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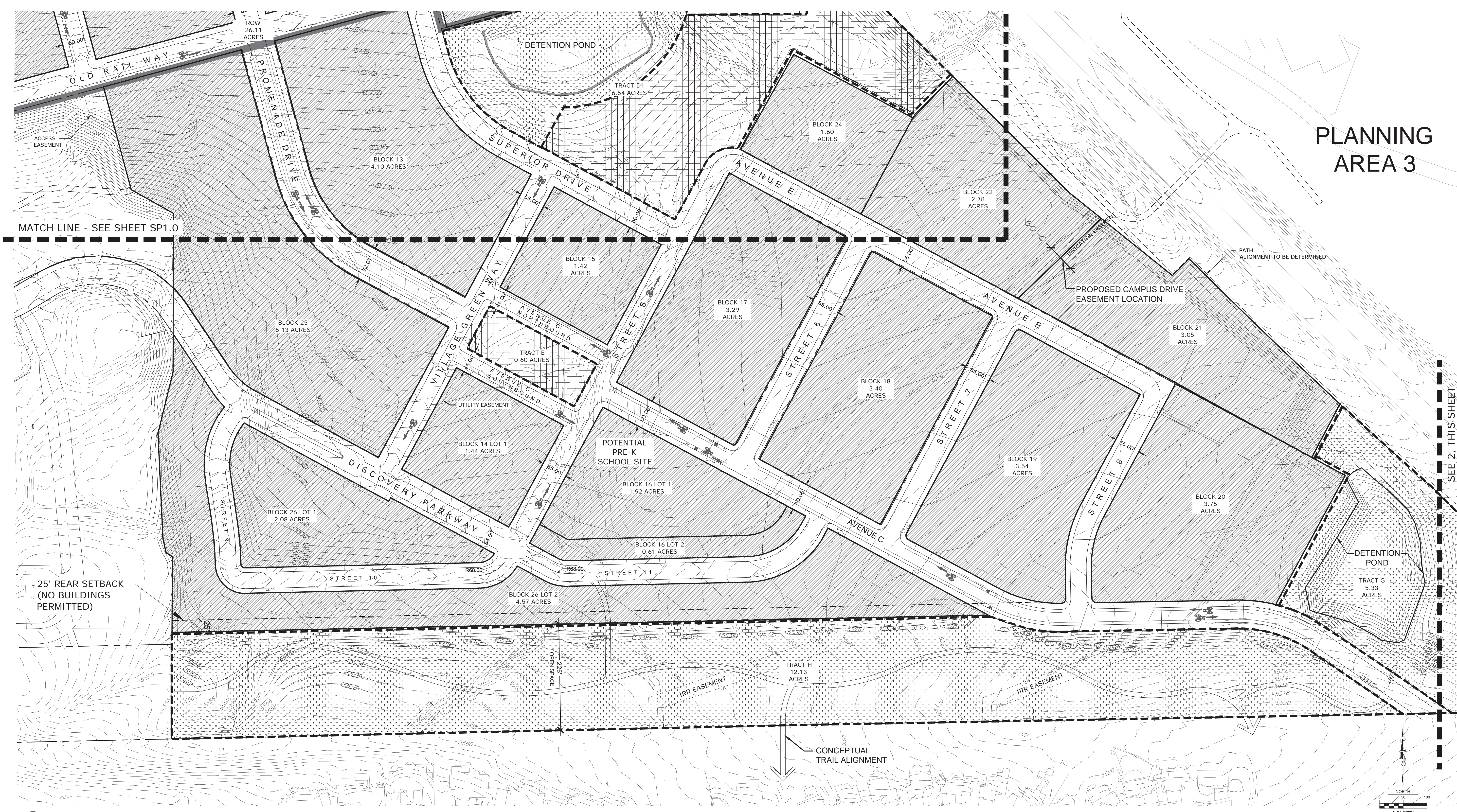
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**SUPERIOR TOWN CENTER  
PD AMENDMENT #3**

PROJ. NO.  
DRAWN:  
CHECKED:  
APPROVED:  
DATE: JUNE 2016  
SUBMITTALS:  
01-11-2016 BOARD OF TRUSTEES  
10-08-2015 STAFF REVIEW  
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06-02-2016 STAFF REVIEW  
06-13-2016 MYLARS

