 11 will be approved with deviation from Town of Superior Roadway Design Criteria with respect to design speed at stop condition intersection approach to Discovery Parkway and Street 5. The Criteria requires a 25 mph design speed and minimum centerline radius of 165 feet for local streets. A 15 mph design speed and minimum centerline radius of 68 feet is proposed.
  - Existing contours reflect topographic and boundary survey for Town Center Filing No. 1 Area performed by King Surveying in April and May 2012. Aerial Topographic survey for area south of Town Center Filing No. 1 coordinated by King Surveying in April 2013. Proposed Contours reflect grading permit within Block 26 and Tract H. #GR2016-13.

MATCH LINE - SEE SHEET SP1.0

SEE 2, THIS SHEET

1

2

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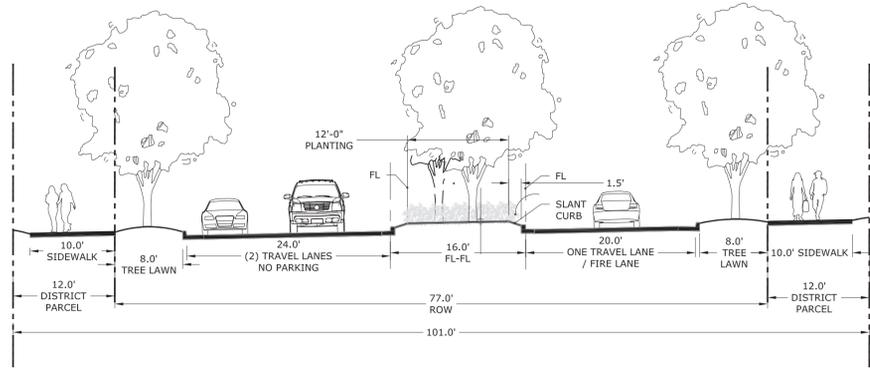
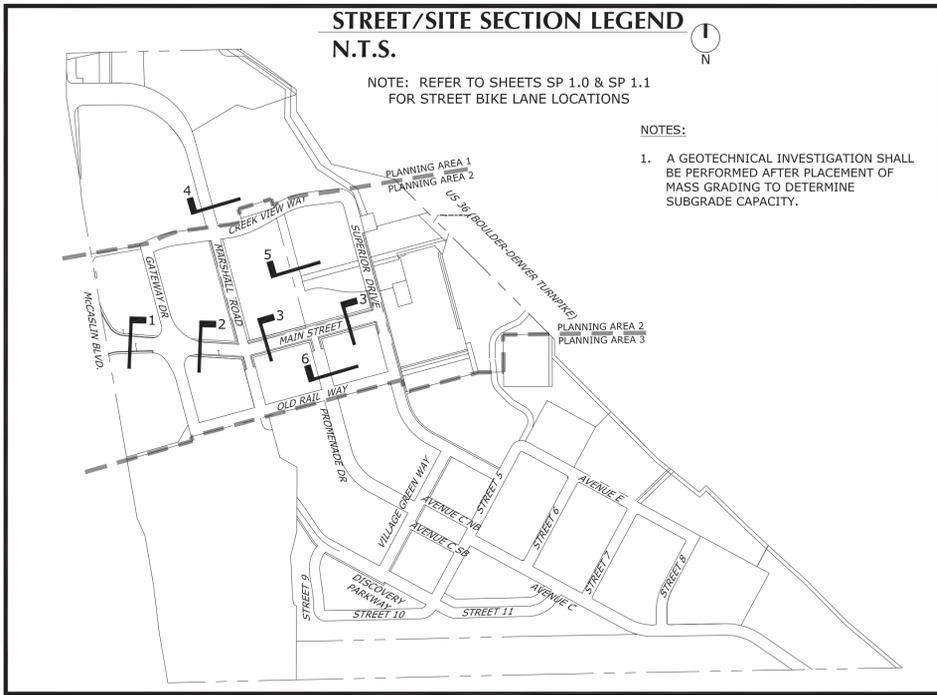
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**SUPERIOR TOWN CENTER  
PD AMENDMENT #3**

