

**Superior Town Center Phase 1 – Final Development Plan #1 (STC Ph1 FDP #1)  
Main Street Sidewalk and Parking Amendment (FDP 1-1-A)**

**PLAN NARRATIVE:**

**Description of Proposed Revisions to the Sidewalk Paving and Planting Plans included in STC Ph1 FDP #1 (Reception #03369953 March 11, 2014)**

February 13, 2017

**NARRATIVE RATIONALE / DESCRIPTION OF THE PROPOSAL**

The purpose of the request for the Amendment to the STC Ph1 FDP #1 Paving and Landscape Plans (FDP #1) is to acquire approval of revisions to the aesthetics, materials, and geometry of the Main Street sidewalk and parking areas to conform with the previously approved PD Amendment #3 (“PDA #3”). The amendment also includes the portions of Superior Drive that were included within the STC Ph1 FDP #1 project boundary. The accompanying planting design has been updated to respond to the sidewalk changes and is included as part of this amendment.

The paving and planting treatment design has been revised in conjunction with the approved STC PDA #3 flush street condition, existing constructed road, and utilities. The approved STC PDA #3 added diagonal parking in locations that previously had no parking or parallel parking and moved the Town Plaza from Block 6 to Block 7. The crosswalk locations have been built as a part of the approved Superior Town Center Final Development Plan #1 - Phase 1 Street Paving Plans. The parking and sidewalk improvements have been thoughtfully re-designed to create a beautiful street that can also function as an inclusive and well-functioning event space. The new plan enhances pedestrian safety, improves maintenance, and achieves consistency with STC PDA #3.

**Design Overview**

The current sidewalk and parking design was influenced by the following factors: Existing utilities, built crosswalk locations, lighting locations, pedestrian flow, delineating pedestrian and car spaces with the use of contrasting paving materials rather than a continuous curb, the desire for flexible event space along the street, pedestrian safety, the desire for a beautiful design with clean geometry that could be constructed and perform well, and desired shade tree locations. Below is a brief overview of factors that influenced the design followed by descriptions of revisions to each sheet. Make sure to also review the clouded approved STC Ph1 FDP #1 plan set for a visual description of changes.

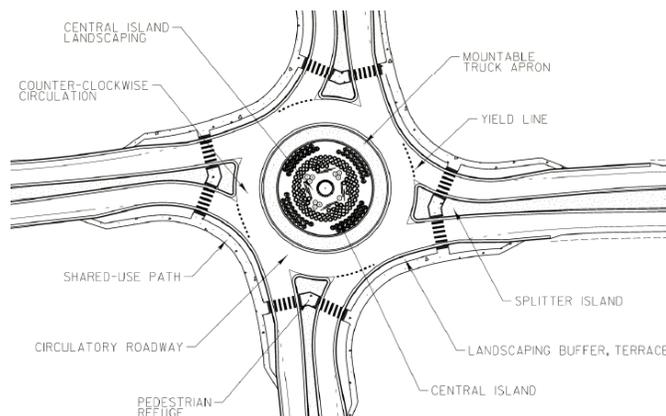
1. Existing Features: The traffic lane portion of Main Street has already been installed and includes fixed utilities and crosswalk locations. Main Street has been tabled (sidewalks and street are at the same elevation) from Marshall Road to Superior Drive, per the approved PDA #3. The street contains two blocks of pavers rather than the previous one block of pavers. This amendment addresses the aesthetic and material changes to the adjoining sidewalks, parking, and planting areas.
2. Tree Islands, Tree Grates, and Tree Spacing: The desired shade and ornamental tree locations were determined by maintaining a similar number of trees that were approved in FDP #1 as well as keeping

the approved spacing and coordinating with the necessary street light locations. The built crosswalk configurations allow for planters at most crosswalk corners (a safety and aesthetic improvement over the original design).