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

**PLANNING  
AREA 3**

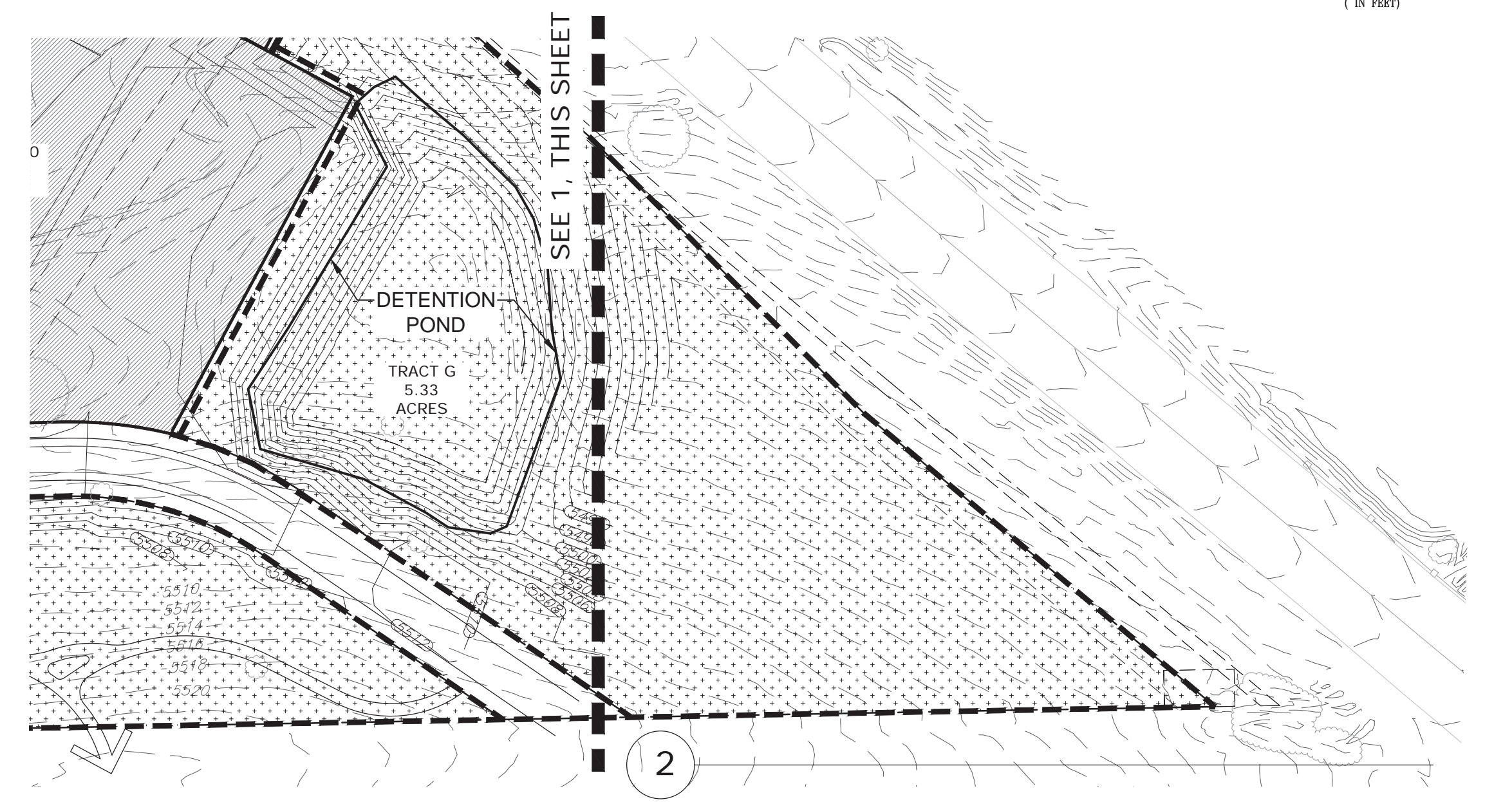


**LEGEND:**

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

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

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



MATCH LINE - SEE SHEET SP1.0

SEE 2, THIS SHEET

1

2

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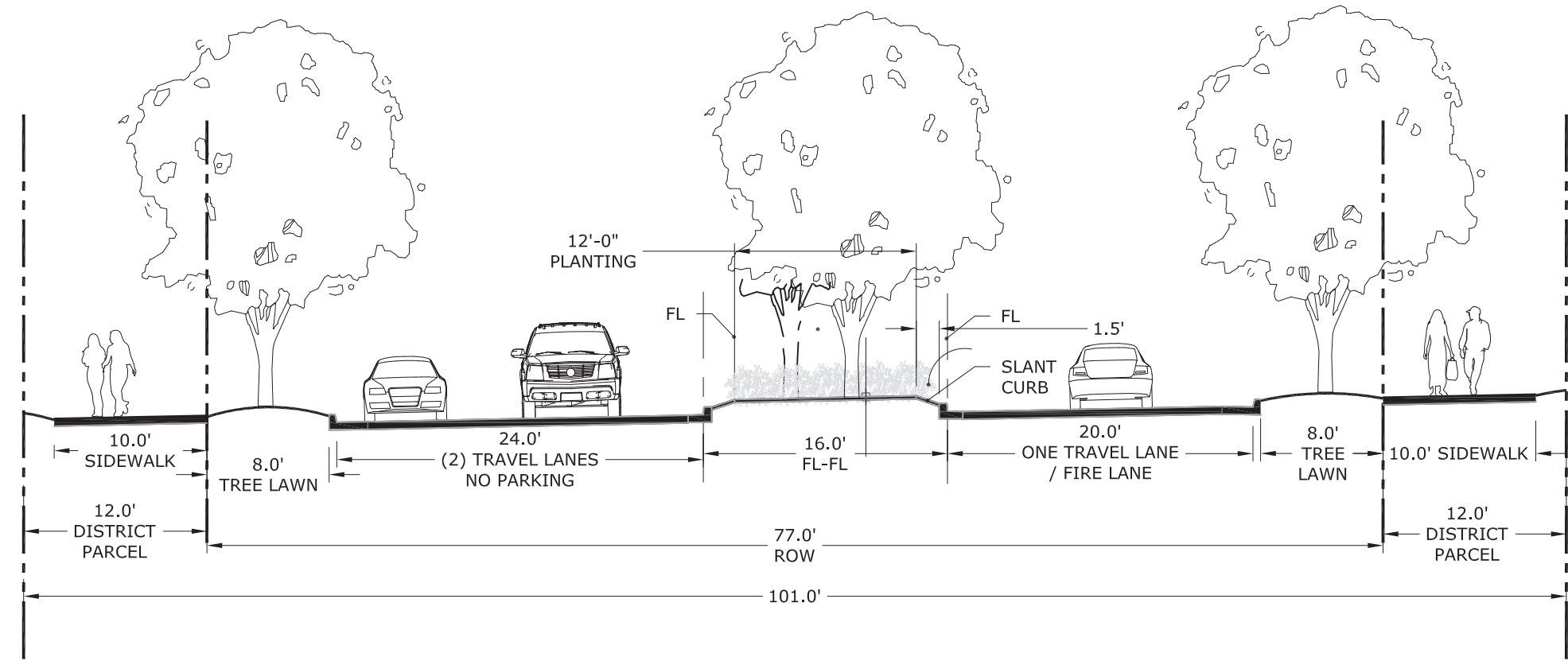
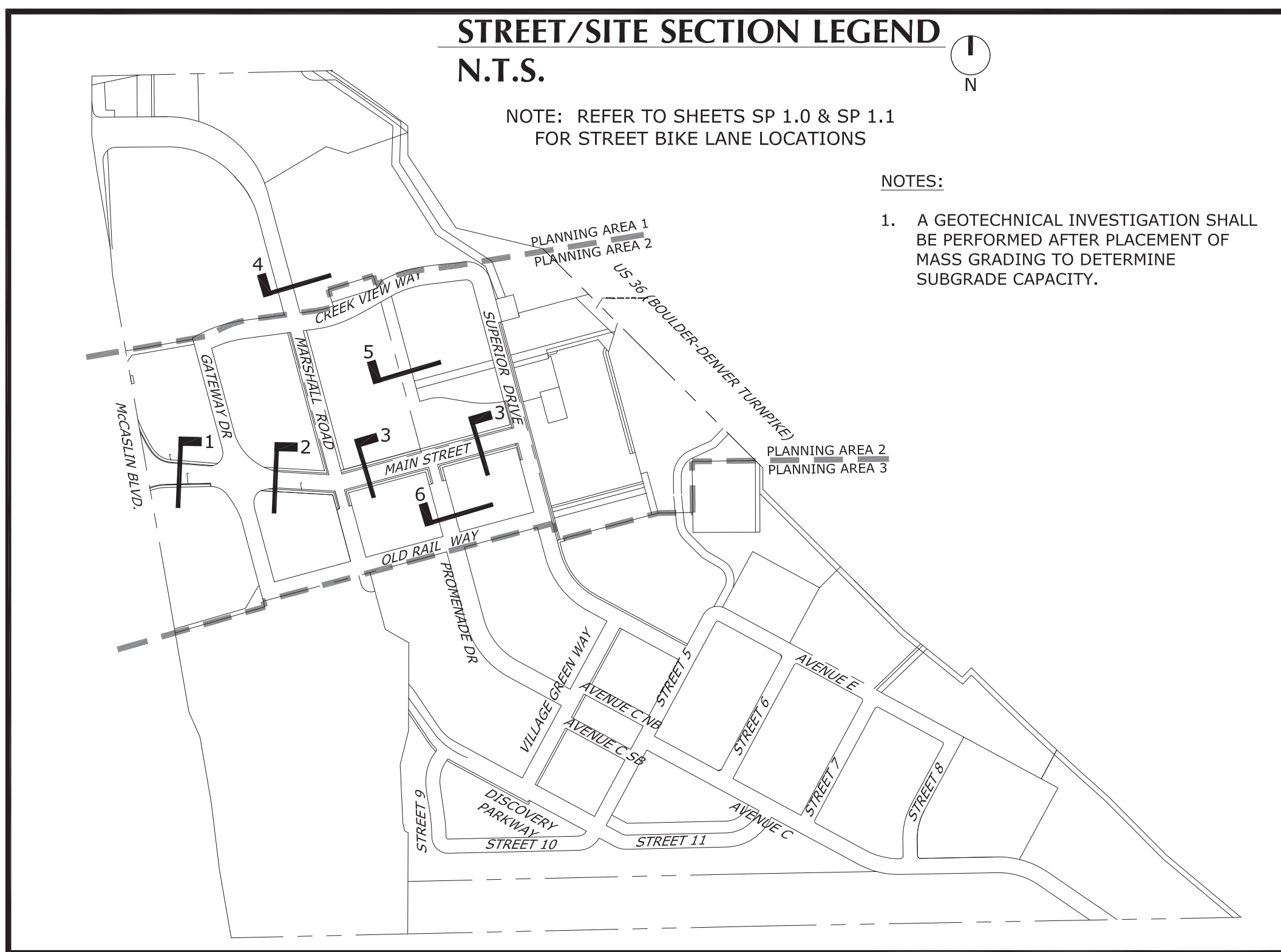
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**SUPERIOR TOWN CENTER  
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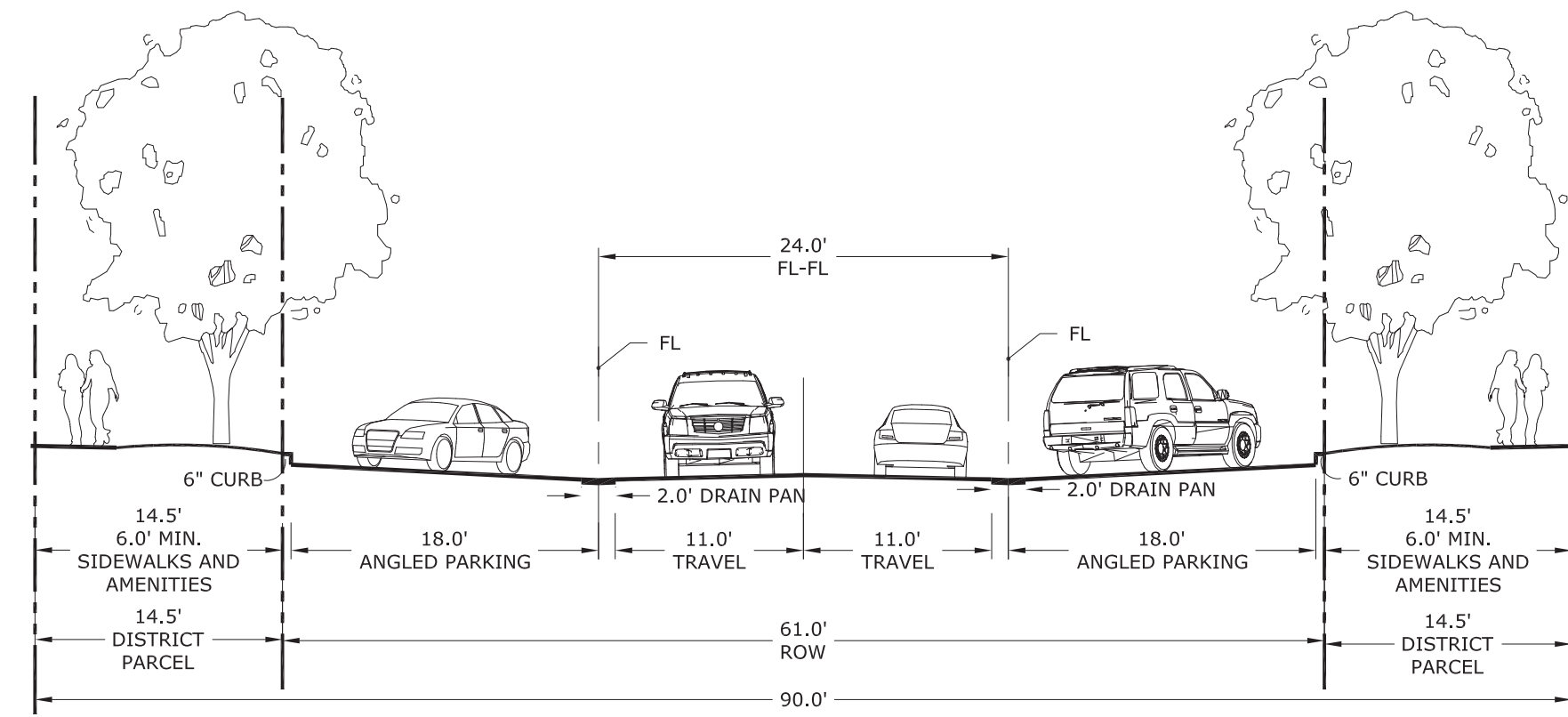
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06-13-2016 NYLARS

SHEET TITLE:  
**ILLUSTRATIVE  
STREET  
SECTIONS 1**

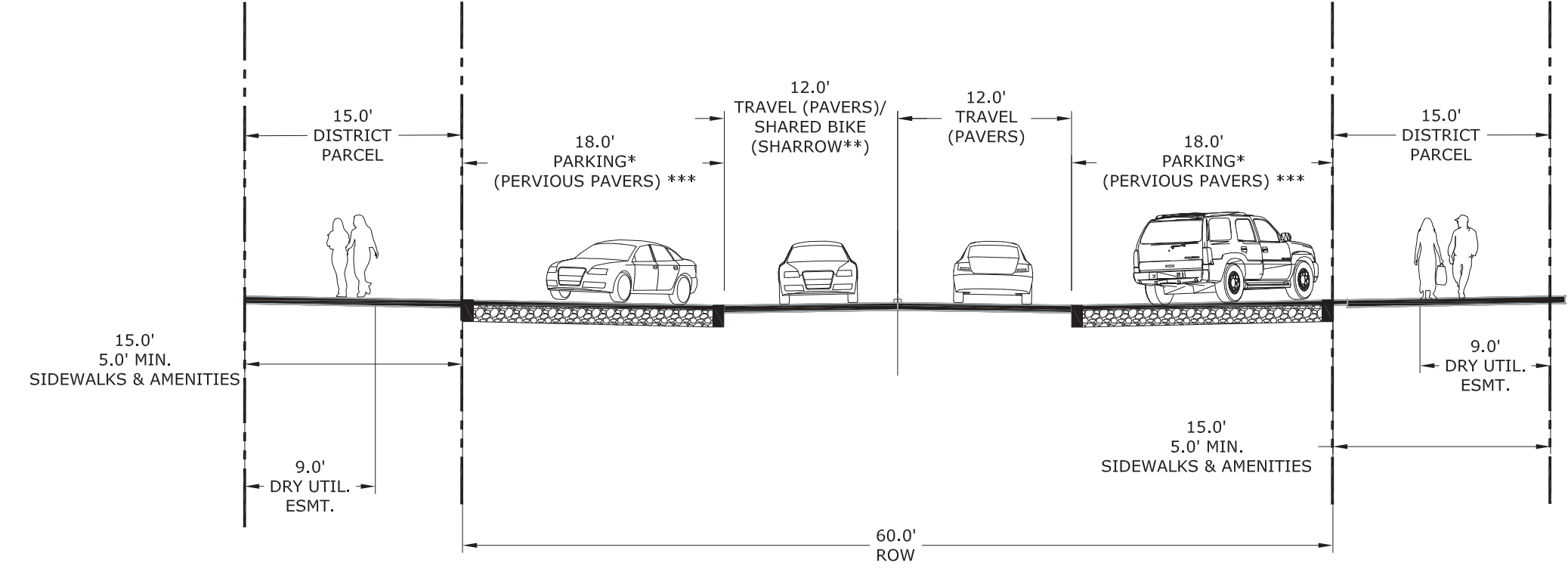
SCALE:  
SHEET NUMBER  
**SP2.0a/  
FIGURE C.1**



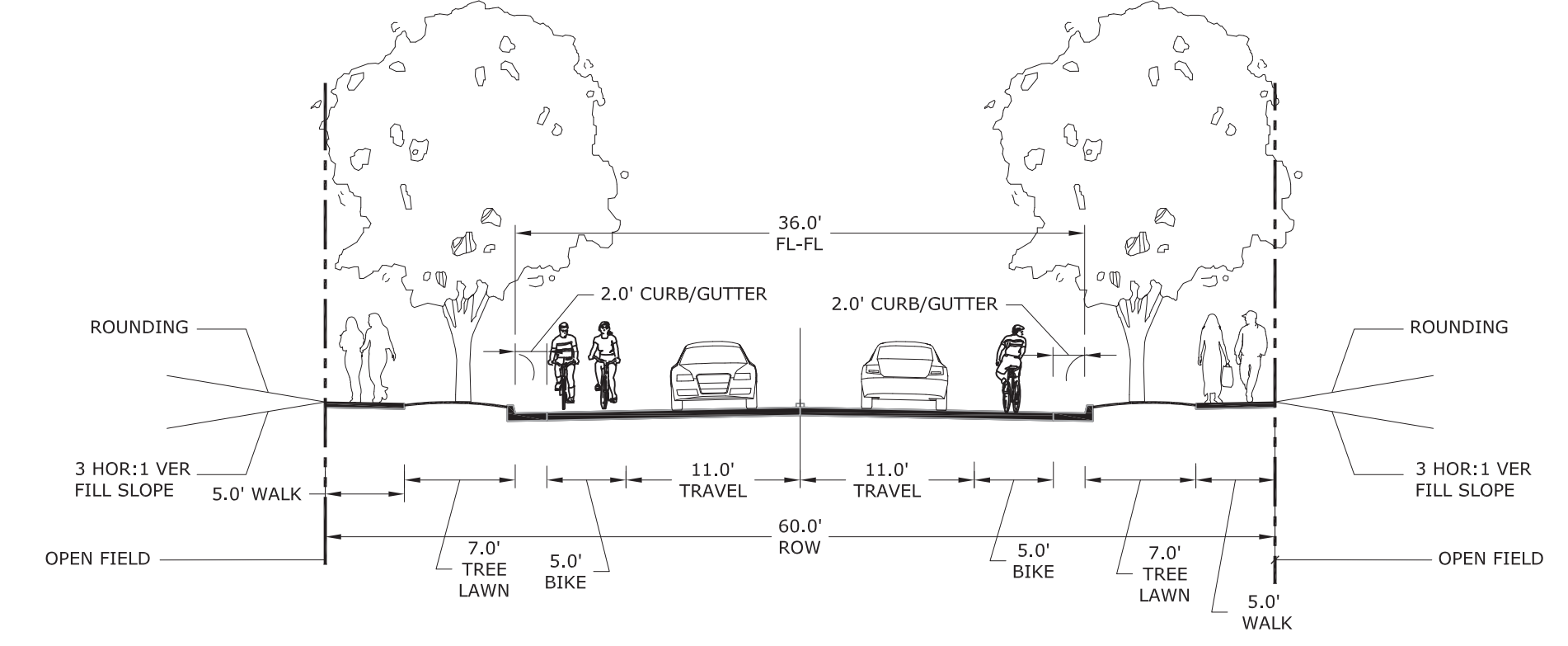
SECTION 1 - 77' ROW  
MAIN STREET (MCCASLIN BOULEVARD TO GATEWAY DRIVE - FACING EAST)