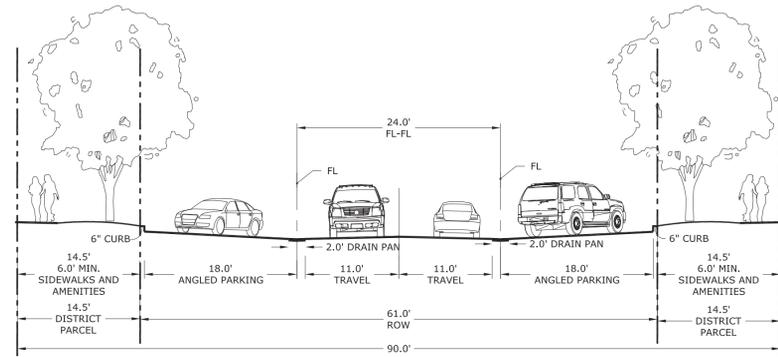
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SHEET TITLE:  
**ILLUSTRATIVE  
STREET  
SECTIONS 1**

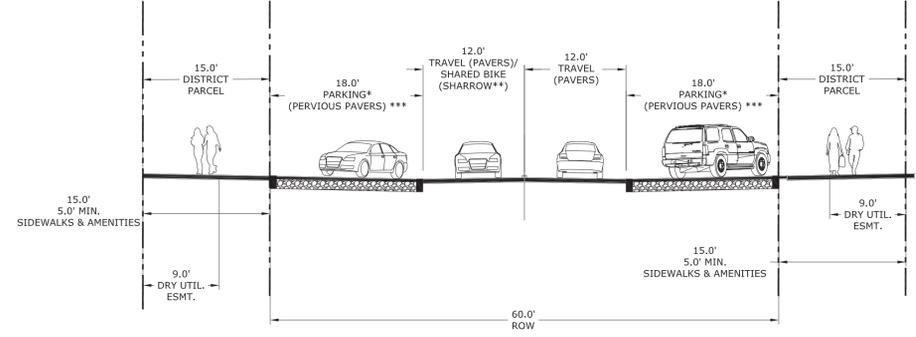
SCALE:  
SHEET NUMBER  
**SP2.0a/  
FIGURE C.1**



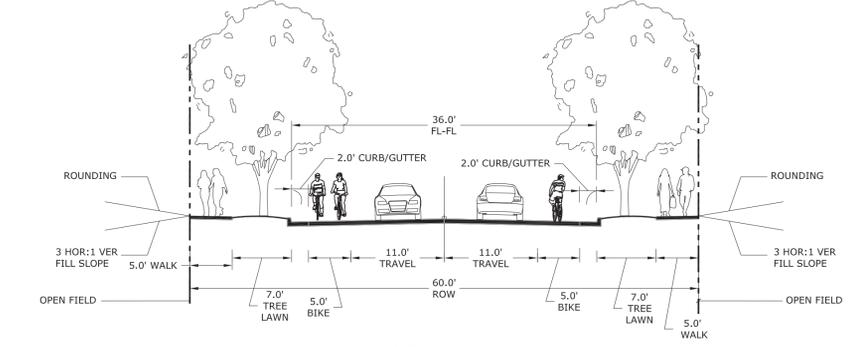
SECTION 1 - 77' ROW  
MAIN STREET (MCCASLIN BOULEVARD TO GATEWAY DRIVE - FACING EAST)



SECTION 2 - 61' ROW  
MAIN STREET (GATEWAY DRIVE TO MARSHALL ROAD)

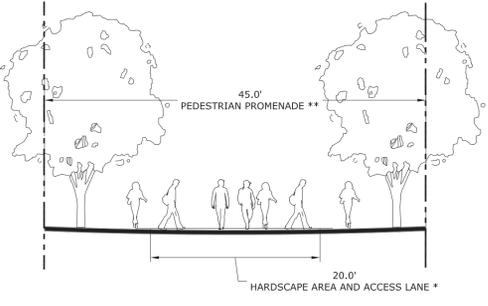


SECTION 3 - 60' ROW  
MAIN STREET (MARSHALL ROAD TO SUPERIOR DRIVE, FACING EAST)