- i) The tree grates and paving in the R.O.W.s adjacent to the internal roundabout have been revised. The new design shows a continuous tree lawn/shrub bed adjoining an 8' wide sidewalk. The increased planting area will promote healthy tree growth. The planting area creates a barrier that will prohibit pedestrians, from entering and cross-cutting through the roundabout which could be very dangerous.
  - ii) The tree islands within the parking areas are in the same general location as they were in FDP #1, except they have been re-oriented perpendicular to Main Street (between Marshall Road and Superior Drive) to allow for event flexibility on the flush street (better area for farmer's market booths and/or food trucks) and improved pedestrian circulation during events and around parked cars when the street is open to traffic.
  - iii) The tree grates along the flush/abled event street have been replaced with curbed planters that have larger planting areas than the tree grates. The larger planting areas promote healthy tree growth and space for additional shrubs/ ornamental grasses along the sidewalks. The curbed planters also act as a safety barrier between cars and the sidewalk and protect the trees from cars where removable bollards do not exist. The planter/removable bollard condition still allows for more pedestrian and event friendly environment than a traditional curbed street. Thoughtful consideration of pedestrian circulation has been applied to the current design.
3. Roundabout Design: The pavers around the roundabout have been replaced with a generous tree lawn/shrub bed and adjoining 8' wide concrete sidewalk for safety and aesthetics. The shrub beds provide an impactful green landscaped gateway to Main Street and make the roundabout safe for pedestrians, keeping the edge of the sidewalk separated from the roundabout and preventing pedestrians from cross-cutting through the roundabout. This separation is a best practice for roundabout design and was overlooked in the approved design.

**Figure A**

**Excerpt from Wisconsin Department of Transportation Facilities Development Manual Chapter 11, Section 26, Roundabout Design. 1.4 Defining Physical Features of a roundabout:**



4. Paving Materials: The existing Main Street travel lanes consist of two blocks of clay pavers, an upgrade in quantity and material from the approved one block of concrete unit pavers shown on the curbed condition plans. The flush street/sidewalk condition and a fresh look at the design facilitated a change from concrete unit paver sidewalks to poured in place concrete sidewalks with a special finish and reconfiguration of the sandstone to accent the crosswalk entries. In response to the Main Street concrete sidewalks and clay brick road, concrete sidewalks with tree grates along Superior Drive replace the former design of concrete unit pavers with tree grates. Rationale for the material change follows:

- i) **AESTHETICS**: Downtown Superior strives to provide a feeling of authenticity as a legitimate downtown, paying homage to the history of Superior and the surrounding coal-mining territories while providing modern amenities and a contemporary, updated design aesthetic. The originally approved concrete unit pavers (“CUP’s”) are not a traditionally accurate material. They are also prone to fading, cracking, and other deterioration. They imitate clay bricks but are an obvious imposter. Via the previously approved administrative amendment, Main Street has been installed with traditional clay pavers (rather than CUP’s) which provides better longevity, and is a historically accurate material for the Colorado region. Colored and stamped concrete also strives to imitate other natural materials (typically brick or stone) and is not appropriate for Superior’s Main Street (it may still be considered on lower priority alleys or residential and peripheral park areas.)

The proposed concrete finish is an upgraded “sandscape” type finish whereby the surface of the concrete is lightly washed to expose the fine aggregates in the concrete mix. It is not a typical budget “broom finish.” It is a natural material and historically accurate for urban developments in the Colorado region, especially when paired with the proposed sandstone intersection corners. Also a consideration, the concrete walkway will provide a much-needed visual break between the parking areas on Main Street and the storefronts facing Main Street, many of which will also be clay brick. Wherever possible, the design team’s preference for Downtown Superior is to use natural materials and avoid “imitation materials.”