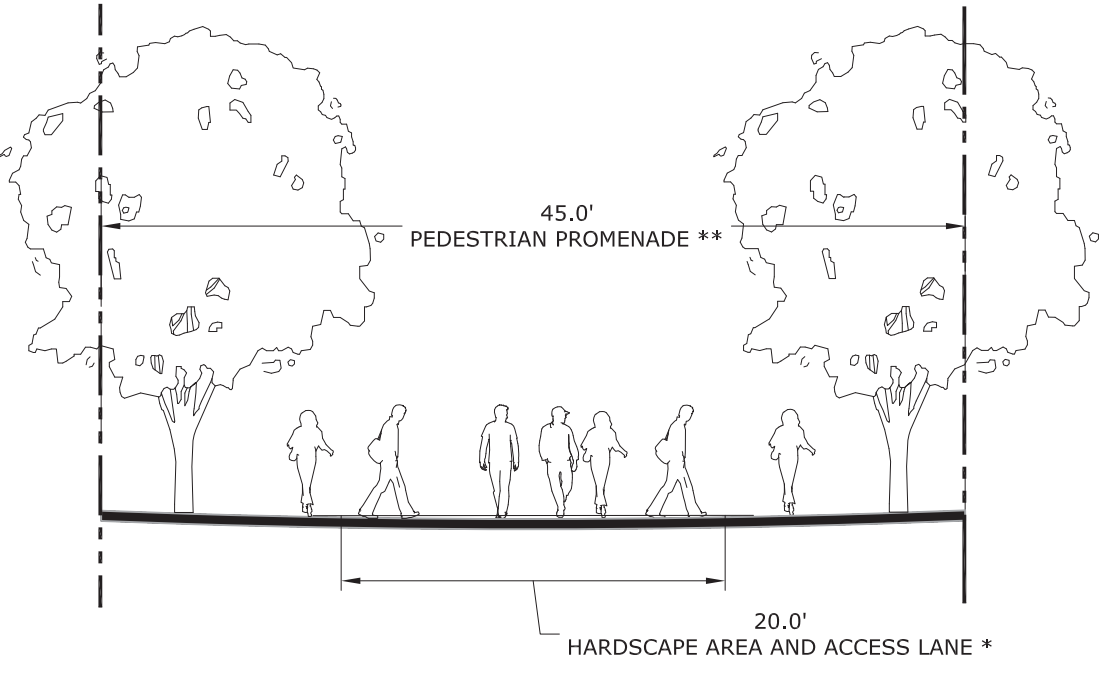
SECTION 2 - 61' ROW  
MAIN STREET (GATEWAY DRIVE TO MARSHALL ROAD)



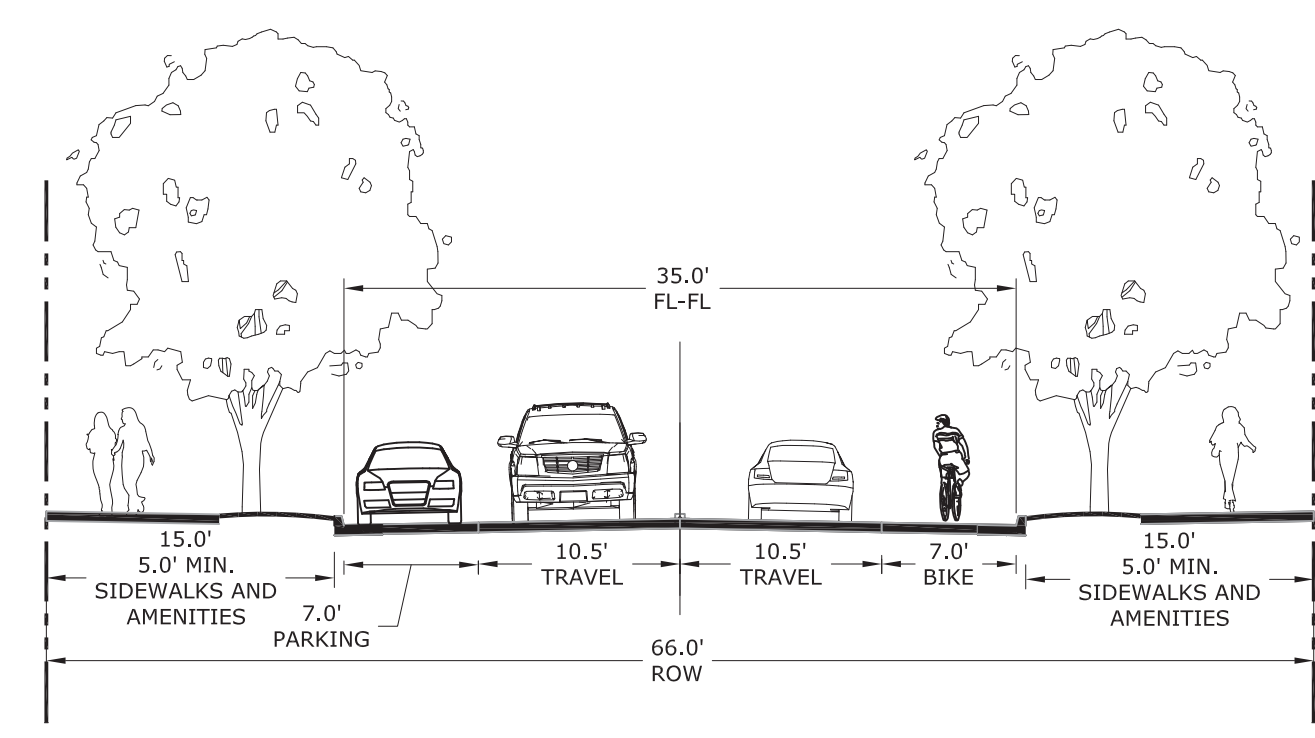
SECTION 3 - 60' ROW  
MAIN STREET (MARSHALL ROAD TO SUPERIOR DRIVE, FACING EAST)



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



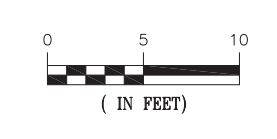
SECTION 5 - 45' DISTRICT PARCEL  
PEDESTRIAN PROMENADE (CREEK VIEW WAY TO MAIN STREET)



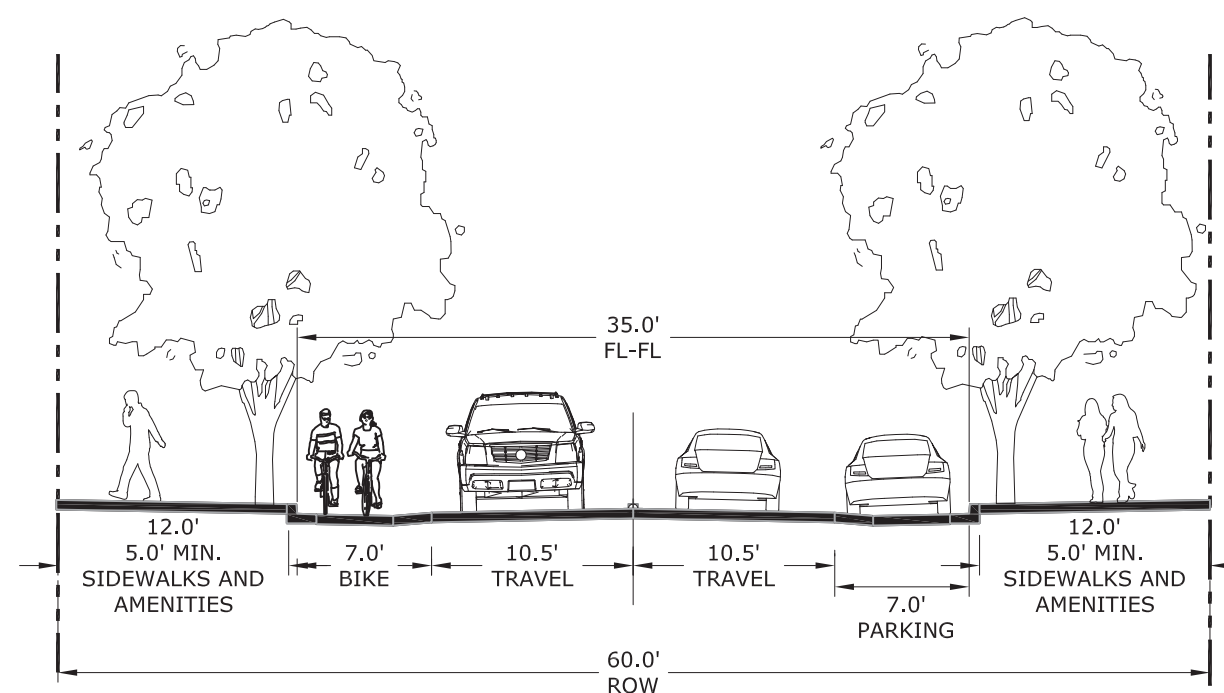
SECTION 6 - 66' ROW  
PROMENADE DRIVE  
MAIN STREET TO OLD RAIL WAY (FACING NORTH)

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

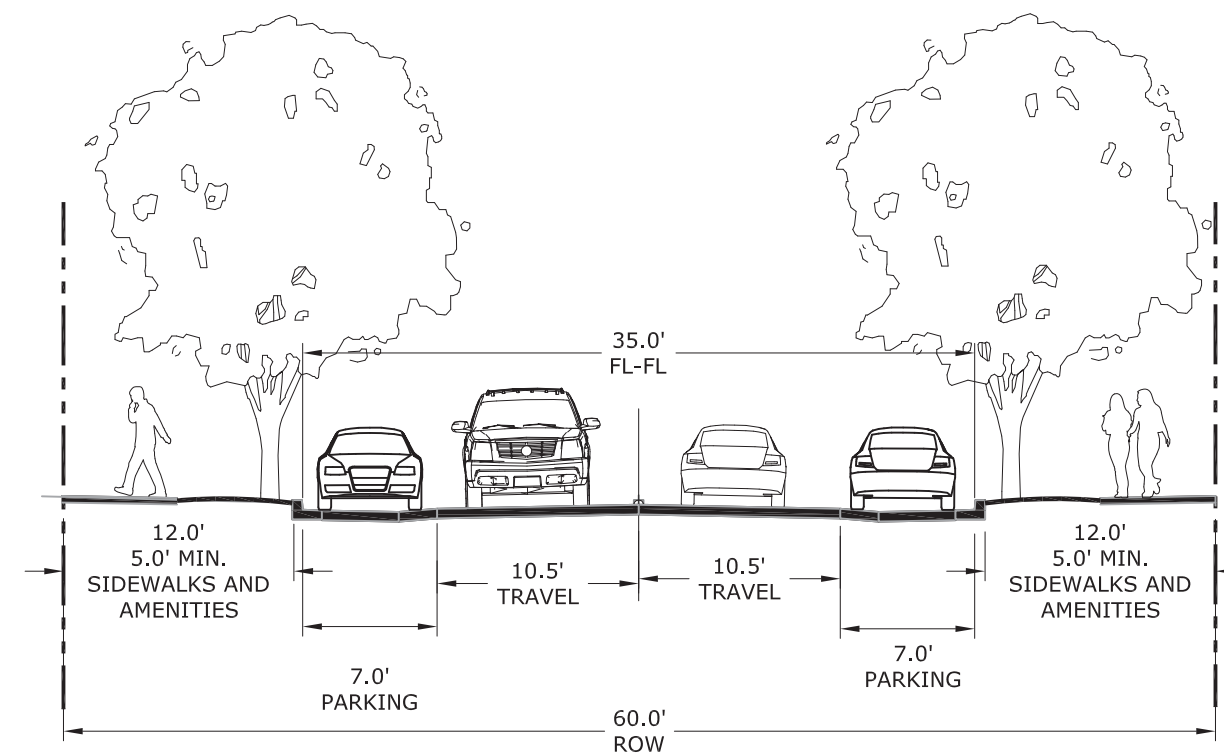
**ORDINANCE - NO. O-6, SERIES 13**  
ALL SIDEWALKS SHALL BE A MINIMUM OF 5 FEET WIDE, OR GREATER IF INDICATED HEREON.