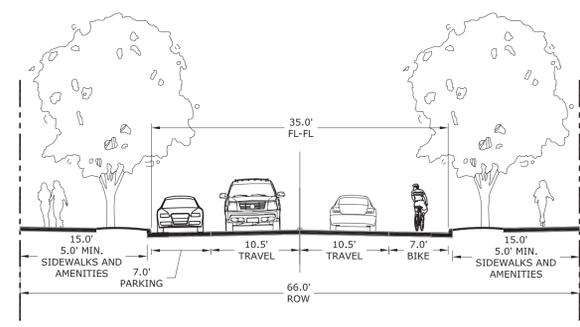


SECTION 4 - 60' ROW  
MARSHALL ROAD (NORTH OF CREEK VIEW WAY)

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



SECTION 5 - 45' DISTRICT PARCEL  
PEDESTRIAN PROMENADE (CREEK VIEW WAY TO MAIN STREET)



SECTION 6 - 66' ROW  
PROMENADE DRIVE  
MAIN STREET TO OLD RAIL WAY (FACING NORTH)

**ORDINANCE - NO. O-6, SERIES 13**  
ALL SIDEWALKS SHALL BE A MINIMUM OF 5 FEET WIDE, OR GREATER IF INDICATED HEREON.



**NOTES:**  
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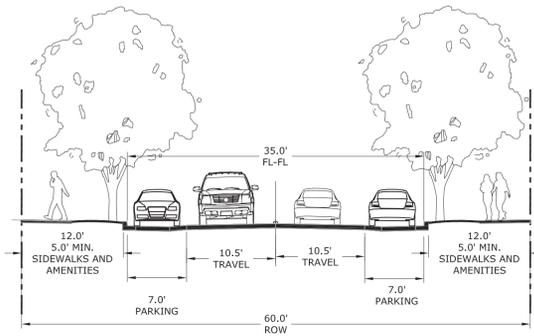
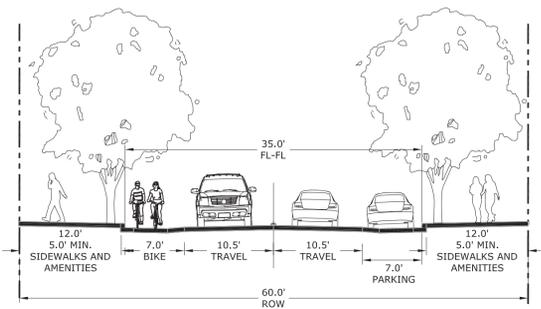
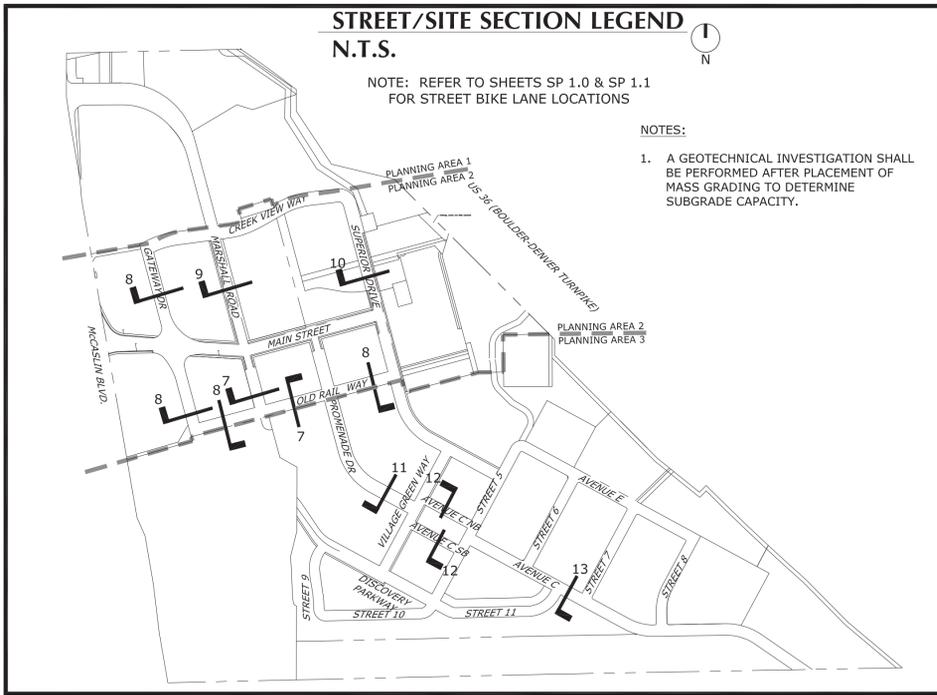
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**SUPERIOR TOWN CENTER  
PD AMENDMENT #3**