- ii) **SAFETY**: Paving materials play a large role in providing subconscious visual cues to pedestrians and drivers to safely navigate the built environment. A strong contrast of color and texture is necessary to differentiate pedestrian areas from vehicle areas, especially where no curb is provided (on Main Street between Marshall Road and Superior Drive.) This contrast is also mandated by the Americans with Disabilities Act (ADA) and provides enhanced safety, especially for the visually impaired. Since the Main Street drive lanes and parking areas are paved 100% in clay brick pavers, a different material is necessary for the pedestrian areas. The naturally uniform light grey color of the sandscape concrete provides a visible contrast to the variegated red color of the brick pavers in the road, and enhances

pedestrian safety. Concrete is also less prone to “trip and fall” incidents than pavers, making concrete more suitable for the Main Street pedestrian areas. Additional pavers and other natural paving materials will be considered for lower-traffic pedestrian areas in the future public plaza and parks of Downtown Superior.

- iii) MAINTENANCE: As discussed above, the previously approved CUP’s may be subject to maintenance issues such as fading, cracking and other deterioration, which can be accelerated by the freeze-thaw cycles and de-icing solutions typical to Colorado. Pavers can also be susceptible to differential settlement (causing an uneven surface and possible tripping hazard.) Poured-in-place concrete walks should have a much longer life span with less maintenance required, and virtually eliminate the problem of differential settlement trip hazards.

- 5. Flush (Tabled) Street Concept and Flexibility: A typical street is 6” lower than the adjoining sidewalk and is separated by a curb. A flush street is at the same level as the sidewalk and other measures are taken to guide pedestrian and traffic movement (placement of movable and fixed items, changes in color and texture of pavement). Main Street transitions to a flush street at Marshall Road where a ramp connects the typical street condition to the flush street condition. The ramp already exists on site. See the plans and visit Main Street for more detail.

The concept of a flexible street and parking is that the street can transition to easily accommodate event conditions, food trucks, street furniture, and pedestrian flow during periods that Main Street may be closed to vehicle traffic. There may also be seasons when a portion of parking is converted to another use (without closing the street) such as summer dining, a sidewalk sale, bike to work day, food truck night, or a parklet installation.

The rectangular planters also contribute to the flexibility of the street and parking. Approved STC Ph1 FDP #1 showed curbed angled planters. These angled planters make the parking fixed as angled and constrain event configurations (vendor tents, pedestrian circulation). FDP 1-1-A proposes rectangular planters oriented perpendicular to the street. This allows more event space, better planting design, easier pedestrian flow during events and past parked cars when the street is open, and extra space for site amenities like movable furniture or bicycle racks. The bicycle racks are now adjacent to parking rather than using space on the sidewalk. This frees up space for eddies/pockets of future movable furniture, eases pedestrian flow, and prevents car bumpers from hitting the bicycles. Rectangular planters also provide more future parking bay flexibility. If desired in the future, the parking configuration could be changed simply by reconfiguring the paver striping rather than removing curbs and planting areas. A parking bay could also be closed for activities like outdoor dining and a nice rectangular space would be provided.

Flexible design should not be confused with “no design”. Flexible streets still have safety measures incorporated and often have built elements that serve other functions in addition to keeping cars away from people and buildings. This built element might be a seat wall (notice the FDP 1-1-A seat walls at the corners were placed to act as a barrier), a bench, a trash can, a planter, or a small

curbed area. A flexible street does not mean that built elements are prohibited from the street and sidewalk. Instead, barriers are often constructed in a way that the barrier serves a few purposes and pedestrian permeability exists. The street is not a plaza all the time, but parts are all of it can be transformed to a plaza by closing off sections or the entire street. When the street is open to cars, precautions to separate cars from people/buildings should be taken.

Flexible streets have safety measures incorporated and often have built elements that serve other functions in addition to keeping cars away from people and buildings. This built element might be a seat wall (like those shown on the plans containing the cars at the edges of the parking which double as seating), a bench, a trash can, a planter cart, or a small curbed planter area (the 6" tall planter curbs shown on the plans). A flexible street does not mean that built elements are prohibited from the street and sidewalk. Instead, barriers are often constructed in a way that the barrier serves a few purposes and pedestrian permeability exists. The street is not a plaza all the time, but parts are all of it can be transformed to a plaza by closing off sections or the entire street.