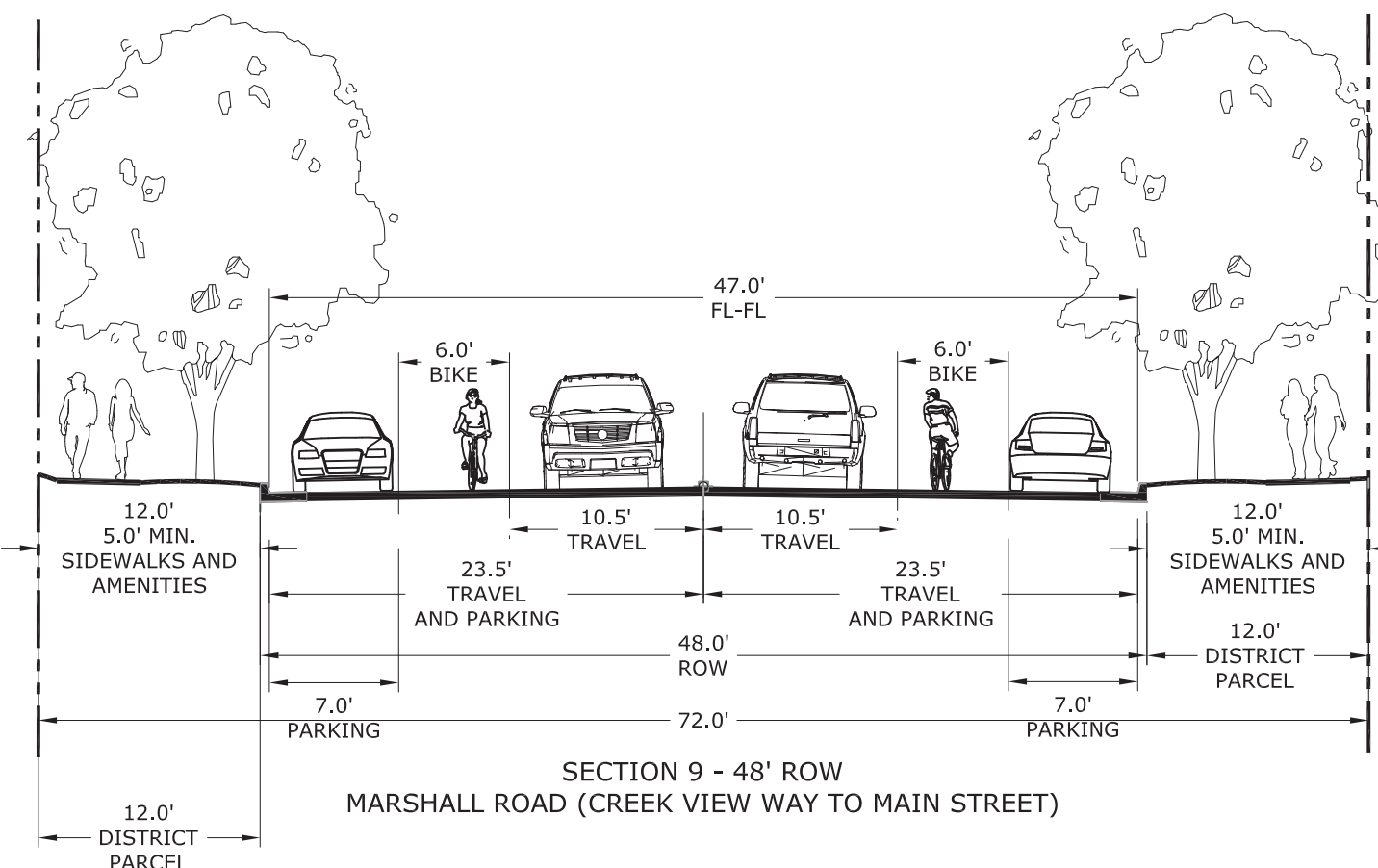
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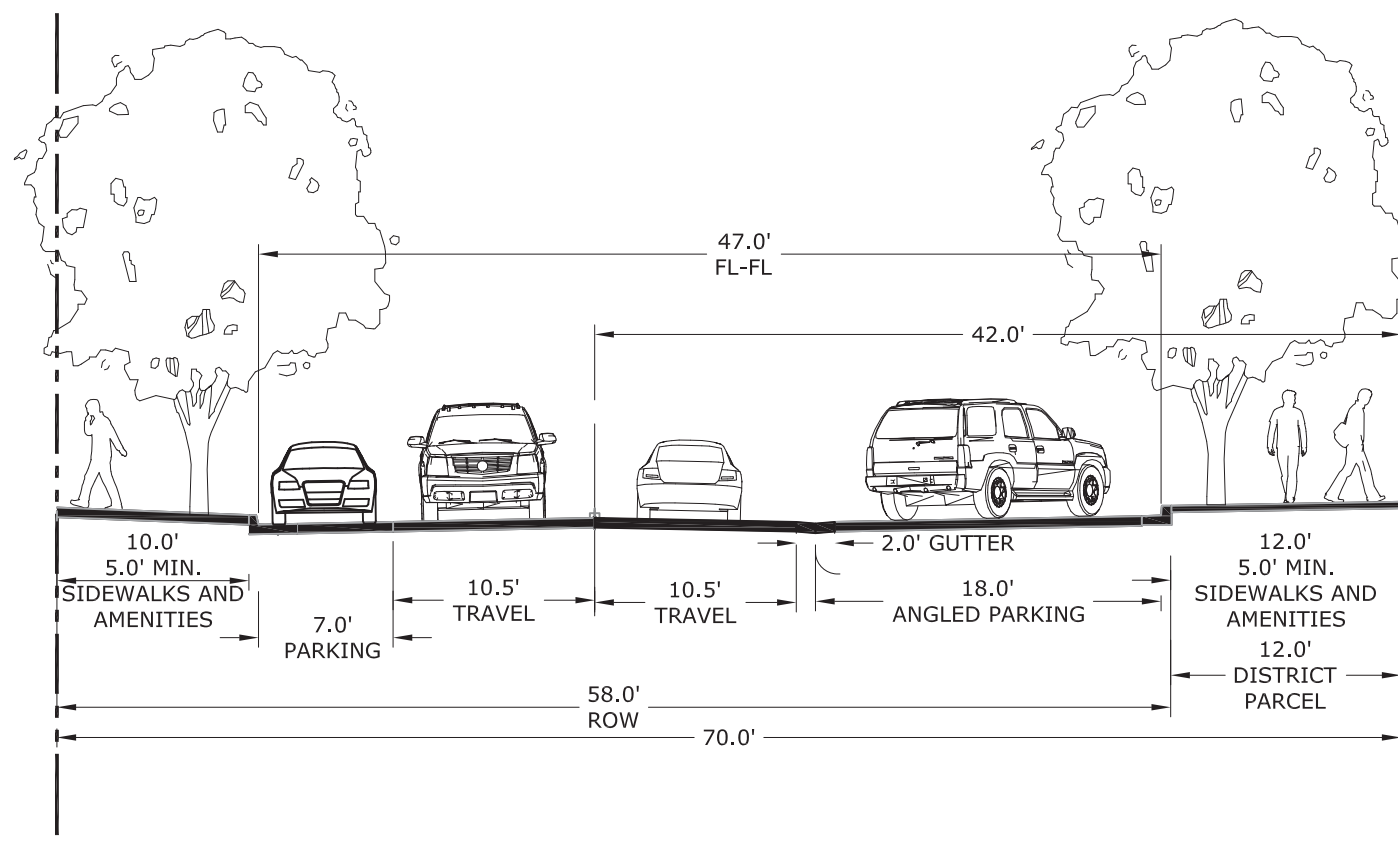
SECTION 7 - 60' ROW  
MARSHALL ROAD (MAIN STREET TO OLD RAIL WAY - FACING NORTH)  
OLD RAIL WAY (MARSHALL ROAD TO PROMENADE DRIVE- FACING WEST)



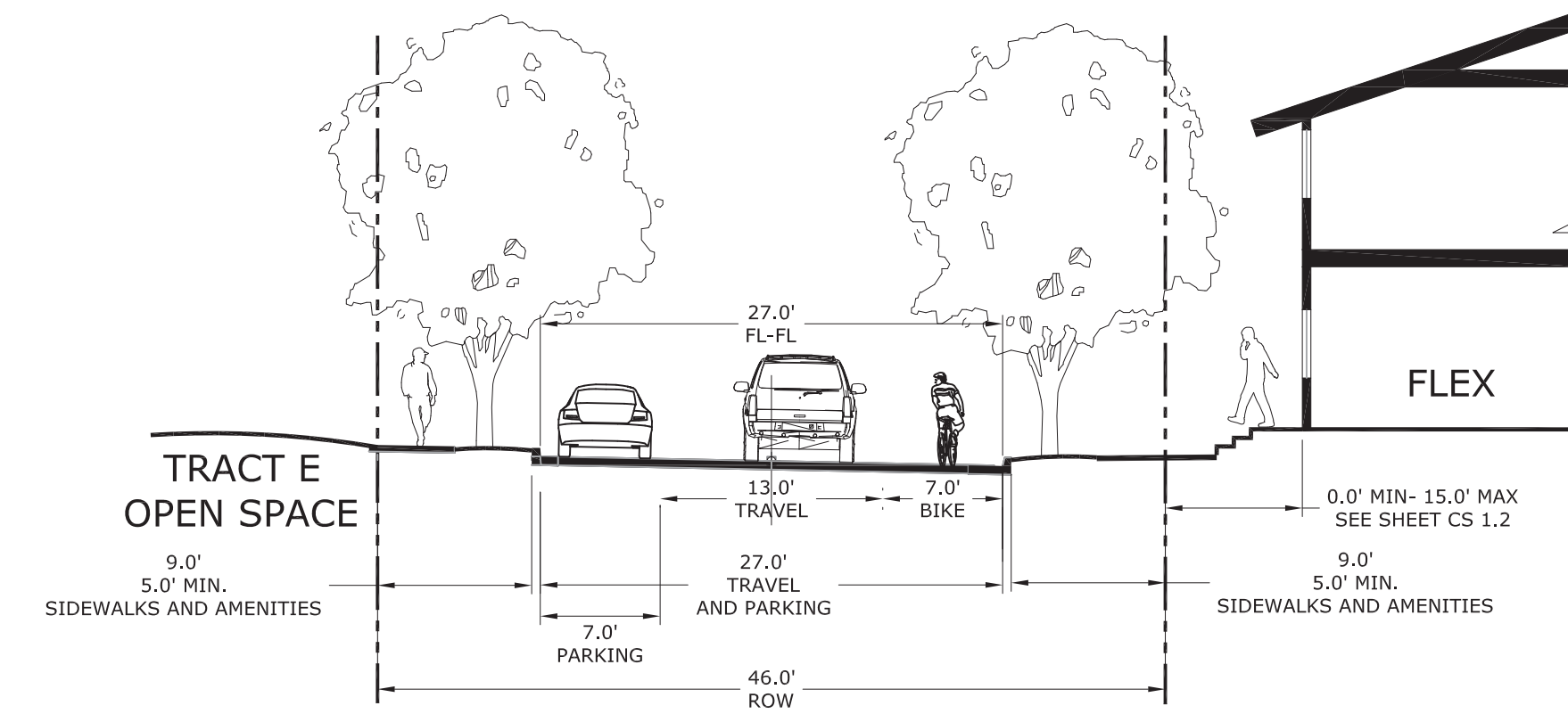
SECTION 8 - 60' ROW  
GATEWAY DRIVE (CREEK VIEW WAY TO OLD RAIL WAY)  
OLD RAIL WAY (GATEWAY DRIVE TO MARSHALL ROAD)  
OLD RAIL WAY (PROMENADE DRIVE TO SUPERIOR DRIVE)



