August 10, 2022

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

Re: Final Development Plan 11
Superior Town Center, Planning Area 2, Blocks 2, 5 and 8

Staff, Planning Commission, and Board of Trustees:

On behalf of the applicant Pacific Medical Building, along with Perkins & Will Architects and the entire project design team, it is our pleasure to submit this application for the following items at Blocks 2, 5, and 8 within Planning Area 2 of Superior Town Center:

- Final Development Plan for the private improvements within Blocks 2, 5, and 8 (**FDP 11**)
- **Preliminary and Final Plat** for what is currently platted as Blocks 2 and 5 (Superior Town Center Filing 1B Replat No. 7)
- **Planned Development Amendment No. 6** which includes revisions to blocks 2, 5, and 8 and includes cleanup items to incorporate block and lot configurations previously approved for the Morgan Ranch project.

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

Sincerely,

FDP 11 PROJECT NARRATIVE

1. Scope of the Project

Overview

The project consists of four buildings (Buildings A, B, C and D) on Blocks 2, 5, and 8 in Downtown Superior. These development blocks are situated along Main Street just east of McCaslin Boulevard.

South of Main Street, Block 5 consists of Building A and its adjacent surface parking lot. Building A is a three-story stand-alone life science lab/office building and is approximately 85,000 GSF. North of Main the project proposed to terminating Gateway Drive mid-block to create a pedestrian oriented plaza and car-drop off area. The plaza will also provide short-term surface parking. Surrounding the plaza are three buildings, B, C, and D. Buildings B and D are life science lab/office buildings and are approximately 123,000 GSF and 152,000 GSF, respectively. A ground level single story connector will link the lobbies of B and D, allowing future tenants the flexibility of providing a single secure point of access for both buildings. Building C is an above grade parking structure accessed from the central plaza and Marshall Road. Approximately 11,000 GSF of amenity and retail space wrap the south façade of Building C and front Main Street. Of that space, approximately 4,000 SF will be amenities intended for use by the Life Science building users, and 7,000 will be retail-type commercial space open to the public.

USE SUMMARY BY BUILDING					
USE	BUILDING A	BUILDING B	BUILDING C	BUILDING D	**TOTAL**
LIFE SCIENCE USE (SF)	84,573	118,037	0	152,320	354,930
RETAIL USE USE (SF)			7,000		7,000
AMENITY USE (SF)			4,740		4,740
TOTAL BUILDING SQUARE FOOTAGE (NOT INCLUDING GARAGE)					366,670

Key Features

Buildings A and B provide architectural bookend buildings that will shape the overall arrival experience to the new Downtown Superior. The Main Street Landscape and Streetscape character will also be extended to the project entry point so pedestrians, bicyclist and vehicles will be connected to the overall highly activated Main Street procession from the McCaslin Blvd to the Sports Stable to the east as well interfacing with the new Town Plaza and Promenade residential and retail uses and new City Park to the north. This office and lab use will also provide a vital day time mixed use component to Downtown Superior with a contingent of workers to activate Main Street restaurant and retail uses during the normal workday hours. This mix of uses along with a strong urban design focus on pedestrian scale, walkability, connectivity, and wellness for users will make the Downtown Superior a true mixed use live, work, play experience.

The overall arrangement of the buildings within this project not only provides a gateway experience to Downtown Superior but they also shape a new collaborative science hub, particularly between Buildings B, C and D. At the heart of the project a central courtyard park will provide an attractive outdoor amenity, the courtyard space creates a space for outdoor meetings and small group gatherings that are critical in today's emerging workspace settings. There will be numerous outdoor seating and breakout space opportunities for workers and researchers to get outside, enjoy their lunch, get some fresh air and soak in Colorado's unique outdoor environment benefits. The buildings are carefully sited to take advantage of mountain views to the west and creek views to the north. Both the angled geometry of the buildings and landscape speak to one another providing a well-integrated building and site design solution.

Life Science Program

Buildings A, B and D have been designed to accommodate commercial life science tenants. The anticipated tenant program is projected to be approximately 50% office space and 50% laboratory space. The base building has been designed to accommodate laboratory tenants with biosafety level 1 or biosafety level 2 laboratories. The tenant improvements and programs will all be submitted under separate permits at later dates as the buildings are leased up.

2. Overall Architectural Design Inspiration

The cluster of builings draws inspriation both from the orthagonal, urban street gird in which it sits and surrounding natural beatuy it looks out upon. The buildings are sited and oriented with their long facades facing exsiting street frontages, creating an urban experience focused on activating the streetscape and pedestrain realm. Kinks in the primary massing of each building introduce variety in the façade while respsonding to views beyond the site. In select locations where kinks occur or the short end of the buildings terminate, a large aperture is introduced. This glazed aperture not only provides an experience for the user inside but also defines a signature exterior architectural feature, unique to the porject and the Town of Superior itself. An attached glare study based on the building geometry, orientation on site, and glazing specifications demonstrates the glazed apertures will not create distracting glare offsite to passing vehicle or pedestrian traffic.

The materiality of the project seeks to find a comptemporay palatte while balancing inspiration from the Town's history and natural tones of the enviornment that surround it. Honest, rugged materials clad the buildings, honoring the Town's industrial past. However the skin of the buidling is composed in a way to not appear random or mishappen, but logical and sophisticated evident of the work and program housed inside. As the buidlings age the skin will take on a patina, weather and settling into the lanscape that surrounds them.

3. Landscape Design

The landscape design is organized into three-character areas as follows:

Perimeter Buffer:

The perimeter buffer around the north, south and west is inspired by the views and natural character of the close by Foothills landscapes and angled geological rock formations. A more native plant palette of trees and grasses is proposed that resembles the Colorado Foothills landscape but incorporates a higher density of plants in a more formal placement arrangement. These areas will have permanent irrigation system to help get the plants established and maintain healthy moisture levels throughout the dry months. Shaped and directional earth mounds with native plantings will also create visual interest and help guide views to the front range. Trees in this area will be shorter and wider in form so that views from the upper levels of the buildings are not blocked. The surface parking lot area adjacent to building A will be sunken relative to the existing surrounding grade to help screen its location. Parking lot islands will contain trees on a regular spacing with evergreen ground plane plantings

Interior Courtyard:

The landscape within the interior park courtyard between Buildings B, C, D will be an enhanced native palette providing more of park like, pedestrian friendly experience between the buildings. Shade trees will be provided at outdoor seating and amenity areas and ornamental trees will punctuate building entry points. Tall evergreen trees will be provided along the east and west facades of Building C the parking structure to help with screening from the adjacent residential areas and the park. The understory shrub plantings will be densely planted to create calmer garden like experience. At the entry to the courtyard park space earth berms either side of the entry will help shape the arrival experience into the inner development experience. At the center of the courtyard space a special landscape treatment or potential art feature can become a visual focus.