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06-13-2016 NYLARS

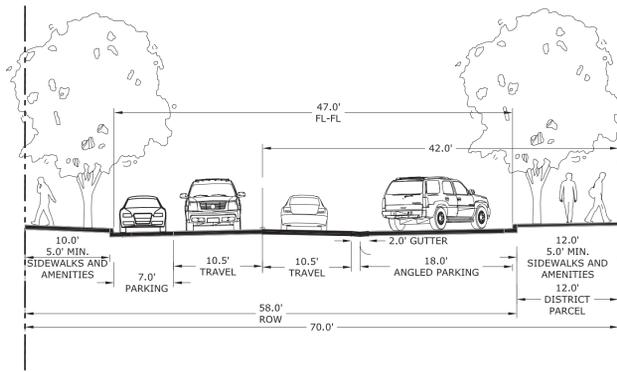
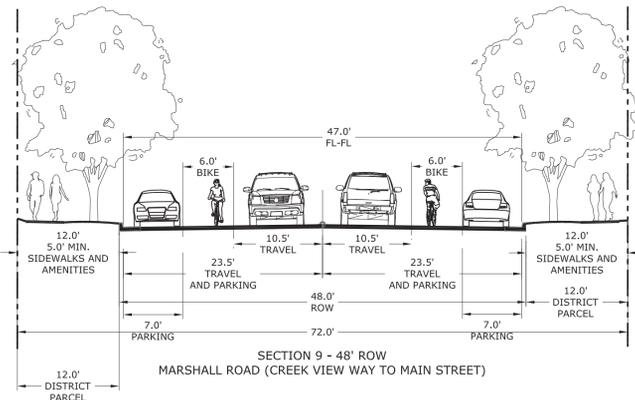
**SHEET TITLE:  
ILLUSTRATIVE  
STREET  
SECTIONS  
2/FIGURE C.2**

SCALE:  
SHEET NUMBER  
**SP2.0b/  
FIGURE C.2**



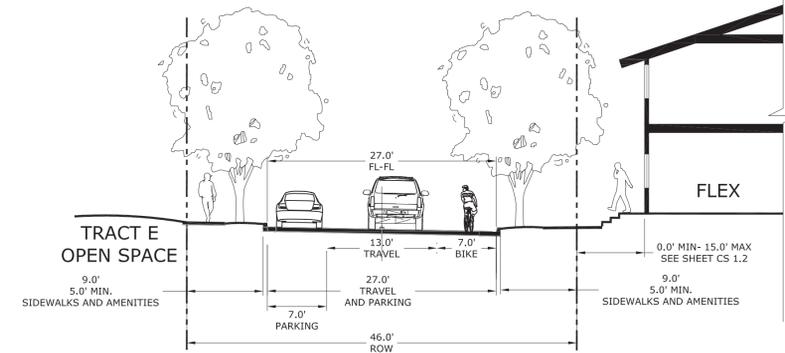
**SECTION 7 - 60' ROW**  
MARSHALL ROAD (MAIN STREET TO OLD RAIL WAY - FACING NORTH)  
OLD RAIL WAY (MARSHALL ROAD TO PROMENADE DRIVE- FACING WEST)

**SECTION 8 - 60' ROW**  
GATEWAY DRIVE (CREEK VIEW WAY TO OLD RAIL WAY)  
OLD RAIL WAY (GATEWAY DRIVE TO MARSHALL ROAD)  
OLD RAIL WAY (PROMENADE DRIVE TO SUPERIOR DRIVE)