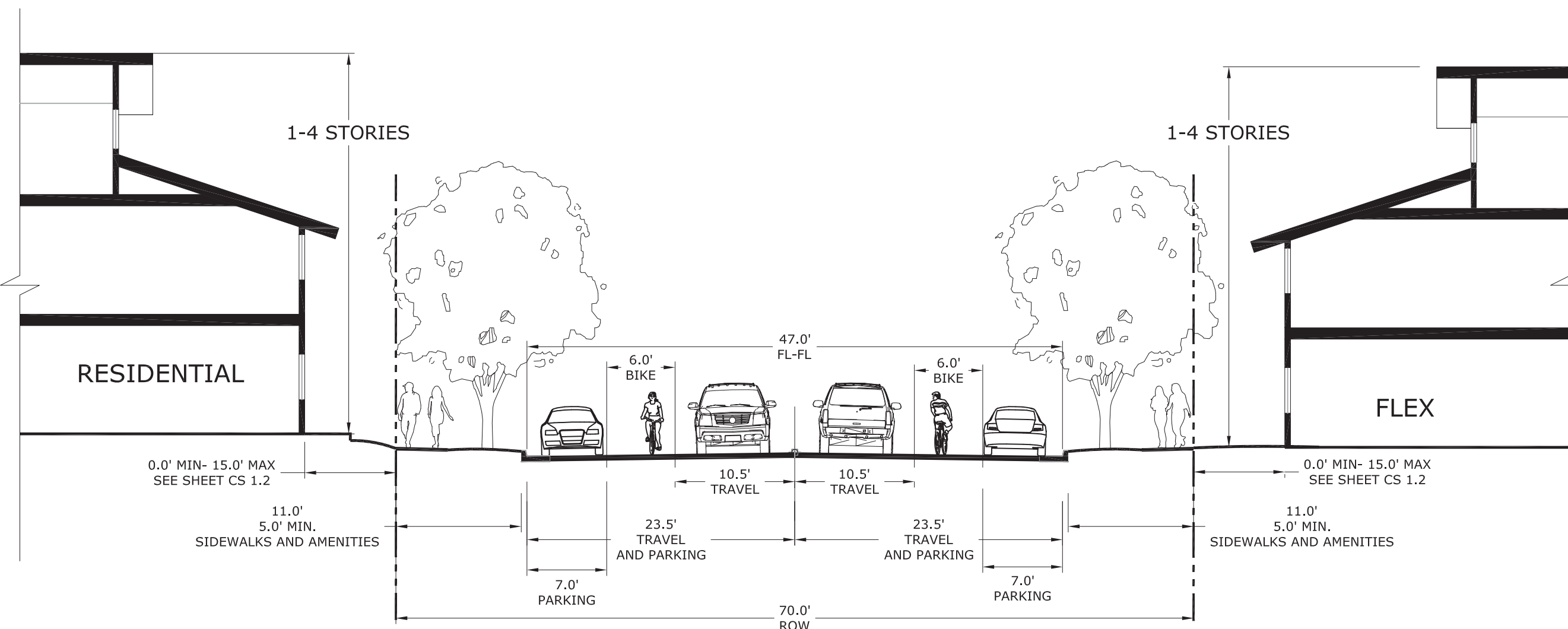
SECTION 9 - 48' ROW  
MARSHALL ROAD (CREEK VIEW WAY TO MAIN STREET)



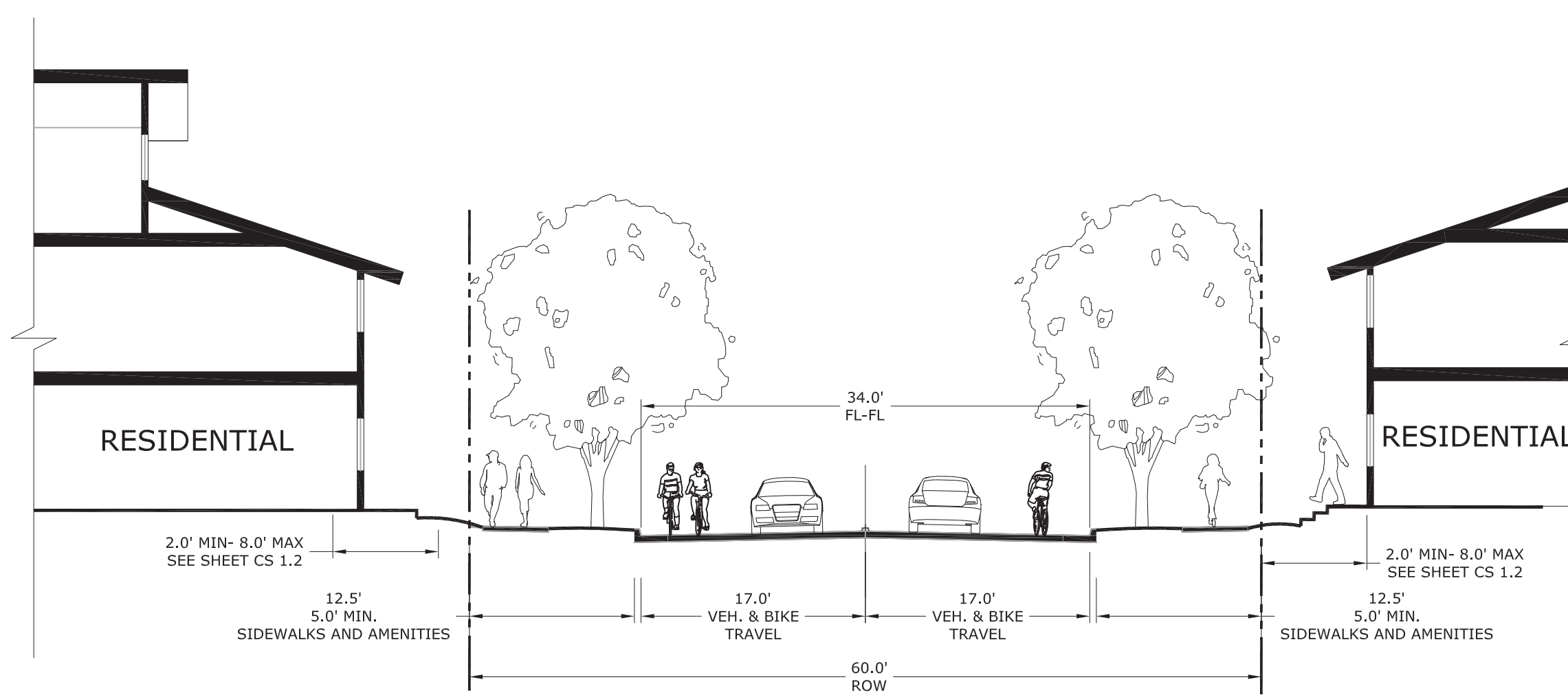
SECTION 10 - 58' ROW  
SUPERIOR DRIVE (CREEK VIEW WAY TO OLD RAIL WAY)  
(FACING NORTH)



SECTION 12 - 46' ROW  
AVENUE C NB & SB



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



SECTION 13 - 60' ROW  
AVENUE C

NOTES:

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ORDINANCE - NO. O-6, SERIES 13  
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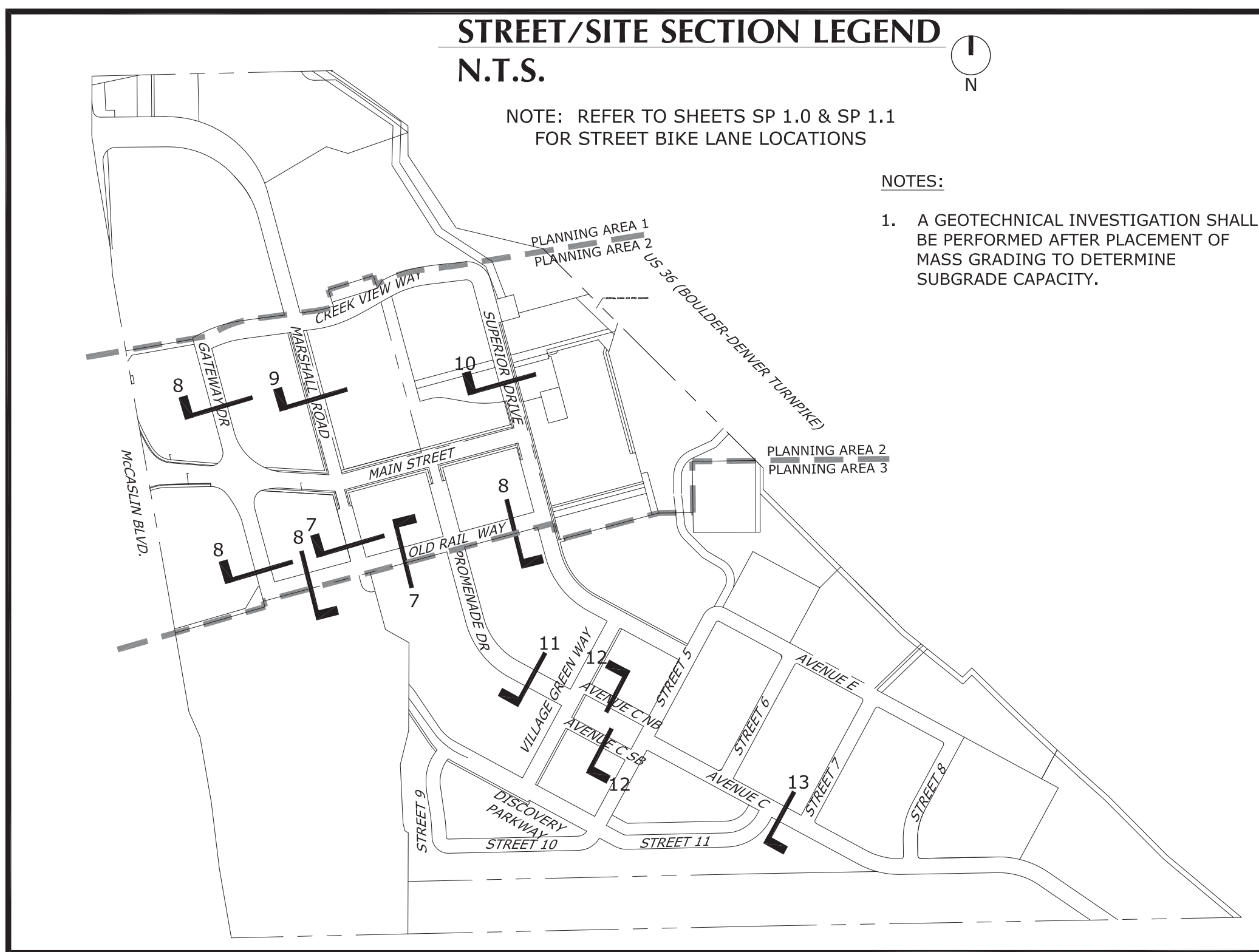
STREET/SITE SECTION LEGEND

N.T.S.