Main Street:

The street tree rhythm and spacing of trees along Creek View Way, and Marshall will be located in a tree lawn along these streets with a detached sidewalk behind the tree lawn. The trees lawns will be composed of shade trees, planted among native grasses that require less water than traditional turf. The shade trees will provide shade and solar relief along the street edge and south façade of building B.

4. Parking

Permanent parking with be provided in a surface lot on Block 8 and parking structure on Block 5. Temporary parking will be provided in the central plaza between buildings B, C and D. Together the lot, structure, and plaza provide approximately 938 stalls. See the site data tables for additional information. Refer also to the Downtown Superior Area 2 Shared Parking Analysis (2022 Update) included with the application.

Although structured parking on block 8 could increase development density, rather than surface parking, it is not inherently more sustainable than a well-designed surface lot. Surface parking requires less construction material, which inherently has lower embodied carbon than a parking structure. It also allows trees and landscaping to be planted at regular intervals creating additional vegetation, reducing impervious area and urban heat island effect. Views are also preserved. Additional structured parking is not necessary for the amount of building area currently proposed. Additional development density would require further traffic analysis and would require higher lease-rates in order to offset the increased cost of structured parking, which may affect the marketability if the space. The FDP, as currently designed, offers the appropriate mix of surface and structured parking as well as total development density to meet the vision of the Superior Town Center PD.

The project is providing the minimum number of parking spaces which will satisfy market demands for this use. The Block 5 parking structure includes 642 spaces dedicated to office/lab uses and 36 spaces dedicated to the commercial/retail uses. An additional 10 spaces are provided at the main entry plaza for short term use. Spaces for commercial/retail as well as office visitors will be provided at the first level of the garage, signed as such, and readily accessible by patrons of the commercial/retail spaces as well as office visitors.

PARKING REQUIRED		
	SPACES REQUIRED BY PD	
	REQUIRED RATIO	REQUIRED PARKING
BLOCK 2 LIFE SCIENCE USE	1 PER 333 SF	812
BLOCK 2 RETAIL USE	1 PER 333 SF	21
BLOCK 2 AMENITY USE	1 PER 333 SF	14
BLOCK 8 LIFE SCIENCE USE	1 PER 333 SF	254
TOTAL	**-**	**1,101**
MINIMUM SPACES RECOMMENDED BY PARKING STUDY FOR PROPOSED USE (WITHOUT SHARED PARKING)		**750**

PARKING PROVIDED							
	STANDARD SPACES	ACCESSIBLE SPACES	ACCESSIBLE AS PERCENT OF TOTAL	EV PARKING	ACCESSIBLE EV PARKING	EV AS PERCENT OF TOTAL	**TOTAL**
BLOCK 2 SURFACE PARKING	9	1	10%	0	0	0%	10
BLOCK 2 GARAGE	628	14	2%	34	2	5%	678
BLOCK 8 SURFACE PARKING	231	7	3%	10	2	5%	250
TOTAL	868	22	2%	44	4	5%	**938**

5. Snow Removal

Snow removal within this FDP will be the responsibility of the private property owner. The parking lot on Block 8 is anticipated to be plowed from north to south, and snow may be stockpiled south of the southernmost stalls, where it can melt and run off into the existing detention pond south of the site. Snow removal in the entrance plaza on Block 5 will require pushing snow into the adjacent landscape areas. Snow removal on the roof of the parking garage will require pushing snow to the corners of the upper deck. These piles may temporarily displace some parking.

6. Bicycle Parking

Sheltered, access controlled bike parking will be provided for office tenants in interior rooms, adjacent entry lobbies for buildings A and B. Building C will have a large bike room located on level 01 beneath the car ramp. This room will provide sheltered, access controlled bike parking for tenats of buildings, A, B, C and D. Short term, exterior bike parking will be provided throughout the site and focused near buidlings entries.

BICYCLE PARKING					
REQUIRED*			PROVIDED**		
COVERED	UNCOVERED	TOTAL	COVERED	UNCOVERED	TOTAL
31	63	94	100	22	122
*PER DESIGN GUIDELINES, 10% OF SURFACE PARKING WITH 1/3 OF THAT COVERED					
** COVERED SPACES ARE PROVIDED INSIDE BUILDING C PARKING GARAGE					

7. Street Grid and Vehicular Access

This project proposes to vacate the currently platted right-of-way for Gateway Drive between Main Street and Creek View Way. This roadway has not been constructed. The primary reason for the vacation request is to allow the development of a contiguous development on Block 5, which may be more attractive to a large life science user which may prefer a single, secured point of entrance to multiple buildings located north of Main Street. Refer to the "STC Life Science Traffic Impact Study."

In the proposed design, the existing Main Street roundabout will stay in place and the north leg will lead to a new entrance plaza between buildings, B, C and D. The recently constructed Gateway Drive, west of Marshall Road will also remain in place. The west end of Gateway drive terminates at the western entrance to the Park 1 parking lot. The parking lot has two entrances off Gateway Drive, and therefore allows westbound vehicles to circulate within the parking lot and travel back east, eliminating the need for a cul-de-sac.

The employee and visitor access to Block 5 buildings B, C and D will be the north leg of the roundabout at Main Street and Gateway Drive, and via a new curb cut off Marshall Road. Both of these access points will lead to the lowest level of a 6-level parking garage within Building C.

Building A on Block 8 will be accessed via two curb cuts on Gateway Drive. The northern curb cut will be aligned with the recently constructed alley on Block 9. The southern curb cut is aligned with Old Rail Way. These locations were chosen to minimize conflicts with traffic turning traffic existing Block 9 on Gateway Drive and avoid having a driveway with headlights facing the approved townhomes on Block 9.

8. Emergency and Delivery Vehicle Access:

A service driveway to Buildings B and D is proposed at the west end of Marshall Road. The service drive is only intended for access to "back of house" functions (such as deliveries and trash removal) at buildings B and D and is not intended to be accessed by the public.

The geometry of internal vehicular circulation has been designed to accommodate Rocky Mountain Fire apparatus and anticipated delivery vehicles. Refer to the "Truck Exhibit" Depicting the movement of various design vehicles, and sheet C2.4 "Fire Access Plan" depicting fire truck movements and the location of Aerial Apparatus access.

Based on discussions with Mountain View Fire, a gated emergency access point from the service area to McCaslin Boulevard is also proposed. This will provide a secondary point of access to the fire service connections of Buildings B and D. This access point will be generally located where the existing construction entrance is located. This access point may also need to be used for occasional deliveries to buildings B and D if a large, over the road semi-truck is required. The service area geometry has been designed to accommodate the more common single unit delivery vehicles without using the McCaslin access.

Building C will not have a dedicated off-street delivery and service area. A trash and delivery corridor will lead to the west side of Marshall Road. Deliveries and trash will access these doors via a short sidewalk to the building. This arrangement is very similar to the large mixed-use building which is under construction on the opposite side of the road.