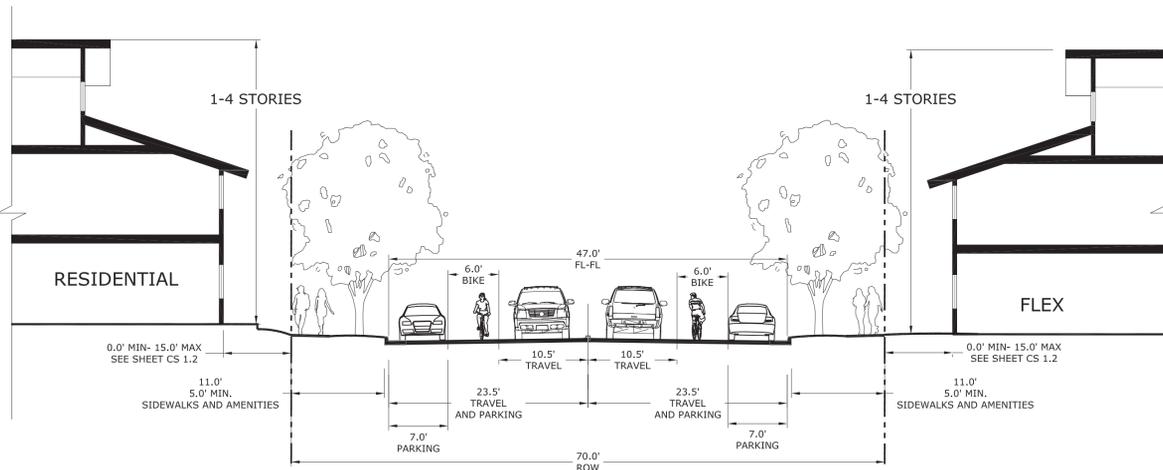


**SECTION 9 - 48' ROW**  
MARSHALL ROAD (CREEK VIEW WAY TO MAIN STREET)

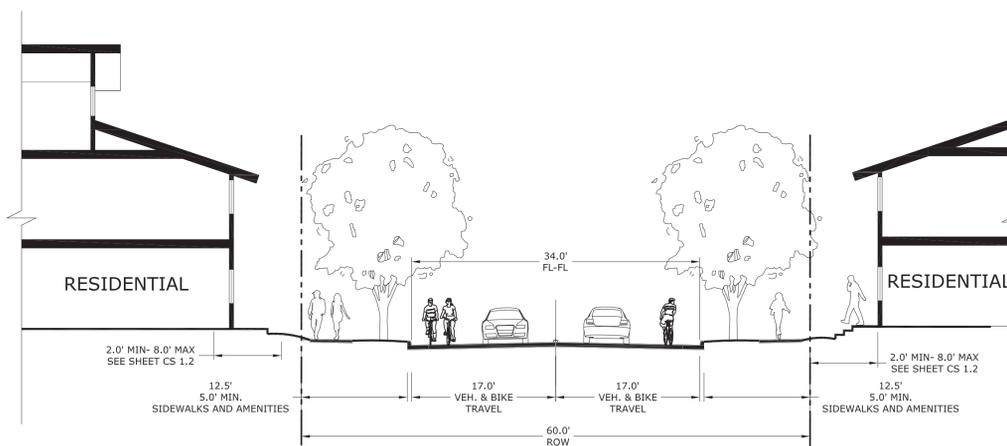
**SECTION 10 - 58' ROW**  
SUPERIOR DRIVE (CREEK VIEW WAY TO OLD RAIL WAY)  
(FACING NORTH)



**SECTION 12 - 46' ROW**  
AVENUE C NB & SB



**SECTION 11 - 70' ROW**  
PROMENADE DRIVE (OLD RAIL WAY TO VILLAGE GREEN WAY)



**SECTION 13 - 60' ROW**  
AVENUE C

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**ORDINANCE - NO. O-6, SERIES 13**  
ALL SIDEWALKS SHALL BE A MINIMUM OF 5 FEET WIDE, OR GREATER IF INDICATED HEREON.





RC SUPERIOR  
12275 El Camino Real  
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San Diego, CA 92130