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

NOTES:

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

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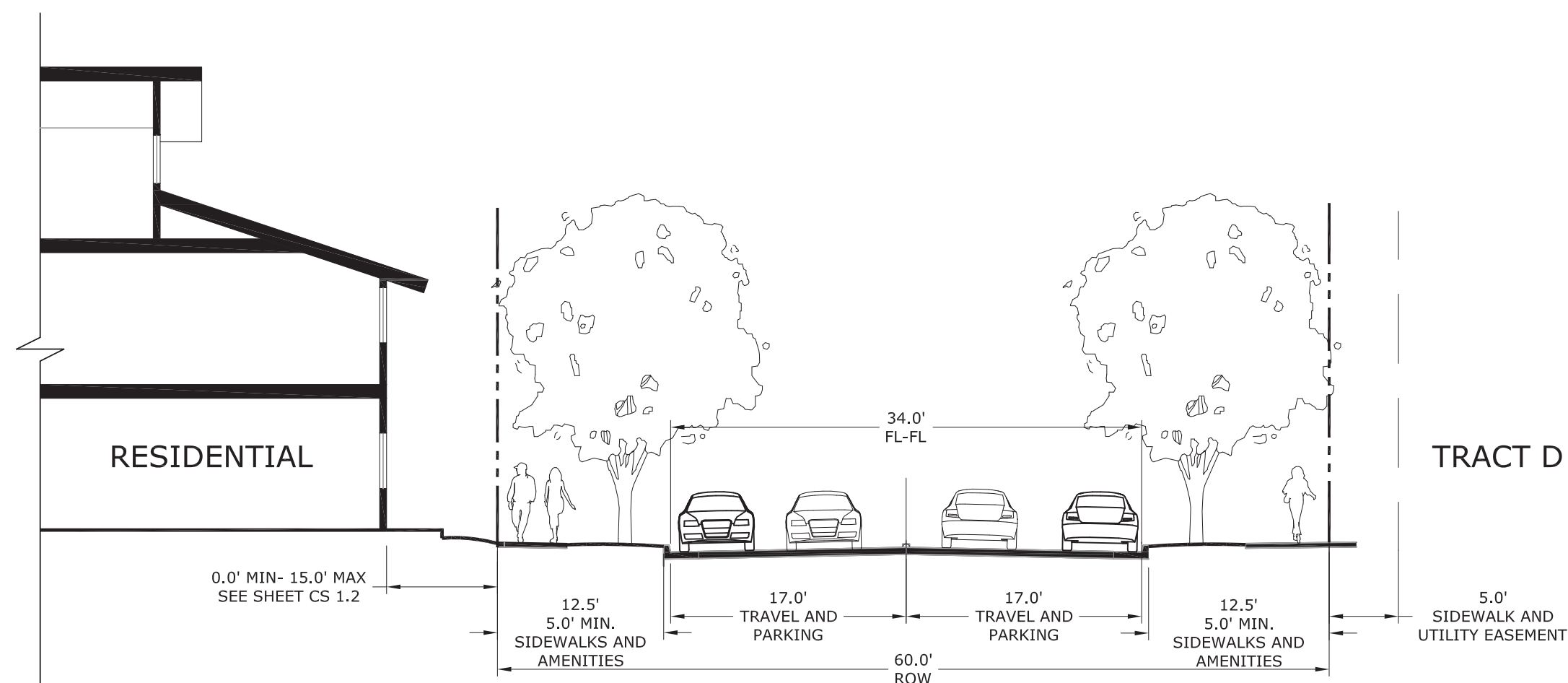
SHEET TITLE:

ILLUSTRATIVE  
STREET  
SECTIONS  
2/FIGURE C.2

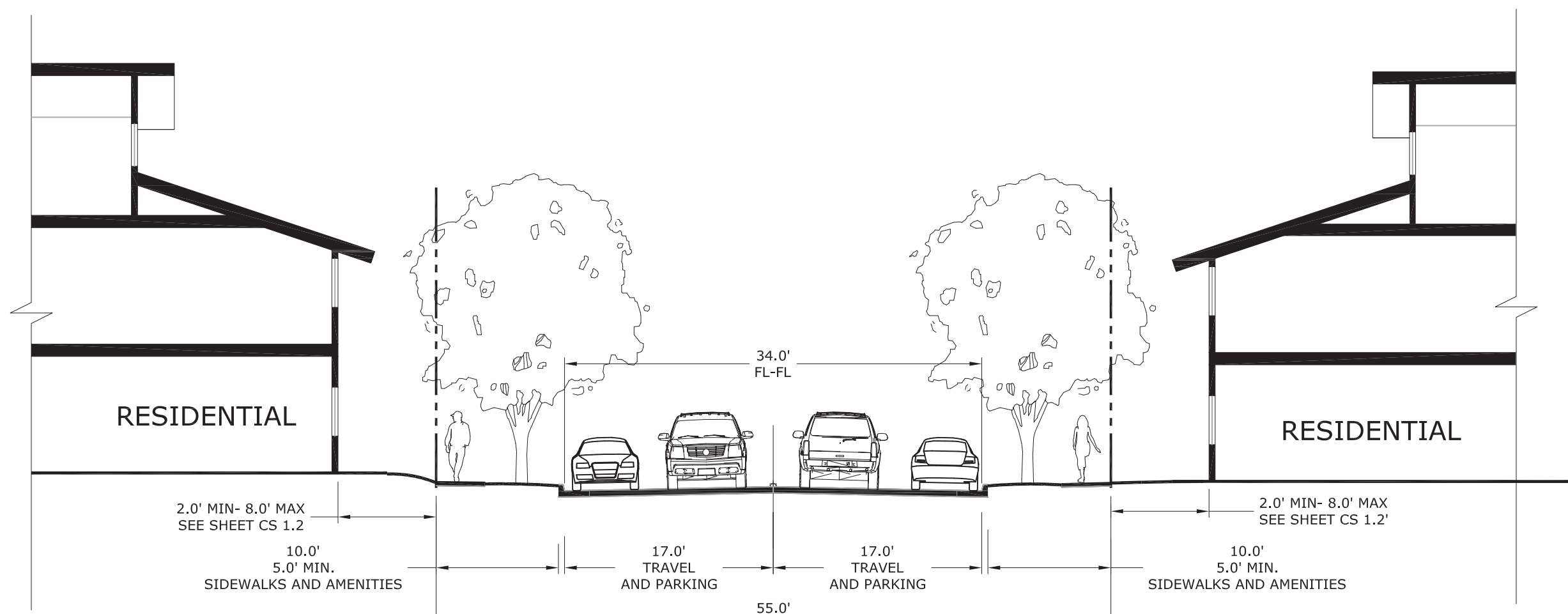
SCALE:

SHEET NUMBER

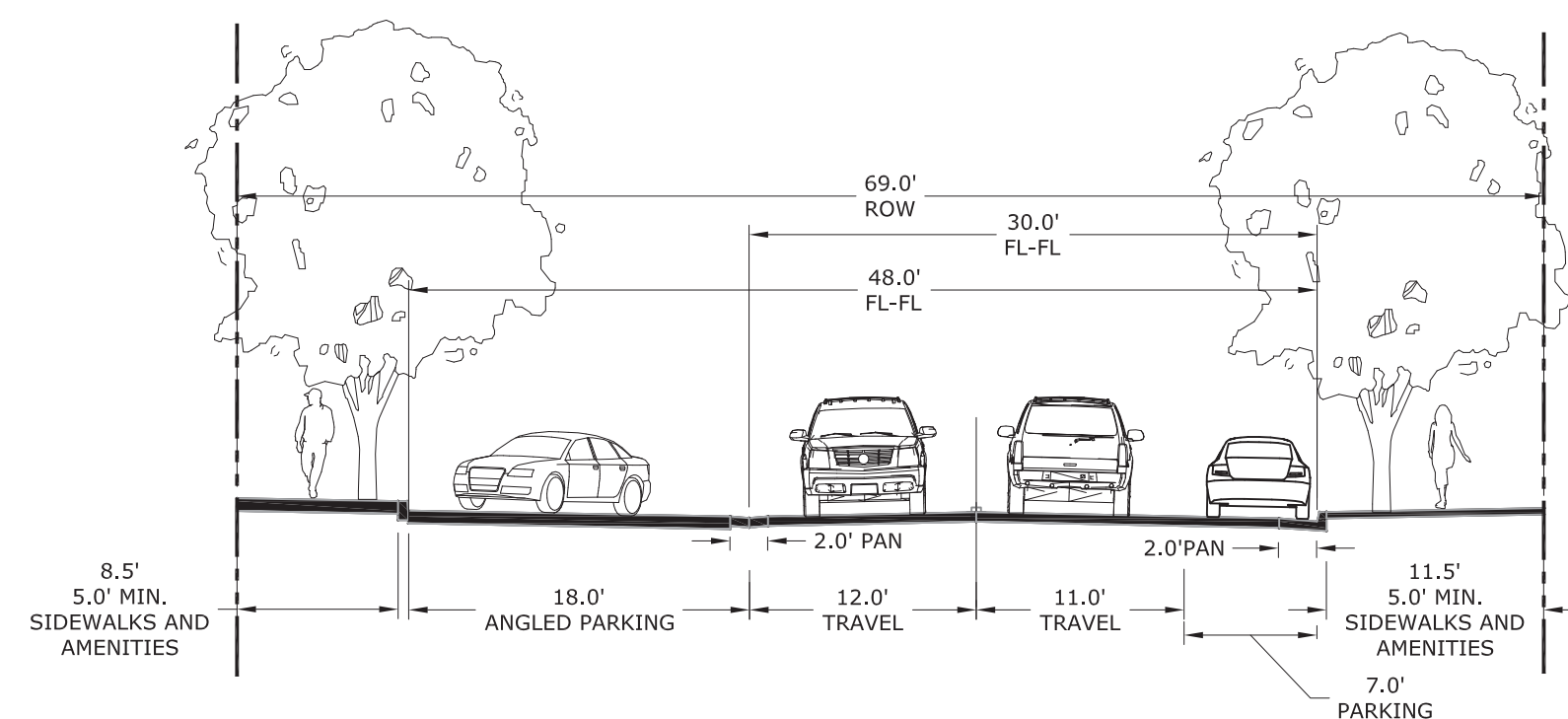
SP2.0b/  
FIGURE C.2



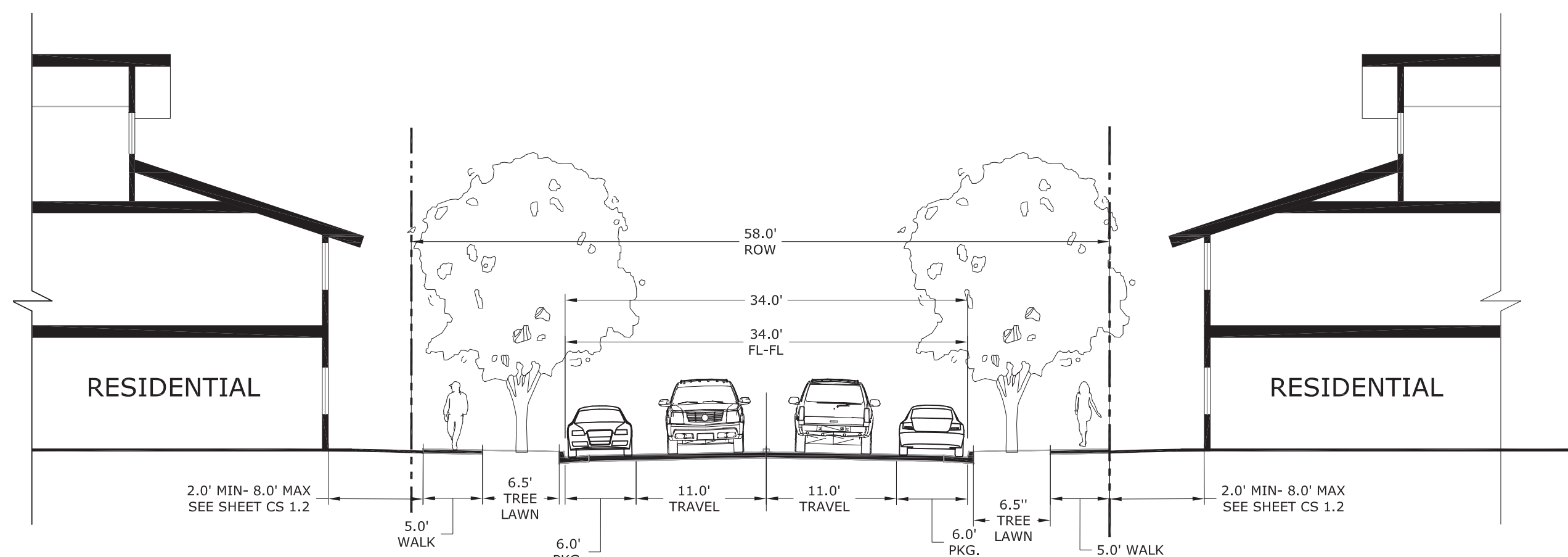
SECTION 14 - 60' ROW  
SUPERIOR DRIVE (OLD RAIL WAY TO VILLAGE GREEN WAY, FACING NORTH)