Frequency of deliveries will vary depending on specific tenant and modality, which may range from daily to monthly delivery schedules. Most deliveries for life science uses are accommodated via 40' box truck. The project has been designed to provide discreet and highly functional delivery areas to service each building, which are screened from public view and separated from pedestrian building entrances.

9. Service Areas:

There will be architectural screen walls around the two major service areas creating an organized service court type of space. One at Building B/D and the other at Building A. An 8 ft. tall opaque metal louver screen wall that is consistent with some of the metal detailing on the buildings will be utilized for screening purposes. Additional landscape material will be placed in front of these screen walls to provide additional buffering. Proposed plants are groupings of hawthorn trees to provide a natural landscape feel. Hawthorn trees are also on Colorado State University's "firewise" plant list.

In addition to the walls, a row of shrubs which will be maintained at a 3 ft. height are proposed along the east and west edges of the parking lot south of Building A to buffer the views of the vehicles from the adjacent streets. For Buildings B and D, landscape vegetation will be utilized to soften the screen walls and provide additional visual screening and height not only from McCasslin Blvd but also from internal views in the buildings looking into these service areas.

The exact equipment contained in the service areas is dependent on the ultimate tenants and mechanical systems design of the building. The equipment is likely to include ground mounted HVAC equipment, emergency generators and cargo boxes. The intent of the service yard design is to allow flexibility.

10. Hours of Operation

Hours of operation generally follow normal business hours 8am – 5pm Monday through Friday, although employees will have access to the buildings 24-7 for scientific research which requires attention outside of normal business hours. The Expected number of employees will vary depending on specific tenant and modality, ranging from approximately 300 to 700 square feet per employee.

11. Leasing

The project is being designed on a speculative basis for life science use. As such, we cannot identify a specific anticipated tenant at this time. Prospective life science tenants include businesses and research institutions engaged in a variety of scientific specialties related to human health including the research, development, and production of Pharmaceuticals, Synthesis, Biotech, Medical Devices, Bioinformatics, and Genomics

12. Project Accessibility

Pedestrian Access: Pedestrian access to the project is provided via sidewalks along the street grid, as previously constructed. Internal sidewalks are proposed to provide access to the main entrances and emergency egress doors of each building. Pedestrian access to the lowest level of the building D garage will be provided on the north side of the building.

Routes: Virtually all the sidewalks on the project will be ADA accessible. Due to elevation changes, there are locations on the site which require stairways to take up grade along sidewalks and to building entrances. Where stairs are necessary in sidewalks, there is an alternative route without stairs to provide accessible access to features.

13. Exterior Lighting Approach

Lighting is to be scaled to pedestrians, provide wayfinding, and enhance the perception of safety. All selected luminaires and pole heights are based on the City of Superior Master Plan. All exterior luminaires shall be LED with a color temperature of 3000K, full-cutoff, and compatible with the architectural structure (selected by Builder).

The drawings included in this submission include a study of the interior lighting spill to the adjacent park north of the site; the study indicates minimal to no interior lighting trespass onto the park grounds. All interior lights will be controlled by occupancy sensors so they are not on when the building is not typically occupied during the evening.

Parking Lots & Drive Lanes:
The primary lighting strategy is to illuminate the drive lanes and parking lots from pole mounted luminaires not exceeding 20-ft in height. Where located in landscaped medians, pole lights shall be installed on a masonry base not to exceed 2-ft in height. The selected fixtures for lighting the internal private lighting deliberately do not match the Main Street fixture style per the Master Plan.

Pedestrian Paths and Building Entries:
Per the design guidelines, We-ef fixtures were utilized in pedestrian paths not exceeding 16- ft in height. Recessed luminaires shall be utilized in building canopies as required. To meet egress requirements, wall-mounted luminaires shall be utilized at building entries where canopies are not present.

Parking Lot Garage Lighting Approach:
Garage interior shall be illuminated by wide distribution luminaires with advanced optics for uniformity and glare control. Daylight transition areas shall be scheduled for time-of-day need, and utilize a higher wattage as required to limit luminaire quantities. Garage deck shall be illuminated utilizing full-cutoff luminaires on 20’ poles placed towards the center of the deck where possible for reduced light trespass. Interior and exterior luminaires shall include integrated controls for reduced energy use depending on occupancy and daylight contribution.

14. Utility Infrastructure

Most of the public utility infrastructure to serve this perimeter of this project is included in separate FDP’s; specifically, FDP1 and FDP1 Phase 2 (approved and constructed) and FDP1 Phase 9 (approved and mostly constructed). This FDP includes public water and sewer, private storm, and basic dry utility layout. Specific dry utility layout will be performed by the respective dry utility companies.

- Storm Drainage: The internal blocks will be served by private underground storm drainage systems connected to the public system in the perimeter streets. Building roof drains will be directly connected to the storm system. The specific location of building roof drain connections will be determined as part of final building design and civil construction plans. Stormwater detention for development of these blocks will be provided in Pond 312 (east of the Sport Stable) and Pond 311 (north of the Medical Office building). No on-site detention is required.

The loading dock area and part of the parking lot on Block 8 will be at an elevation below which can reliably be serviced by the existing storm sewer on Main Street. This area will drain though an engineered water quality feature and then to the existing storm sewer in McCaslin Boulevard. This water quality feature will be privately owned and maintained.

- Domestic Water: Within Block 8, a new water main will be extended from Gateway Drive to the existing main located on the south side of the block. This main is proposed so that the building services are taken off a looped connection.

  Within Block 5, a new water main will be extended from Main Street to the service area on the north side of the block, and then east to the existing main in Creek View Way. This main is proposed in lieu of the previously planned main in Gateway Drive between Main Street and Creek View Way. The main will provide a looped source connection for the water and fire services of buildings B and D.

  The water and fire connections for Building C will be taken from the existing main in Marshall Road. The Marshall Road main is already part of a looped system.

  Water mains extending through the blocks are intended to be public, owned and maintained by the Town of Superior. Individual service pipes will extend to each building. Water meters for most of the buildings are proposed to be inside the building. The Town will be provided access to each water entry room through a key or Knox box.

  The fixture units to be installed in each building will largely be determined by the prospective tenant. This application contains AWWA M22 water calculations for an assumed fixture total. It is most likely that a 3" diameter service will be provided to each building.

- Sanitary Sewer: The sanitary sewer mains extending through the blocks are intended to be public, owned and maintained by the Town of Superior. Individual service pipes will extend to each building. A separate service pipe with a sampling manhole will be provided to the lab waste services. No special considerations for design or installation of the sanitary sewer system will be necessary. A grease trap and sand oil interceptor will be provided for Building C. These will connect to the existing main in Marshall Road.