#### 6. Curbed Planter Benefits:

- i) Designed in unison with the bollards and seat walls at the corners, the planters provide an edge for cars. Without the planter curb, each tree would need a bollard in front of it to prevent cars from constantly bumping into the tree trunks. Planters allow cars to pull farther forward than a bollard at the edge of a tree grate would.
- ii) If no curbs were included anywhere, the plants and trees would risk getting completely trampled and driven over. The space would not be desirable or meet Town requirements without plants. The planters guide foot and car traffic but in a more flexible way than a continuous curb. When closed, the street and sidewalk will feel like a plaza with planters (like Pearl Street in Boulder or many other plazas around the world – the planters do not limit pedestrians but guide pedestrian traffic and provide aesthetic beauty, soften the urban environment, and provide enjoyment).
- iii) The boundary is permeable and the tripping hazards are gone. People intuitively feel the tree in each planter and notice the 2' or higher plants. People who have impaired vision can feel the planters with a cane (and the detectable warning barrier).
- iv) The planters more gently separate cars and people than a continuous curb. The planters have ~20-22' openings between them which is quite a large space for pedestrians to pass through. The planters and planting within provide a border for movable seating and make each of these seating areas or eddies feel intimate – like one is sitting in a little garden versus sitting between tree grates and next to cars.
- v) The curbed planters will protect the plants and trees. Urban tree health is an important consideration and many municipalities have begun to pay close attention to this subject. Root compaction and poor growth conditions in urban environments prevent many trees from reaching maturity. It is advised that when at all possible and space allows, to place trees in planters rather than tree grates and to give the roots as much growing space as possible to protect both the tree and adjacent sidewalk and to give the street trees the best

chance to reach maturity and to provide the highly-sought after mature tree canopy. Over time, tree grates are often buckled by tree roots and create uneven walking surfaces. Roots can be compacted even below tree grates. Trees contribute to human health, air quality, and sense of place.

- vi) The planters add more planting area to the sidewalk. The tree grates did not allow for shrubs and flowering plants to be placed along the sidewalk.
- vii) The planter curbs will protect the GFI receptacles/electrical.

7. Flush Street Compliance with ADA: All entries from the sidewalk to the flush street are either bordered by a curbed planter or 2' wide detectable warning strip to prevent people who are visually impaired from walking into traffic. No curb ramps are required because there is no grade change. The accessible space aisles are clear from obstructions. A contrast in materials between the sidewalk and the road complies with the ADA requirement to provide a distinct color contrast between pedestrian areas and vehicular areas.
8. Parking: The overall number of parking spaces has increased by 13 spaces from STC Ph1 FDP #1. The number of accessible spaces stayed the same. Per ADA regulations, for 51 to 75 spaces, 3 are required to be accessible. An extra accessible space was mistakenly shown in PDA #3. FDP 1-1-A removes this space as it is not required.

<b>PARKING COMPARISON CHART</b>			
<b>Sheet #</b>	<b>Main Street Block</b>	<b>Approved STC Ph1 FDP #1 Parking Spaces</b>	<b>Proposed FDP 1-1-A Parking Spaces</b>
<b>L1.0</b>	Gateway to Marshall	16 (1 A)	16 (1A)
<b>L1.1</b>	Marshall to Promenade	14 (1A)	27 (1A)
<b>L1.2</b>	Promenade to Superior	28 (2A)	28 (2A)
<b>Total</b>		<b>58</b>	<b>71</b>

A = Accessible space included within total

9. Bicycle Traffic: Per PDA #3 and the 2016 FDP1 Phase 1 Administrative Amendment, the west bound Main Street bike lane was removed. As described in the PDA #3 narrative and above, bicyclists should join with traffic towards the centerline which is safer than placing a bike lane adjacent to diagonal parking. This provides many benefits, including separating bicycles from cars reversing out of parking spaces and providing traffic calming. The bike route will be signed as shared along Main Street.
10. Rain Gardens/Drainage: With the change to a flush (without curb) street as approved in PDA#3, it is no longer possible to provide curb-type stormwater inlets. To provide sufficient capacity to capture stormwater, grated roadway inlets are required. Grated roadway inlets are generally not suitable for location within a pedestrian area due to excessively large "holes" in the grates, and they are not ADA compliant. Locating the inlets within a rain garden removes them from a pedestrian zone. The rain garden also provides supplemental water quality benefits by filtering runoff through vegetation prior to entering the underground storm sewer. The rain gardens will look like a typical planter that is sloped down to a drain. During storm events, water may pool in the rain gardens; otherwise, the rain garden will look like a typical planter with plants we see in typical urban environments in Colorado.