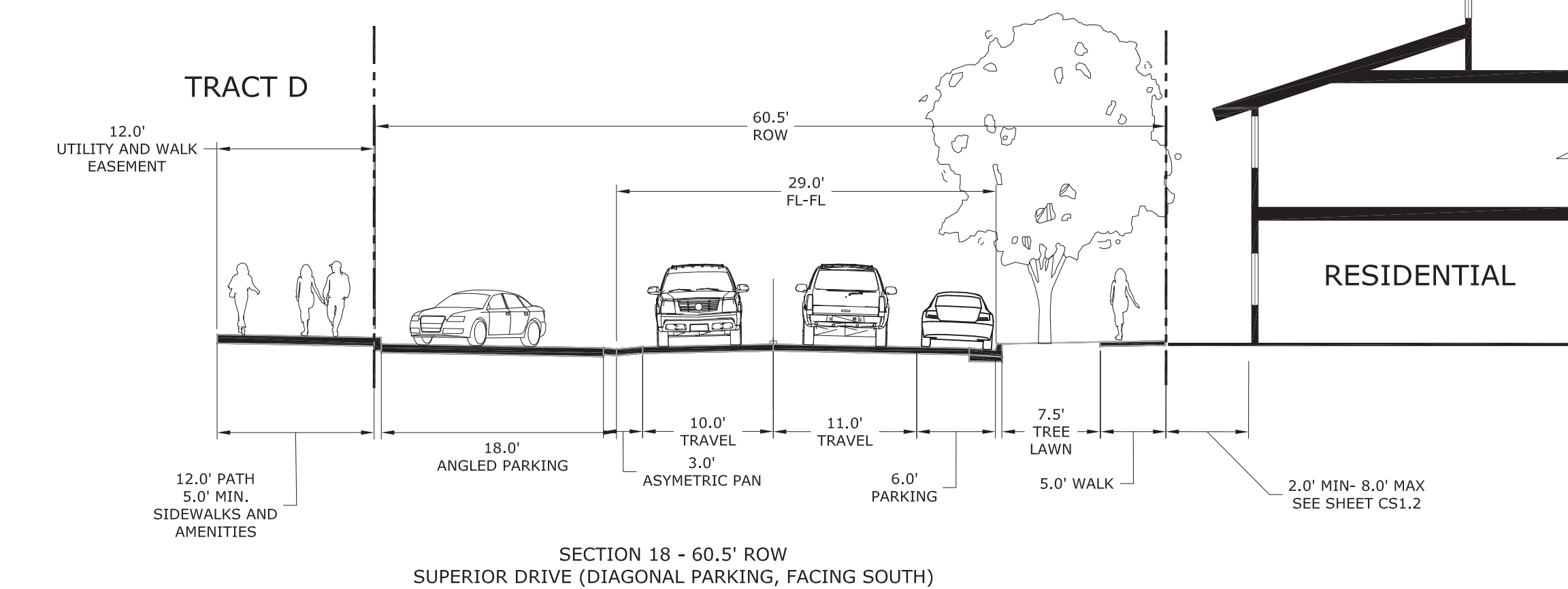
SECTION 15 - 55' ROW  
STREET 6, STREET 7, STREET 8 AND AVENUE E



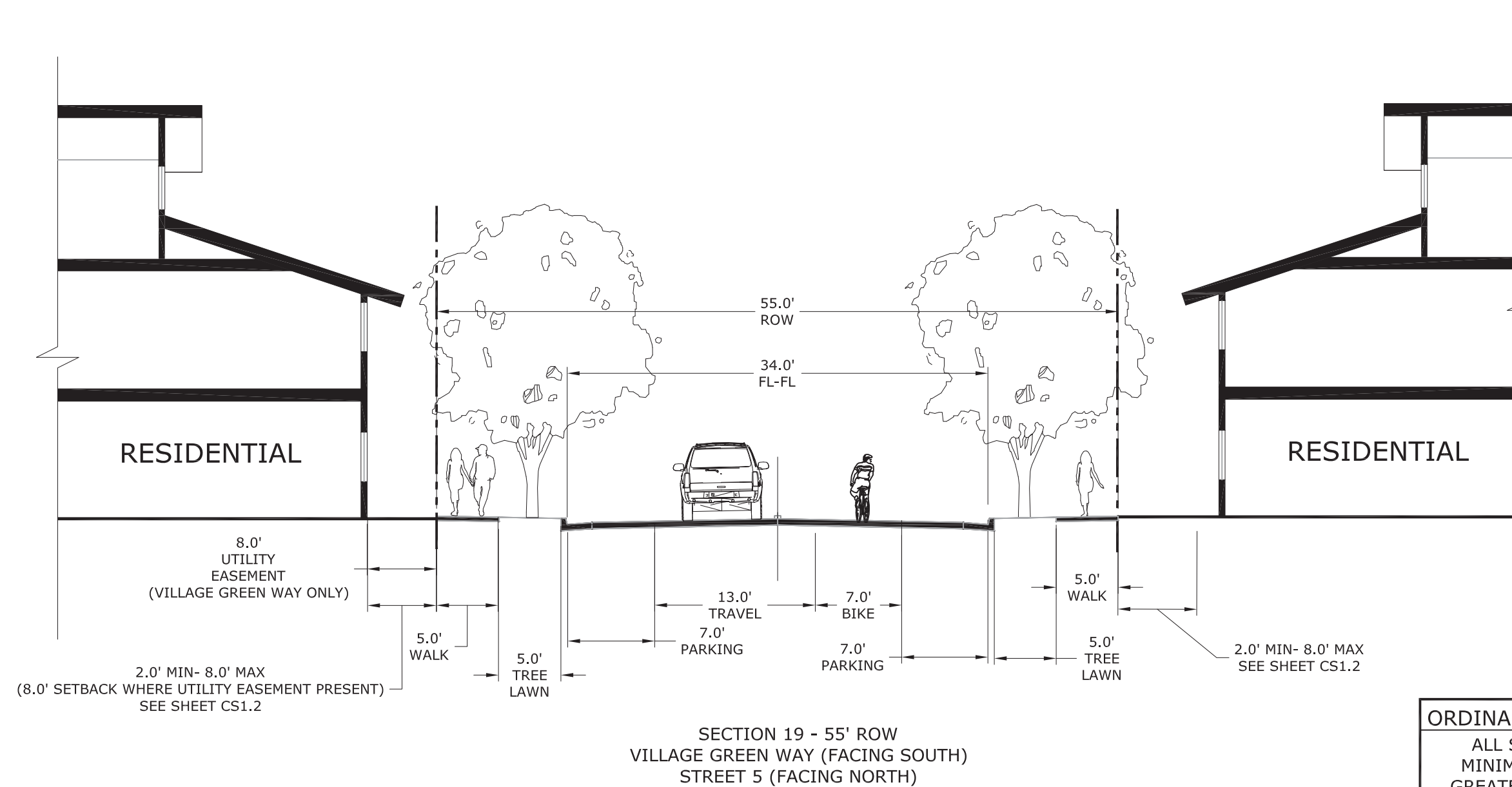
SECTION 16 - 69' ROW  
CREEK VIEW WAY (GATEWAY DRIVE TO SUPERIOR DRIVE, FACING EAST)



SECTION 17 - 58' ROW  
DISCOVERY PARKWAY (FACING SOUTH)



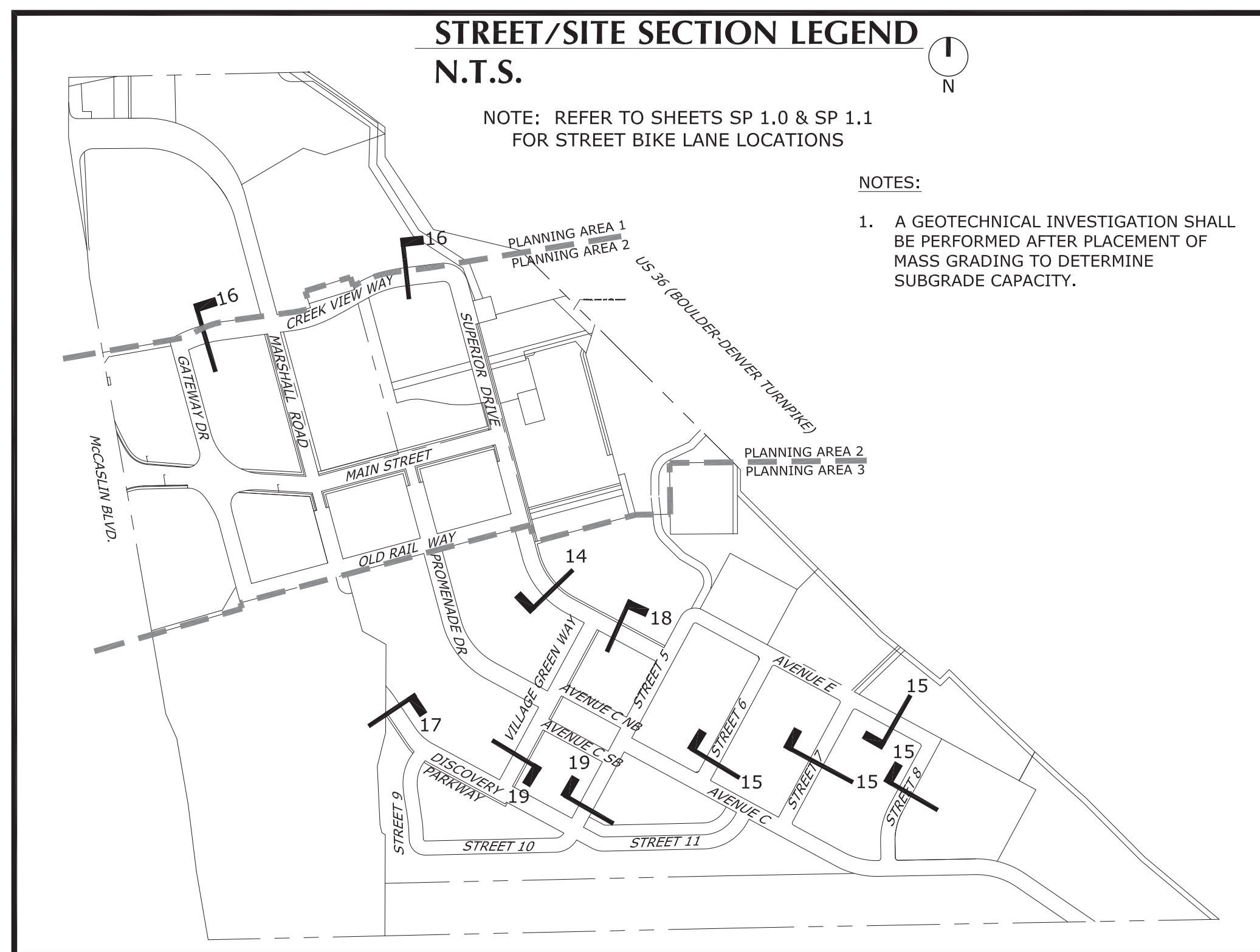
SECTION 18 - 60.5' ROW  
SUPERIOR DRIVE (DIAGONAL PARKING, FACING SOUTH)



SECTION 19 - 55' ROW  
VILLAGE GREEN WAY (FACING SOUTH)  
STREET 5 (FACING NORTH)

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STREET/SITE SECTION LEGEND

N.T.S.