- Laboratory Waste: Laboratory waste handled by laboratory personnel familiar with chemical operations will be managed based on standard operating procedures (SOPs) and industry standards for the collection and disposal of hazardous materials:

  a) Sanitary sewer or trash disposal for non-hazardous materials

  b) Acid-base pH neutralization, as required, followed by sewer disposal

  Plumbing fixtures in laboratories and laboratory support spaces will be provided with a drainage system separate from the sanitary drainage system. The laboratory wastes system will drain by gravity flow to a dedicated drainage line with an in-line test port and a pH probe leaving the building and include provisions of a sampling manhole with access by the Town of Superior Public Works & Utilities District No 1. Space allocations will be made for a neutralization system to be located within the building mechanical room (future).

  All fixtures will have traps and will be vented through the roof. Vent terminals will be located away from air intakes, exhausts, doors, openable windows, and parapet walls at distances required by the plumbing code.

- Reuse Water: This FDP will not include any new reuse water mains, but irrigation services will be tapped from the existing reuse mains in Old Rail Way and Creek View Way.

- Dry Utilities: The plans depict the preliminary locations of transformers, electric meters, and gas meters. Additional routing information for dry utilities will be added to the plan set as it becomes available from Xcel.

15. Laboratory Exhaust Systems

Laboratory spaces will be served by a central exhaust air system. The system will combine laboratory fume hood, snorkel, canopy hoods, and Class II Type A3 biosafety cabinet exhaust with general exhaust. The system will be sized to accommodate future fume hood growth established by the equipment and redundancy matrix.

A separate exhaust system will be provided for Class II Type B2 biosafety cabinets

Laboratory exhaust system will be variable air volume. While the system is variable air volume, the exhaust fans operate at constant volume to maintain a constant stack discharge velocity. A static pressure sensor in the exhaust fan inlet plenum modulates an outside air bypass damper, introducing the required outside air into the plenum to maintain a constant flow rate through the fans.

- Dispersion Modeling: Wind dispersion analysis can be applied to determine contaminant-event thresholds (contaminant concentration levels), which control when the exhaust volume flow rate can be turned down during normally occupied hours.
- Exhaust volume flow rate must be based on maintaining downwind chemical concentrations below health and odor limits as defined by the 2018 American Conference of Governmental Industrial Hygienists, Threshold Limit Values and Biological Indices, or more stringent, local, state, and federal limits, if applicable.
- Each system will operate 24 hours per day, 365 days per year.

16. Mechanical System and Equipment Noise Control

Calculations will be performed to ensure sound levels emitted from the site will be within Superior's municipal code sound level requirement at the property lines. The most sensitive neighbors are the park and residences to the south. At these residences, the systems will be designed to reduce noise emissions from the building to 60 dBA during the day and 55 dBA at night. The likely sources of noise emission from the facility are as follows:

- AHU Ventilation Openings: Silencers will be required in the outside air intake paths and the relief air discharge paths for the air handling units. Placing the silencers inside the units or silencers in the duct paths will be evaluated.
- Exhaust Air Systems: The exhaust fans will likely require discharge attenuators; we would establish a noise emission requirement. The exhaust air systems will likely have fresh air bypasses as part of the scheme to maintain acceptable dispersion of the exhaust air stream and this is another source/path that needs to be addressed for noise control. We recommend that the bypasses be provided with silencers.
- Emergency Generator Systems: We assume that the emergency generator in this project will be at grade in the mechanical yard and will need to provide it with an outdoor sound attenuating enclosure, for which allowable noise emission performance requirement are defined and met as the design develops. The engine exhaust should be provided with no less than a critical grade muffler. The unit will be tested during daytime hours and will only operate at night in the event of a true emergency.

17. Mail

All buildings will have internal mail rooms. Mail will be delivered to the main entrance of buildings A, B, and C. A loading zone will accommodate mail trucks near the entrance. Building D's mail room will be located at the service entrance off Marshall Road.

18. Trash and Recycling

Buildings A, B and D will have trash, recycling, and compost enclosures in the service areas. Building C will have an internal trash room, which will be accessed from Marshall Road via a short sidewalk. This arrangement is similar to that of the mixed-use building under construction on the east side of Marshall Road.

19. Signage

Site signage will include stop signs, ADA parking signs and street name signs. “No Parking – Fire Lane” signs will be installed in locations determined by the Fire Department. The anticipated location of Fire Lane signs are included on the FDP. Stop and Fire Lane signs will be in accordance with MUTCD standards.

Building mounted signage will be part of a separate sign permit for each user/tenant within the project. This signage is unknown at the time of this application and is not part of the FDP.

20. Temporary Facilities

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

21. Construction Sequencing

Construction logistics, staging and lay-down will be accommodated within the property boundaries of blocks 2, 5 and 8 as illustrated on the FDP. The Applicant acknowledges the requirement to maintain consistent public traffic flow on Main Street and all existing adjacent right-of-way roads, as well as pedestrian access on at least one side of Main Street at all times. The project will be constructed in two main phases. Phase 1 will include the entirety of Block 8 as illustrated on the FDP drawings. Phase 2 will include the entirety of Blocks 2 and 5 as illustrated on the FDP drawings. Depending on market demand and tenant leasing velocity, the two phases may be built concurrently, or phased sequentially. Phase 2 may be further divided into Phase 2A (Building B + temporary surface parking) and Phase 2B (Buildings C and D).

22. Sustainability / Energy Use

It is anticipated that the building will be utilized as indicated in the following schedule. Building systems will be designed to operate 24/7 and provided with control systems that allow scheduling of equipment to accommodate operator defined schedules including occupied and unoccupied setback modes, as well as space warmup with pre-ventilation and conditioning.

For this project, design solutions that include:

- LCCA, in selection of design components (e.g. Water cost, salvage cost at end of life, FTE maintenance hours, cost of money, etc.)
- heating and cooling system synergies including energy recovery and simultaneous heating and cooling
- A building envelope which maximized views, daylight, and connection to nature while providing optimal thermal comfort to occupants.
- adaptive and flexible lab areas
- ventilation turndown during unoccupied times VAV laboratory fume hoods with low face velocity and/or occupancy controls such that maximized turndown can be achieved when not being utilized.
- renewable energy including onsite PV and/or other offsite options such as PPAs, REC purchases and carbon offset purchases

- The specification of HVAC, hot water, lighting, and envelope equipment beyond code requirements.
- LEED v4 BD+C for New Construction Silver certified

This design includes many Architectural, Mechanical, Electrical and Piping features that are energy saving measures (ESMs) and water saving measures (WSMs); the goal of these measures is to decrease resource consumption and operational costs of the building beyond codes and standards. These are high performance design strategies applicable to today's office and laboratory designs, some of which align with requirements to meet LEED prerequisites and credits.

23. Conformance with PD Amendment

- Building Heights:
  Buildings A, and C; are subject to a maximum height limit of 65', Buildings B and D on Block 5 will be subject to a 75' height limit if PDA #6 is approved.