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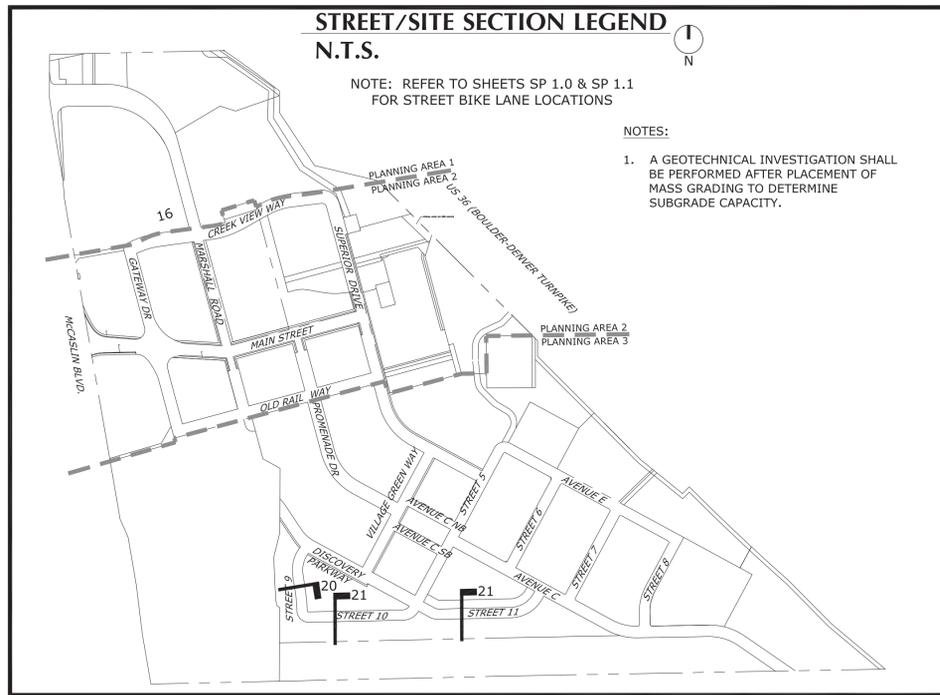
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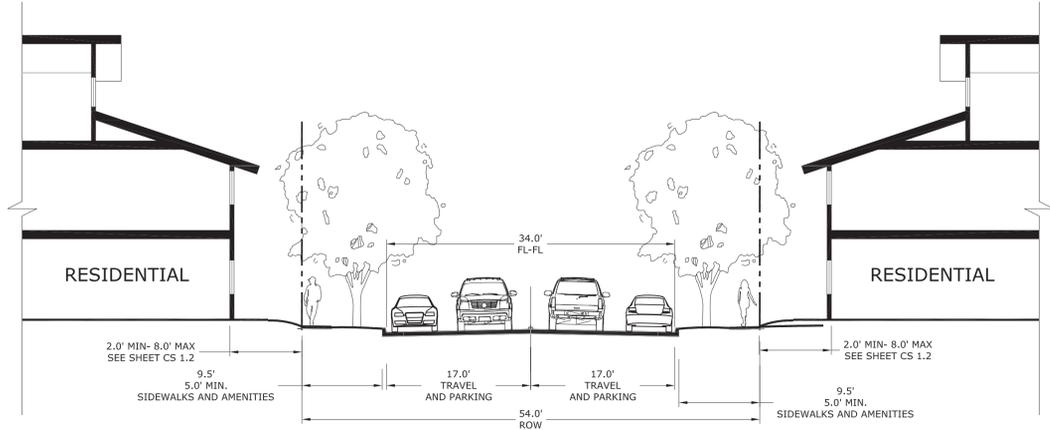
SHEET TITLE:  
**ILLUSTRATIVE  
STREET  
SECTIONS 4**