The lower areas of the rain gardens hold plants and trees that can tolerate a variety of moisture levels, such as being flooded and then dry. These plants will still need to be irrigated. On the higher areas, plants that are used elsewhere on the plans were specified for design continuity and because of height restrictions. Research was done to ensure that the species were appropriate. No new plant species that were not on the approved FDP Ph1 were proposed. In Colorado, water does not stay in the rain gardens for a long enough time to necessitate wetland plants. See plans and key for plants that were used in each area. The centers of the rain gardens are the lower areas of the rain gardens.

11. **Planting Design:** The whole former planting design was deleted (except within Tract D) and the new design started fresh to respond to the new road and planter geometry, additional planters, rain gardens, and tree lawn around the roundabout. No new plant species were added to the plant list and all plants shown on the FDP 1-1-A plans were selected from the approved plant list. The FDP 1-1-A planter geometry and sizes made it easier to mass more plants together which will provide improved visual impact over the former design. The angled planter geometry was tricky for planting design and made it difficult to triangulate plants. The species on the former design were more scattered and sporadic. The approved and proposed designs can be compared by looking at the clouded plans versus the new plans. The tree design is similar but the shrub, perennial, and ornamental grass design are new. Perennials and grasses were not labeled in the former design and are labeled in FDP 1-1-A. The proposed planting design considered sight triangles, year-round color, sun and shade, plant pairing, and visual impact.
  - i) **ROUNDAABOUT:** The design around the roundabout responds to the curved geometry with a flowy placement of plants. Swaths of ornamental grasses continue from the tree lawn, through the splitter islands, and to the next tree lawn. Colorful perennials are placed in front of these grasses. Low level creeping deciduous plants generally are next to the crosswalks. Colorful perennials weave throughout the rest of the space. All of the plants within the restricted sight distance envelope are shorter than 24". The central roundabout island has three evergreen trees that can be decorated in the winter with holiday lights. In front of these trees, where the sight distance limitations allow taller plants, tall grasses and mugo pines are planted as a backdrop for the shorter creeping roses, shorter grasses, and colorful perennials. It is important for the very center of the roundabout to have tall plant material to block driver views across the roundabout to prevent headlight glare and distraction. In the areas on the edge of the island, plant material needs to be shorter than 24" so drivers can see what's coming up in front of them.
  - ii) **GATEWAY DRIVE TO MARSHALL ROAD:** The design transitions from the roundabout tree lawns. Taller grasses border the seat walls where sight triangles allow. As one looks down the street, they will see a continuation of species to provide visual impact.
  - iii) **MARSHALL ROAD TO PROMENADE WAY:** The design is less formal at the intersections because the bigger planters allow for the opportunity to add in more species. The same strategy that was used in the roundabout tree lawns was repeated here. Species are repeated across the street so it feels like one is driving through a gateway. The mid-block planters and the small planters are very formal in design. Grasses exist in the middle of the

planters as a backdrop and low growing roses are near the street. Showy perennials are on the sidewalk side. Again, as one looks down the street, plant species are lined up and repeated to create visual impact.