  Figure H of the Superior Town Center P.D. Amendment #3, Design Guidelines. All buildings are within Planning Area 2. Note #2 of Figure H states:

  'BUILDING HEIGHTS OF 5 STORIES AND 75 FEET COVERING UP TO 25% OF THE BUILDABLE AREA IN PLANNING AREA 2 CAN BE INCLUDED AND APPROVED ON FUTURE FINAL DEVELOPMENT PLANS.'

  Building height compliance diagrams are shown on sheet A4.0 of the FDP. Building heights are calculated in accordance with the Town of Superior's Municipal code, which defines the height and grading as the following as:

  Height:
  'A STANDARD OF MEASUREMENT DEFINGNG THE VERICAL ELECVATION OF THE STRUCTURE FROM GRADE TO THE TOP OF HIGHEST POINT OF THE STRUCTURE OF ACCESSORY APPURTENACNE."
  Grading:
  'THE AVERAGE OF THE OF THE GROUND LEVELS AT THE CENTER OF ALL EXTERIOR WALLS OF THE BUILDING'

  Buildings Heights from the average grade plane to the t/penthouse screen are as follows:
  - Building A 58.8'
  - Building B 71.1'
  - Building C 49.5'
  - Building D 73.3'

  Penthouse screen walls on Buildings B and D do not exceed 75' above the average grade plane, nor do they cover more that 25% of the buildable area in planning area 2, and thus are compliant with the parameters set forth by Figure H of the Superior Town Center P.D. Amendment #3, Design Guidelines. See sheet A4.0 for additional information.

- Setbacks:

  Provided Setbacks

  Setbacks depicted on the plans are measured from the closest building element to the property line, in accordance with the definition contained in the Town code. In some cases, the closest building element is the upper level.

- Building A – Main Street: Building A is setback from the right-of-way at Main Street and Gateway Drive (at the roundabout) at 10.0'. Note that there is an existing gas line present between the building and sidewalk. Xcel Energy requires that all buildings be set back a minimum of 5 feet from a gas line. This design complies with proposed PD Amendment #6 which proposes a setback range of 0'-0" to 35'-0"

- Building A -McCaslin Blvd: Building A is set back a minimum of 7.9' and a maximum of 38.9' from McCaslin Boulevard. The PD set forth a setback range of 0'-0" to 35'-0" . **Request for exception from the PD:** The northwest corner of the block is currently occupied by the Downtown Superior monument sign. The building has been set back an additional 3.9' from McCaslin Boulevard at this location to clear the sign and related landscaping.

- Building A -Gateway Drive: Building A is set back a minimum of 50.4' from Gateway Drive. This design complies with proposed PD Amendment #6 which proposes a setback of 10'-0" minimum.

- Building B – Main Street: Building B is set back from the right-of-way on Main Street by a minimum of 3.1 and a maximum of 7.5 feet. This design complies with the PD (0.0' min – 15' 0" max).

- Building B- McCaslin Blvd: Building B is set back from the right-of-way of McCaslin Boulevard by a minimum of 65.4 feet. This design complies with proposed PD Amendment #6 which proposes a setback of 10'-0" minimum.

- Building C - Marshall Road: Building C is set back by a minimum of 6.1 and maximum of 30.1 feet. This design complies with proposed PD Amendment #6 which proposes a setback range of 0' minimum to 35' maximum.

- Building C - Main Street Building C is set back 1.2 feet from Main Street at the SW corner and 9.5 feet at the SE corner. **Request for exception from the PD:** This setback is not in conformance with the PD which requires a 0'-0" to 10'-0" maximum. It is difficult to achieve a consistent, minimal setback from a curvilinear right-of-way with a rectangular building. The minimum 1.2-foot setback is intended to avoid placing any part of a foundation element outside the property line. Note that the approved mixed-use buildings on Blocks 9, 10, and 11 had similar setbacks of 1 to 3 feet to avoid placing foundations under the public sidewalk. For this project, the additional setback will provide additional space for potential outdoor dining or other uses in front of the retail. The façade is articulated with two internal courtyards adding pedestrian scale to the building.

- Building D – Creek View Way. Building D is set back from the Creek View Way by a minimum of 31.9 feet and a maximum of 32.0 feet. This is due to grading considerations. Buildings B and D have a main entrance off the internal plaza north of Main Street, and the two buildings may be connected by an enclosed walkway. Therefore, these two buildings must have the same finish floor elevation to function properly. The elevation of the entrance plaza is 5486.5, which is approximately halfway between the elevation of the McCaslin roundabout (5494) and the intersection of Creek View and Marshall Road (elevation 5480). The additional setback between Building D and Creek View Way affords the opportunity to install a retaining wall to resolve the grade difference, and to install landscaping to provide a transition from the urban life science development to Park 1 on the north side of Creek View Way. This design complies with proposed PD Amendment #6 which proposes a setback range of 0' minimum to 35' maximum.

24. Conformance with Design Guidelines

4.6 LANDSCAPE AND STREETSCAPE

B. Streetscape Design

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

The Pedestrian Promenade will extend the Town Square's pedestrian zone to the north in an environment that will exclude vehicular traffic and will extend the cultural heart of the Town Center. It will be a flexible space designed to accommodate a variety of uses. A bosque of trees will provide shade in the summer and sun in the winter. Amenities such as benches, planters, social gathering spaces, and opportunities for art further enhance user comfort and enliven the space.

The site does not interact with the Pedestrian Promenade.

6.0 SPECIAL DESIGN GUIDELINES FOR THE TOWN CENTER CORE

6.1 RELATIONSHIPS AND COMPATIBILITY BETWEEN BUILDINGS

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

A. Topography

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

This project utilizes the grading of the site to allow for a landscape that has a variety of elevated surfaces. This creates interest within the central pedestrian plaza as well as functionality for a distinction between spaces of movement and those of pause. Additionally, this project utilizes the views to the north and west with exaggerated apertures on each building in those directions. Buildings B and D are situated along the north side of the side and fully take advantage of the views and sun harvesting opportunities due to the site grading.