SCALE:  
SHEET NUMBER  
**SP2.1b/  
FIGURE C.4**

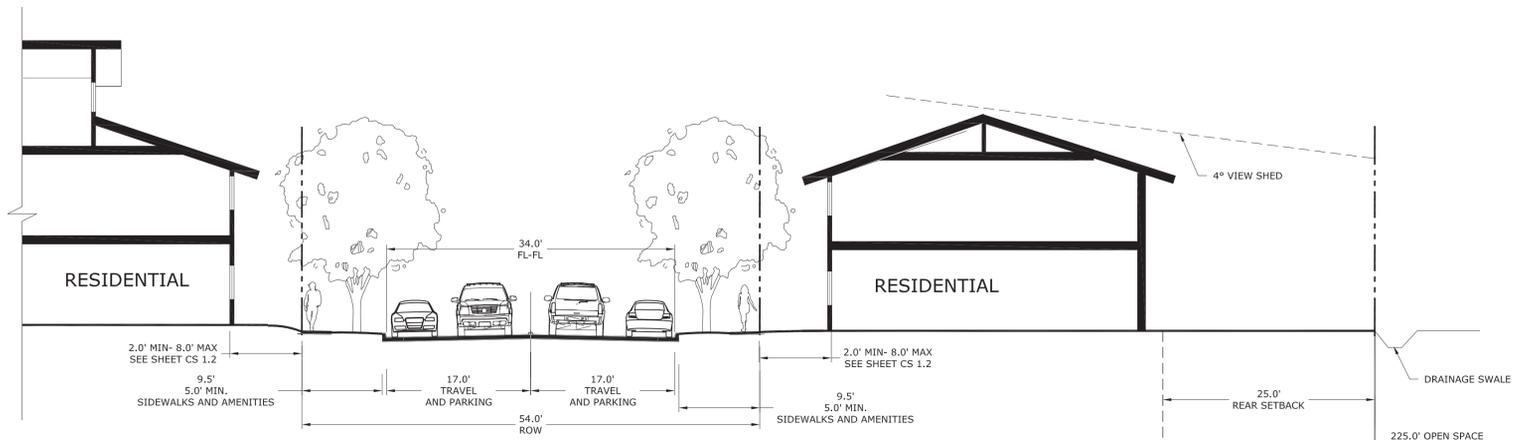


NOTE: REFER TO SHEETS SP 1.0 & SP 1.1 FOR STREET BIKE LANE LOCATIONS

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SECTION 20 - 54' ROW  
STREET 9



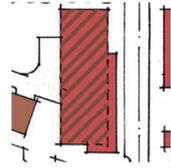
SECTION 21 - 54' ROW  
STREETS 10 & 11  
FACING EAST

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## PLANNING AREA 02

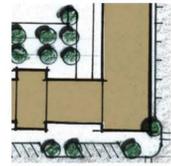


### A. FLEX APARTMENT OVER RETAIL:

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

**Parking:** Shared Structured Parking From Midblock

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

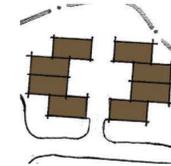


### B. HIGH DENSITY RESIDENTIAL FLATS:

**Unit Sizes:** Range: 1,100 s.f. - 1,600 s.f.

**Parking:** Shared Structured Parking accessed from midblock.

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

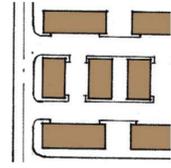


### C. CLUSTER DUPLEX / TOWNHOMES:

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

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

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

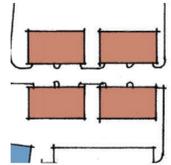


### D. ATTACHED ROWHOME:

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

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

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

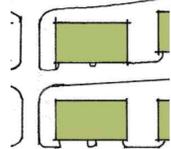


### E. HIGH DENSITY ATTACHED (6-UNIT FLATS):

**Unit Sizes:** Range: 1,250 s.f. - 1,600 s.f.

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

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



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

**Unit Sizes:** Townhome: 2,100 s.f. (floors 2-3) (4 units)

Penthouse: 1,950 s.f. (floor 4 + mezzanine / loft) (2 units)

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

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

## PLANNING AREA 03

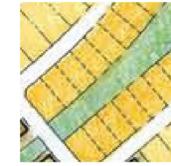


### G. COTTAGES:

**Unit Sizes:** Range: 1,200 s.f. - 3,000 s.f.

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

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

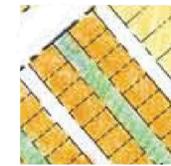


### H. VILLAS:

**Unit Sizes:** Range: 1,500 s.f. - 2,400 s.f.

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

**Description:** The larger Villas are compact residential buildings that can be located on shallow lots. Typically, the main living space is located on the second floor above the garage. Second and third-story setbacks are encouraged. Front porches and second-story balconies provide interest and variety.



### I. URBAN VILLAS:

**Unit Sizes:** Range: 1,200 s.f. - 1,900 s.f.

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

**Description:** The smaller Urban Villas are compact residential buildings that can be located on shallow lots. Typically, the main living space is located on the second floor above the garage. Second and third-story setbacks are encouraged. Front porches and second-story balconies provide interest and variety.



### J. TOWNHOMES:

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

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

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



### K. LIVE / WORK TOWNHOMES:

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

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

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

#### NOTES:

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06-02-2016 STAFF REVIEW  
06-13-2016 MYLARS

#### SHEET TITLE:

RESIDENTIAL  
TYPOLOGIES

#### SCALE:

SHEET NUMBER

SP2.2 /  
FIGURE G.3