- iv) PROMENADE WAY TO SUPERIOR DRIVE: The same strategy described above for Marshall Road to Promenade Way was applied to this block, except a different group of species was used, especially in the parking planters. This provides way-finding and interest, differentiating the blocks from one another and adds more plant, texture, and color variety.
- v) SUPERIOR DRIVE: A few shrubs are shown at each intersection. They meet the sight triangle restrictions.
- vi) RAIN GARDENS: The rain gardens hold plants and trees that can tolerate a variety of moisture levels, such as being flooded and then dry. These plants will still need to be irrigated.
- vii) TRACT D: The design remains largely unchanged from the approved plans. A dense evergreen and planting screen between the US 36 bikeway and US36 and the pond/Sports Stable is still shown. Some plants were moved out of the detention area due to concerns of their flood tolerance. The Swamp White Oaks are flood tolerant but have been moved farther from the wall to prevent conflicts. They will still provide the same amount of screening.

12. Seat wall Design: The seating area geometry and seat walls have been redesigned to be an “L” shape instead of circular to assist in cleaning up the sidewalk geometry and overall design. The materials have been modified to give the seat walls a more contemporary/hip downtown feel rather than mountain rustic feel. The seat walls have been distributed so one exists at each corner (except where a future bench location exists) rather than only on one side of the street or the other.

FDP 1-1-A shows one seat wall located near each crosswalk entrance along the tabled portion of Main Street and two seat walls near the Gateway Drive crosswalks. STC Ph1 FDP #1 had the seat walls less evenly dispersed with a larger amount on the south side of Main Street versus the north side. The seat walls linear footage has increased significantly. See chart below.

<b>SEATWALL COMPARISON CHART</b>			
<b>Sheet #</b>	<b>Main Street Block</b>	<b>Approved STC Ph1 FDP #1 Seatwalls with LF of Seating area</b>	<b>Proposed FDP 1-1-A Seatwalls with LF of seating area</b>
<b>L1.0</b>	Gateway to Marshall	7 @ (47 total LF)	4 @ 14 LF = 56 LF
<b>L1.1</b>	Marshall to Promenade	6 @ (30 total LF)	4 @ 11.5 LF = 46 LF
<b>L1.2</b>	Promenade to Superior	6 @ (30 total LF)	4 @ 11.5 LF = 46 LF
<b>Total</b>		<b>19 Seatwalls; 107 LF</b>	<b>12 Seatwalls; 148 LF</b>

13. Trellis Design: Shade will be provided by adjacent buildings and the awnings attached to those buildings. Separate shade structures may conflict with future building design, and with the planned tree locations, as well as detracting from the historical nature of Downtown. Separate trellises are not recommended, and are hereby requested to be removed from the FDP.

## **Description of Revisions to Specific Sheets since STC Ph 1 FDP #1:**

Additional legends and keys were added to most sheets.

### **CS1.0 – Cover Sheet**

14. Only the sidewalk paving and planting plans are provided for review for clarity. Changes to labels and line work will be updated on the sheets not included as technical corrections pending approval of overall design.
15. The legal description was updated.

### **L1.0 – Partial Paving Plan 1**

16. The sidewalk has been coordinated with the McCaslin Roundabout construction document plans.
17. The project boundary has been revised to include the crosswalks on the north and south entrances of the internal roundabout. This provides a continuous pedestrian route from McCaslin Boulevard to Main Street.
18. The tree grates were replaced with a tree lawn/shrub bed planting area.
19. The paving plan has been updated as described above.
20. The seating area geometry and seat walls have been redesigned as described above.
21. The sheet boundary has been extended to Marshall Road so that the whole block can be viewed together.
22. Changes were made to the paving key to reflect the clay pavers and concrete.
23. Deferral of planting inside edges of sidewalk to adjacent development:
  - i) The sidewalk is 8' feet wide and exceeds the 6' minimum sidewalk and amenities requirement shown on the approved PDA #3 Section 2. The section shows a curb, tree lawn, and sidewalk/amenity area. The previous preliminary design needed to be corrected/refined for safety and aesthetics. Future adjacent properties will have the opportunity to construct adjoining pavement/plazas and/or landscaping.
  - ii) In today's highly impermeable urban setting, adding landscape area is responsible. Trees and landscaping improve aesthetics, reduce urban heat islands, add to public health, and provide places for water to percolate through soil, cleaning it before it is diverted into storm water infrastructure.
  - iii) The property lines create odd shapes around the roundabout and it is sensible to design these areas adjacent to the pedestrian way with the future architecture. Better results are achieved when landscape, architecture, and programming are considered together. It is expected that some of these future areas may be pieces of planting areas, building entry plazas, seating areas, or sidewalk extensions. It would put unnecessary limits on future design/create waste to implement a design now.