***Request for Exception from the PD**: We request a variance on the stepped roof articulation. The design takes advantage of the topography of the site in both the landscape and architectural design. The simplicity of the roof design adds additional emphasis to the apertures that maximize views to the north / northwest. The slope of the site has driven the design of the landscaping and provided opportunities for berming along the ground floor of the buildings which contributes to a varied and interesting landscape. Due to the nature of the building type (mixed laboratory and office), the flat roof allows for ample space for support equipment necessary for the functionality of the buildings.*

B. Common Façade Elements

Traditional façade elements will be considered in the Town Center buildings. In many cases, entire block faces will be designed and built simultaneously, providing the opportunity to tie retail façades together with common elements. Repetition of pattern and detail and use of "traditional" façade elements will be used to create visual alignments and aesthetic continuity that will contribute to the overall character of the Town Center. Within this framework, latitude should be afforded to allow these elements to be interpreted in unique (site and program specific) ways. Elements and strategies to encourage overall compatibility between buildings and allow for individual expression include: a) Grounding Base: Stone or masonry stallboard as the base expression along storefronts b) Ground Floor Porosity along public "edges" and pedestrian level retail display windows, c) Crafted Details: (awnings, trellis and/or canopies at entrances and special features), d) Intuitive Front Doors: (articulated and/ or recessed store entrances), e) Horizontal Control Lines: 1. Transom and/or sign band aligned with adjacent buildings, 2. Parapet cap or cornices creating a separation between the first floor retail level and the upper levels (no more than 50% of retail façade length to be podium condition) 3. Parapet cap or cornice at top floor (depending on site and program), g) Appropriate Fenestration: Window proportions, patterns and details based on use, location, and solar control, h) Middle Floor(s) Variety: A range of projecting and recessed balconies, sunshades, canopies will be provided to animate upper floors, j) Articulation of Top Floor: Stepped back massing with allowable rooftop terraces, and k) Varied Skyline: Sloped roofs will be encouraged. (See Section 6.3, A.)

The project design draws inspiration from traditional design elements and weaves them into a contemporary project. The traditional elements that are present in the design include: ground floor porosity on every building including pedestrian level retail windows along Main Street, a projecting balcony facing Main Street on Building A, awnings and canopies at the entrance as well as a wooden frame feature around storefront entrances, recessed front doors that allow the user to be protected from rain and sun, horizontal control lines that are aligned on every building and create a sense of continuity, parapet cap at the top floor, appropriate fenestration proportions including enlarged proportions to capture views to the north and west as well as shading devices, and varying roof heights among buildings.

***Request for Exception from the PD**: We request a variance on the stepped back top floor. The design included sun shading on the middle floors of buildings A, B, and D and a series of ribbon windows in varying lengths to animate the upper floors as requested. Additionally, due to the building type (mixed laboratory and office), uniform floor plates allow for efficient space programming that is consistent on each floor.*

C. Architectural Features

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

Along Main Street, the storefront heights and canopies align to create a visual continuity. Each building on the site helps to establish a coherent visual context as they all follow a series of horizontal datums to create a sense of continuity with each other.

D. Façade Patterns and Proportions

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

All commercial facades facing Main Street are built along the property line to encourage a dense urban scale. Each storefront has designated space for patio dining in front of the respective storefront as well as designated dining space to the east of the storefronts. Each storefront has a consistent width, scale, and expression with its distinct wood frame, exaggerated glazing to allow for additional light and an open feel, and a consistent material palate.

The system of ribbon windows wrapping the façade of buildings A, B, and C visually break up the façade and are not located over 90' apart.

E. Building Articulation

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

All building facades fronting a public road, square or pedestrian way have been designed and articulated specifically to provide visual interest and variety to the public, especially at the ground floor. This has been accomplished with the use of additional glazing, planters and foliage, potential green walls, recessed entryways and canopies, and a curated selection of materials.

6.2 BUILDING HEIGHT, MASSING AND SCALE

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

Each building, while unique it it's scale, also utilizes elements to allow for a coherent visual image from every angle. Buildings B and D portray a similar scale to allow them to anchor the site and direct the user through the plaza. Both B and D have primarily transparent ground floor to break down the scale of the building and define a clear entry. Building A is of a smaller scale as it is situated primarily along Main Street and has a ground floor has the mimics the scale of a storefront to create visual continuity with the storefronts associated with Building C across the street. Throughout the site, there is a harmony between the buildings with a balance of differing scales and coherent visual elements.

***Request for Exception from the PD**: We request a variance on the recessed fourth floor. The design of buildings B and D employ a variety of elements to accomplish the same goal of breaking down the scale of the upper mass. The varying pattern of ribbon windows creates a visual break throughout the façade of the upper floors therefore establishing the massing impression that is being requested. The large expanses of curtain wall on the north sides of buildings B and D break down the scale further and contribute to appearance of a lower scale for both buildings. Additionally, due to the building type*

(mixed laboratory and office), uniform floor plates allow for efficient space programming that is consistent on each floor.

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

Building A on the south of Main Street is three stories in height and is 15' below the maximum height for Block 8. Buildings A, B, and C on the north side of Main Street are all under the maximum height of 65' for blocks 2 and 5.

Please refer to shadow studies for more information.

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

Buildings vary in both scale and height throughout the site. There is a distinct scale defined at the pedestrian level to break down the scale even further. The use of elements such as planters, green screens, canopies, a varied material palate, and patio seating creates a sense of scale for pedestrians. The scale and color of materials at the pedestrian level contribute to the character and pattern of the Town Center.

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

Height measurement procedures listed above differ from municipal definitions in Town of Superior's code. Height measurements in project follow Town of Superior's municipal code and all buildings fall within the height limits described in the code.

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

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

The only buildings proposed to be four floors are Buildings B and D. The articulation of the façade with the horizontal ribbon widows and cladding profiles adds variation and texture to the upper floors. The façade itself breaks down the mass and creates visual interest in the building forms.

Please refer to section 6.2-part A response for explanation of this design choice.

B. Special consideration should be given to maintain a standard floor-to-floor height within the Town Center. Generally, the floor-to-floor height from the ground level to 2nd floor (where ground floor retail uses are proposed) should be approximately 14-18 feet. In some cases, structured parking may be provided (internal to blocks). Structured parking heights will be kept to a minimum (approximately 10 feet floor-to- floor) and may or may not provide direct access to upper floors, depending on proposed use. Floors 2 and 3 floor-to-floor heights at the upper floors (residential or office) should be approximately 1011 feet with 4th or 5th floor height as allowable within the maximum height as defined in Figure H Building Mass Diagram.

Buildings A, B, and D maintain floor-to-floor heights of 16 feet throughout. Building C maintains 10 feet floor-to-floor for all parking levels and a double-height retail level to establish a prominence along Main Street and block the garage from pedestrian view.

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

The ground floors on Buildings A, B, and D primarily transparent with special consideration for the entries. The ribbon windows on these buildings establish both a predominant pattern and a human scale to the buildings. Textured concrete car barriers wrap the parking structure on Building C and shields the view of cars from pedestrians and building users. Additionally, the East side of the structure will incorporate metal screen panels with climbing vines to further shield cars from view of the adjacent building as well improve the overall aesthetic of the building. Additional metal panel has been proposed to wrap the Southeast and Southwest corners of the building and two opportunities for public art installation improve the character of the building from the pedestrian level.

6.4 ROOFTOPS AND ROOF FORMS

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

Though the roofs are primarily flat in this project, building heights vary. Varying building heights from 1 to 4 stories will provide visual interest for visitors traveling along Highway 36 and McCaslin Boulevard.

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

The primary roof form throughout the project is flat with variation in height to create visual interest.