### **L1.1 – Partial Paving Plan 2**

24. The sheet boundary has been moved east to Marshall Road so that the whole previous block can be viewed together.
25. The paving material design has been revised throughout as described above.
26. The dashed boxes calling out “streetscape treatments” have been replaced with perspective view triangles keyed to Sheet L1.5.
27. Tree grates have been replaced with curbed planters as described previously in this narrative.
28. The geometry of the planters has been squared off as described above. The parking will still be striped as diagonal.
29. Two rainwater planters have been added on Main Street to the west of Promenade Way as a green infrastructure measure.
30. The road was updated per PDA #3 to include parking on the north side. The sidewalk design has been adjusted to respond to this condition.
31. Removable bollards are planned throughout to provide a permeable boundary for pedestrians and to restrict the cars from driving on to the sidewalks. The bollards can be removed during events.
32. Per PDA #3, the curb has been removed from the two blocks of Main Street spanning from Marshall Road to Superior Drive. Because of this, a detectable warning strip (truncated domes) separates the sidewalk from the street and parking areas to warn visually impaired people that they are entering a car region.
33. The seat wall design has been revised as described previously in this narrative.
34. The color of the parking stripes will be a charcoal color rather than white. White pavers accumulate dirt more quickly. The charcoal pavers perform the same contrast but will perform better over time.
35. Planters have been added between the crosswalk entrances where possible to provide increased pedestrian safety, reduce cross-cutting, and add visual appeal.
36. The sheet view has been rotated so that the street is parallel to the sheet.

### **L1.2 – Partial Paving Plan 3**

37. The same revisions that apply to Sheet L1.1 described above, apply to sheet L1.2.
38. Two rainwater planters have been added on Main Street to the west of Superior Drive as a green infrastructure measure.
39. The paving design has been updated as described above.

### **L1.3 – Partial Paving Plan 4**

40. The paving design has been updated as described above.
41. The project boundary has been modified to accommodate construction phasing.

### **L1.4 – Materials and Site Furnishings**

42. The road pavers and segmental retaining wall are already constructed and can be viewed on site. The road paver upgrade to clay pavers was approved through an Administrative Amendment. The wall material did not change from the approved and is constructed. These items have been removed from

this sheet because they did not change from other approvals, they are already constructed, and their inclusion would be redundant and would necessitate the need for an additional plan sheet.

43. The bench and trash receptacles have been updated to a look that coordinates with the current Main Street design. These furnishings are now coordinating models from the same manufacturer and have straight/clean lines.
44. The bicycle rack has been updated to be a more functional model that also includes a lean bar. The previous model shown would not have fit along Main Street and it is also not preferred from a bicycle user's perspective. The new model fits with the current Main Street design and provides much more bicycle parking in more places than the old design. The symbols on the approved plans did not correlate with the bicycle rack model. The symbols and space requirements on the proposed plans coordinate with the bicycle rack shown on Sheet L1.5.
45. An additional tree grate type has been added. Along Superior Drive, due to space, the tree grate will be 4' x 6'. The design of these grates matches those installed on the Sports Stable side of the street. Since there is more space in the pedestrian areas between Gateway Drive and Marshall Road, a larger tree grate (5'x8') will be used. Allowing as much space for tree roots to grow as possible is a best practice and promotes healthy tree growth.
46. The paving material types and photos have been updated.
47. A bollard detail has been added. These bollards will be removable.
48. The detectable warning type has been changed to cast iron instead of concrete unit pavers. The photos have been updated.
49. The street name detail has been moved to this sheet from Sheet L1.5.
50. A seat wall character image has been added to this street as well as a 3D view to further illustrate the street condition and materials.