***Request for Exception from the PD**: We request a variance on the variety of roof forms. With both the Colorado climate and building function being taken into consideration, this is the best choice for design and practical reasons. Due to the nature of the building type (mixed laboratory and office), the*

flat roof allows for ample space for support equipment necessary for the functionality of the buildings. In order to celebrate the surrounding landscape, the flat roofs allow for less obstructed views of the front range from both the western and southern residential buildings.

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

No rooftop restaurants are proposed for this design. Building A will have a rooftop terrace on the North side of the building facing Main Street. The project does not include residential scope.

The primary function of Buildings A, B, and D are mixed office and laboratory space therefore there will be no residential or public restaurant spaces proposed. Building C's ground floor retail space along main street does have potential for restaurant space and will have ground floor patio seating in order to engage with both the pedestrian and Main Street.

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

Parapet wall are used to shield rooftop mechanical equipment from views of adjacent buildings and at the pedestrian level. There will be an additional metal screen surrounding all rooftop equipment to further shield equipment from view. The screen material at the mechanical penthouse, and at the generator and trash enclosures at grade, will be a formed aluminum panel with high fluoropolymer mica coating (Basis of Design: Centria Concept Series Concealed Fastener Metal Panels). The coating color and articulation of the screen walls will be designed to complement the building architecture while screening building equipment in an unobtrusive fashion.

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

No solar panels are proposed for this project.

The roof structure has been engineered to be solar-ready in accordance with Town of Superior document 2021 IECC Amendments Fact Sheet.

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

The project does not incorporate green roofs on any buildings though most roofs are flat. PMB does appreciate the value and importance in creating a sustainable project, and will be pursuing LEED Silver Certification, however green roofs are not proposed. I lieu of green roofs, the buildings will be designed to accommodate future roof top PV arrays, if desired. A flat roof is the most practical for future PV installation.

6.5 EXTERIOR BUILDING MATERIALS

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

A variety of materials are used throughout the project to add interest to the pedestrian experience (see material boards). Building elements that will increase pedestrian interest and establish human scale include recessed ground floor entries, a rooftop terrace and balcony, canopies, potted plants and landscaping, and predominantly transparent ground floors.

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

A variety of high-quality materials are used throughout the project that are found on buildings throughout Superior and the Boulder region. Primary materials include metal panel, wood panel, concrete, and metal louver. Materials have been chosen to reflect the surrounding site and consist of a natural earth tone palate. Durability has been taken into consideration for selection of all materials.

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

The predominant materials in the project are non-reflective metal panel and concrete. Wood panel and metal louvers will also add variety to the material palate and compliment the primary materials.

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

The metal panels incorporate a durable weathered steel finish that will change and evolve over time. The custom rainscreen design includes horizontal projections that will add shadow lines and interest to the building facades.

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

Windows will be designed to meet requirements of LEED Silver certification and will complement the façade and building orientation. No mirrored or opaque glass is proposed.

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

The materials were chosen based on them being compatible with the surrounding regions. The material palate will bring warmth and natural earth tones to the Town Center. The metal and wood will reflect warmth and the dark material colors are meant to draw connection to the industrial coal mining history of the Town of Superior.

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

There are no sloped roofs proposed on the project.

Please refer to response for section 6.4-part B for explanation on roof forms.

6.6 RELATION OF BUILDING EXTERIORS TO PEDESTRIANS

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

Building elements that will increase pedestrian interest include inset spaces between store fronts to offer a moment of pause, display windows facing the sidewalk, outdoor dining areas, and extending canopies

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

The storefronts along Main Street are setback slightly from the sidewalk to allow for outdoor dining spaces and future storefront/dining entries. The façade of Building C along Main Street is articulated with two breaks between storefronts that add a pedestrian scale to the building and provide opportunity for additional landscaping and seating. Building A includes a rooftop terrace and balcony in addition to hardscaping and patio seating along Main. Together, this is a prominent feature along the entry from McCaslin and contributes to the lively and pedestrian-friendly feel of Downtown Superior. Visual continuity is executed with a complimentary material palate and horizontal elements that align with the design features of Buildings B, and D

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

The primary materials used at the ground floor are concrete, glazing, and metal louver. The ground floor of buildings A, B, and D are all recessed which allows for both covered entries and walkways along the building. The exposed concrete columns supporting the floors above add an extra level of visual interest and scale to the building.

6.7 BUILDING ENTRANCES

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

All public building entries are directly accessible from Main Street. All private use building spaces have a primary entry off a pedestrian path. Buildings A, B and D entries are connected to a series of pathways running through the main plaza and across Main Street. The pedestrian pathway for Building A connects to Gateway Drive, Main Street, and ultimately to the main plaza. Buildings B and D have pathways that connect to Marshall Road and Main Street. The provided pedestrian paths are visible from the street and create opportunities for users to approach each building on foot, by bike, by public transit, or by car.

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

Commercial space entries are recessed from outer most façade wall of building by average of 3'-0". All are clearly delineated with canopy.

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

All building entries are emphasized with canopy or are recessed to provide cover.

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

No building entrances are located at the building corners. The use of canopies and framing signal entry at all retail entries and recessed entries beneath the extended upper floor break down the building mass at private entries.

6.8 UPPER FLOOR RESIDENTIAL AND OFFICE USES

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

A rooftop terrace and protruding balcony are proposed on Building A to activate the façade facing Main Street and provide additional outdoor amenity space.

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

The balcony on Building A is proposed to be projecting. This balcony is not along Town Square frontage.

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

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

6.9 TOWN SQUARE, OPEN SPACES AND OUTDOOR DINING

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

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

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

Opportunities for outdoor dining tenants exist at Building C along Main Street. Additional patio seating will be provided along the North side of Building A. This space will be open seating for both public use and for building tenants.

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

Railings at outdoor dining locations will be specified by tenants.

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

All pedestrian passages are specified as public walks. There are a plethora of public pathways connecting each building that serve a variety of purposes. Variation is width, material, and landscaping allow for some pathways to appear more visually concealed and others to be more open.

6.10 SERVICE, TRASH AND LOADING AREAS

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

All service and utility locations are placed away from primary public areas and are successfully concealed from public view with the use of walls and landscaping. All walls used to screen service areas utilize materials that are complimentary to the façade of each building.

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

Buildings A, B, and D all have concealed loading docks. Buildings B and D have loading docks facing away from any public street. Building A has a loading dock parallel to McCaslin and utilized grading to conceal the area from the street. A mix of walls and landscaping hide all loading areas from the public view.

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

Building A has its own loading area that is concealed from public view. Buildings B and D have a combined loading area that is also concealed from public view.

D. Service entrances will be clearly identified with signs.

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

E. Trash/Recycle/Compactor Storage Areas

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

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

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

Pads are provided in appropriate locations.

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

No shared trash areas are proposed for this project to allow for maximum tenant flexibility.

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

Buildings A, B, C, and D have enclosed trash rooms. The enclosure will be complement the façade.

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

Where exterior enclosures are provided for trash and recycling services, enclosures are a minimum 5'-6" tall providing 1'-0"+ of screening above bin height.

Following is a sheet narrative of the drawing set:

- *CS1.0 - Cover Sheet*
  This sheet includes the legal description, benchmark, basis of bearing, contact list, signature blocks, vicinity map, and sheet list table.

- *CS 1.0 Site Data Tables*
  This sheet includes the site data tables. The tables are organized by each Block and state the PD land use; Building, landscape and hardscape coverage; and setbacks. This sheet also includes a summary of the required and provided parking for the project.

- *C1.1 – Context Plan*
  This sheet shows the contextual site plan including neighboring properties, site extents, pedestrian, ADA and multimodal paths, bike access routes, vehicular access points, and dedicated right of way.

- *C2.0 – Overall Site Plan*
  This sheet shows the overall site plan layout and gives the main overview of site features including relevant property boundaries, easements, existing and proposed roadway configurations, parking count, and proposed retaining walls and trash/recycling enclosures. Building identification is also shown.

- *C2.1-C2.2 – Partial Site Plans*
  These sheets show the partial site plans in larger scale and detail, splitting the site plan out two partial plans at 1"=30' scale. At this larger scale, additional dimensional information and text callouts are added to further detail the proposal.

- *C2.3 – Traffic Signage Plan*
  This sheet shows the placement of traffic control signs, such as stop signs, no parking signs etc.

- *C2.4 – Fire Access Plan*
  This sheet shows the overall circulation of the Rocky Mountain Fire design vehicle through the site, as well as the location of existing and proposed fire hydrants.

- *C3.0 – Overall Utility Plan*
  This sheet shows the entire FDP site and surrounding streets at a large scale. The purpose of this sheet it to depict the overall utility network serving the project.

- *C3.1-C3.2– Partial Utility Plans*
  These sheets show the utilities in larger scale and detail, splitting the drainage plan out in two partial plans at 1"=30' scale. At this larger scale, pipe lengths and materials manhole inverts and depths, and water structure descriptions have been added.

- *C4.0 – Overall Drainage Plan*
  This sheet shows overall drainage basins for the blocks and surrounding streets at a large scale. This drawing is helpful to show entire basins and their design points. This sheet shows a runoff table listing the basin area, runoff coefficient and flow rate. Contours are shown at 2' intervals which depict the trend of elevations across the site.

- *C4.1-C4.2 – Partial Drainage Plans*
  These sheets show the site drainage patterns in larger scale and detail, splitting the drainage plan out in two partial plans at 1"=30' scale. At this larger scale, additional spot elevations, flow arrows, basin design points and 1' contour intervals have been added.

- *A1.0- A1.7 – Exterior Building Elevations*
  These sheets show the elevations of Buildings A, B, C, and D, including height and material types.

- *A2.0 – Material Board*
  This sheet includes representative images of the materials planned for the building facades.

- *A3.0-3.2 – Perspectives*
  These sheets include renderings from different vantage points around the development.

- *A4.0 – Height Limit Compliance Diagrams*
  This street illustrates proposed building heights and compliance with zoning limits.

- *A5.0 – Shadow Studies*
  This sheet illustrates shadows created on site by the proposed structures.

- *A6.0 – Metal Screen Wall*
  This sheet illustrates a proposed design for typical trash/equipment screening

- *A7.1-7.2 – Wall Sections*
  Typical wall sections.

- *A8.0-8.1 – Light Trespass Study*
  This street illustrates light trespass generated from the building interior at the large curtainwall expanses facing the public park.

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PDA #6 NARRATIVE

PDA #6 proposes vacation of Gateway Drive between Main Street and Creek View Way, changes to building height for one building along Creek View Way, and changes to the build to/setback lines on Blocks 2, 5, and 8. It also includes general updates to reflect the platted shapes of Blocks 4, 6, and 7 as approved in FDP 10 (Morgan Ranch).

- Gateway Drive Vacation:

  FDP 11 proposes a Life Science development on what is currently platted as Blocks 2 and 5. The development will be designed to accommodate a single user within multiple buildings. This type of project does not generally work with a public street bisecting the buildings, as a user may want a single point of secure access for the entire complex.

  PDA #6 proposes vacation of Gateway Drive between Creek View Way and Main Street. This will combine Blocks 2 and 5 into a single larger Block 5. It will also eliminate the internal setbacks from what would have been Gateway Drive.

- Building Heights:

  On Block 5, Buildings B and D as proposed in FDP 11 are intended to function as two interconnected buildings, with a potential at-grade connection if a single tenant were to occupy the block. To that end, both buildings need to have a common finish floor elevation. The design floor elevation is roughly average elevation between the corner of Main/McCaslin and Marshall/Creek View Way. As a result, the floor elevation of Building D is up to 9 feet above the elevation of Creek View Way. It would be possible to construct a tall retaining wall between Creek View Way and the building to strictly comply with the 65' building height set forth in PDA 3, but the applicant proposes a "softer" approach by using a lower retaining wall and sloping landscape. This approach would result in a building height of approximately 67.6 feet. The proposed PD amendment would allow up to 75 feet for buildings B and D only.

- Build to / Setback Lines

  <u>Block 5</u>

  Creek View Way Setback: The original PD established set forth a setback range of 0'-0" to 15'-0" As shown in FDP 11, the Building D is set back from the Creek View Way by a minimum of 22.1 feet and a maximum of 27.9 feet. The additional setback between Building D and Creek View Way affords the opportunity to install a retaining wall and sloping landscape area to resolve the grade difference, and to install landscaping to provide a transition from the urban life science development to Park 1 on the north side of Creek View Way.

  PDA #6 proposes as 10'-0" minimum setback (no maximum) for this section of Creek View Way.

  McCaslin Setback: The original PD established set forth a setback range of 0'-0" to 35'-0".As shown in FDP 11, Building B is set back from the McCaslin by a minimum of 65.4 feet and a maximum of 68.4 feet. The additional setback allows installation of a water line from Main Street to the service area on the north side of the block, and then east to the existing main in Creek View Way. This main is proposed in lieu of the previously planned main in Gateway Drive between Main Street and Creek View Way. The main will provide a looped source connection for the water and fire services of buildings B and D. Between the main and the building, landscape plantings and berms are proposed to soften the edge of the project against the McCaslin Boulevard corridor.

PDA #6 proposes as 10’-0” minimum setback (no maximum) for this section of Creek View Way.

Marshall Road Setback: The original PD established set forth a setback range of 0’-0” to 15’-0”.As shown in FDP 11, Building C is set back from the Marshall Road by a minimum of 6.1 feet and a maximum of 30.1 feet. The additional setback range allows installation additional landscaping between the sidewalk and parking garage, and allows for the garage to be rotated approximately 5 degrees from parallel from Marshall Road to open up northerly views. PDA #6 proposes a 0’-35’ setback range for this section of Marshall Road..