### **L1.5 – Character Studies**

51. The views have been updated to reflect the current design. A fourth view was added for more context along the sidewalk.

### **L2.0 – Partial Planting Plan 1**

52. The planting plan has been revised to respond to the revised paving design. See description under "Design Overview."
53. See clouded set for detail about trees that were added/removed/relocated.

### **L2.1 – Partial Planting Plan 2**

54. The planting plan has been revised to respond to the revised paving design. The general character remains the same with the substantial change being the replacement of tree grates with curbed planters.
55. See clouded set for detail about trees that were added/removed/relocated.

### **L2.2 – Partial Planting Plan 3**

56. The planting plan has been revised to respond to the revised paving design. See description under “Design Overview.”
57. See clouded set for detail about trees that were added/removed/relocated.

### **L2.3 – Partial Planting Plan 4**

58. The lift station landscape is proposed to be deferred to coordinate with the construction of the medical office building. It would be wasteful to install that landscape prior to the construction of that building as its proximity to the future construction of the medical office building risks damage and a need for total replacement of the installed landscape. The following note has been added to the plans.

*FDP 1 Phase 1 shall be deemed 100% complete prior to installation of this scope, due to construction coordination with adjacent development. Scope identified shall be installed prior to 12/31/2018. This scope shall be excluded from FDP 1 Phase 1 as referenced in the Subdivision Improvement Agreement for FDP 1 Phase 1, and shall be excluded from the First Phase of Development as referenced in Section 10.2 of the Development Agreement among the Town of Superior, SMD1, SURA, and RC Superior, LLC dated March 11, 2013.*

### **L2.4 – Partial Planting Plan 5**

59. The planting plan is nearly identical to the approved. The Native Plum trees and Bailey Redtwig Dogwood shrubs were moved out of the detention pond because of concern of their tolerance to occasional flooding. Some were placed on the top of the embankment and some were replaced with other species. The overall shrub quantities did not change and the tree quantity increased by one. The swamp white oaks were left in the detention area.
60. The large shade trees that were shown adjacent to the pond wall were moved farther away to prevent conflict between the wall and the trees. This will also give the trees more room to grow and hopefully allow them to grow larger and eliminate the need for pruning. The visual effect/screening will be the same as the approved plan. This wall is viewed from US 36 and its adjoining bikeway. A generous evergreen landscape screen exists east of the pond, adjacent to the US 36 bikeway. Shrubs are shown on the western edge of the pond adjacent to the Sports Stable. No trees can be planted here because of the wall structure directly below.
61. One shade tree was added to account for a tree that could not be planted on Main Street due to utilities/light poles.

### **L2.5 – Partial Planting Plan 6**

62. The path/walkway was updated and the planting was revised in accordance to provide adequate clearance from maintenance vehicles/pedestrians.
63. The boundary included in FDP 1 Phase 2 (dog park area) has been removed from this FDP as FDP 1 Phase 2 superseded this FDP.
64. View 2/L2.5 was removed from this sheet. The view does not show any content since the boundary has been excluded.

## **L2.6 – Plant List and Notes**

65. The quantities in the plant list have been updated to reflect the current plan. Adjusted totals that consider the excluded project boundaries are included on the clouded set for comparison.
66. No new species were introduced from the prior approved list. Some plants that were previously shown as zero were used, and some that were used are now eliminated from the list. The reason for any changes is due to the re-design along the streets. All plants within sight triangles are below 24”.
67. No new species were introduced from the prior approved list. Some plants that were previously shown as zero were used, and some that were used are now eliminated from the list. The planting design considered plant grouping aesthetics, planter geometry, sun/shade, and height limitations. The best way to compare the plant species utilized is to view the clouded list next to the new list, which has been reduced to only include the plants that are shown on the new plans.
68. Landscape requirement tables that correspond to the approved STC PDA #3 were added to this sheet for each of the different landscape designations.