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

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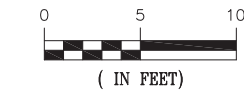
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SHEET TITLE:  
ILLUSTRATIVE  
STREET  
SECTIONS 3

SCALE:  
SHEET NUMBER  
SP2.1a/  
FIGURE C.3



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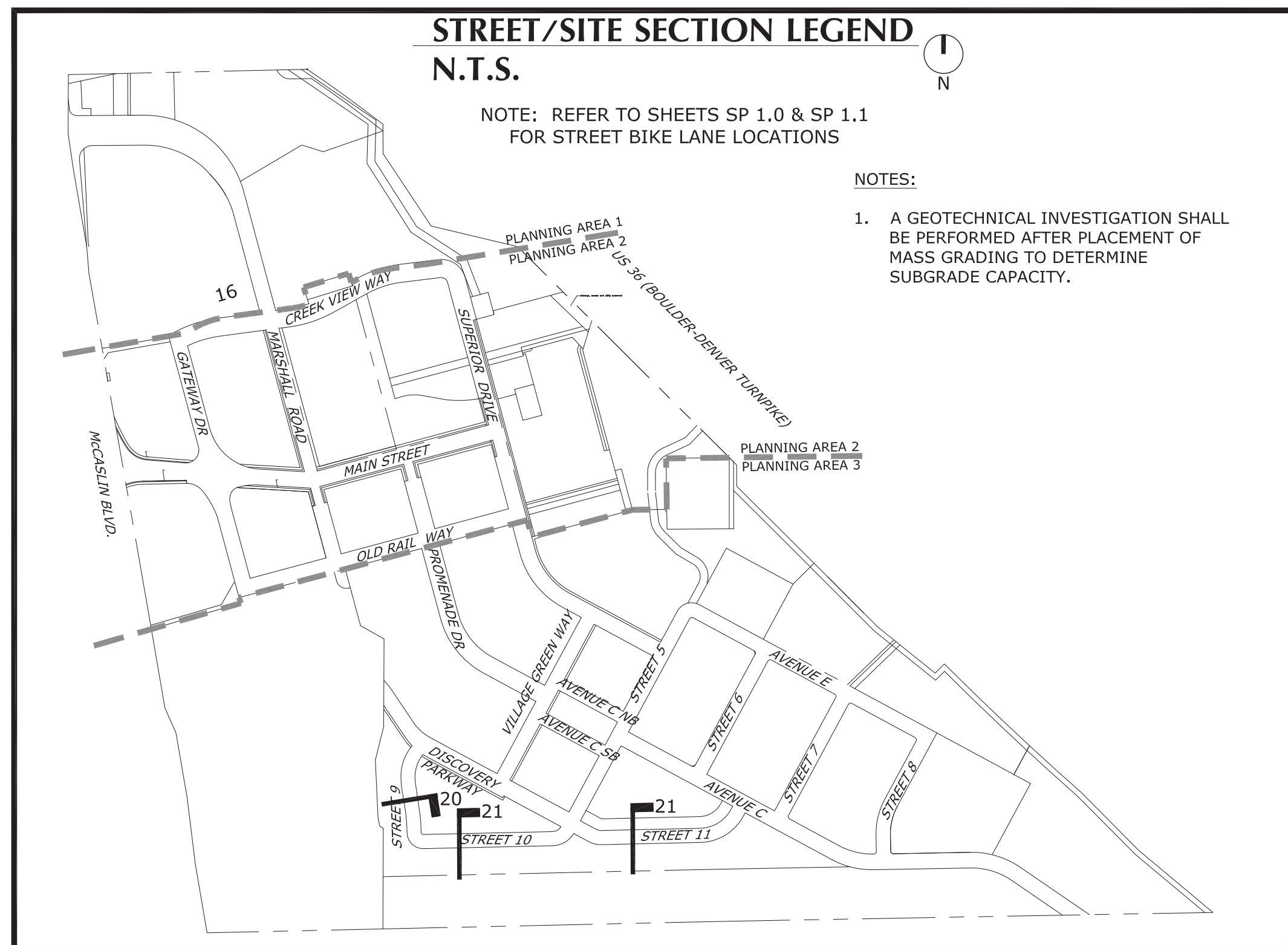
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SHEET TITLE:  
**ILLUSTRATIVE  
STREET  
SECTIONS 4**

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

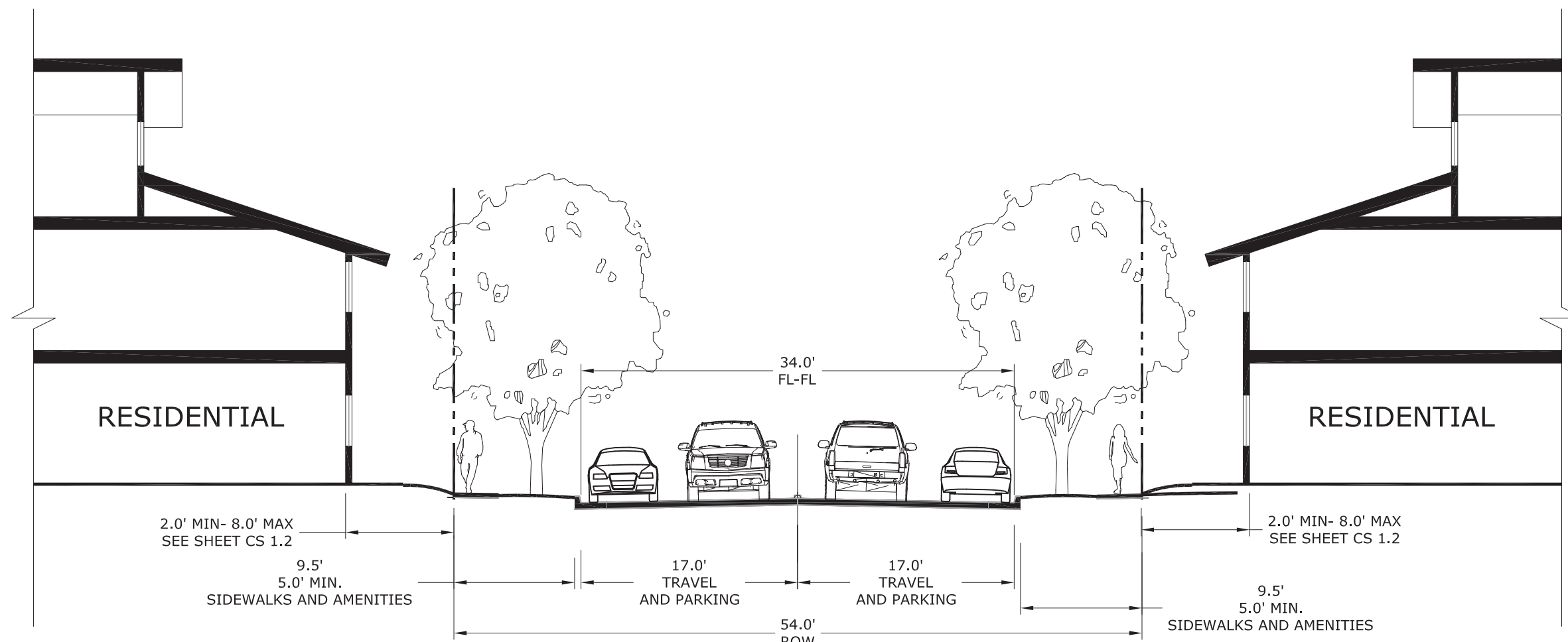


**STREET/SITE SECTION LEGEND  
N.T.S.**

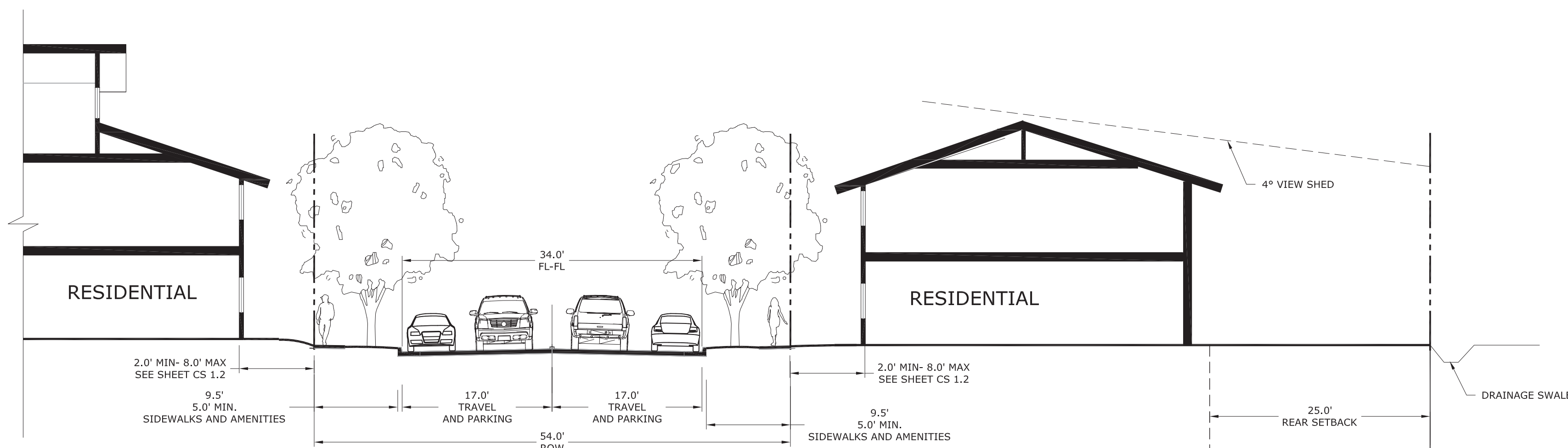
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NOTES:

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SECTION 20 - 54' ROW  
STREET 9



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

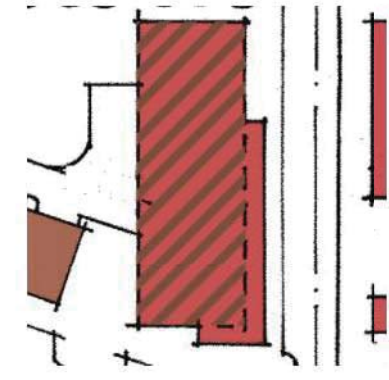
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## PLANNING AREA 02

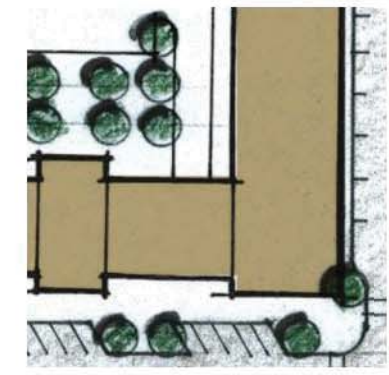


### A. FLEX APARTMENT OVER RETAIL:

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

**Parking:** Shared Structured Parking From Midblock

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

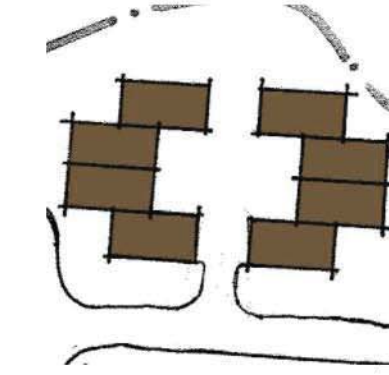


### B. HIGH DENSITY RESIDENTIAL FLATS:

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

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

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

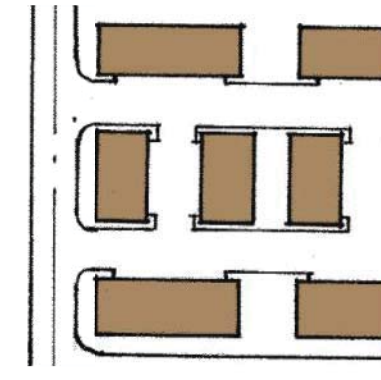


### C. CLUSTER DUPLEX / TOWNHOMES:

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

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

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

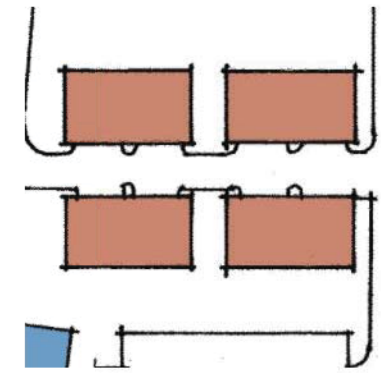


### D. ATTACHED ROWHOME:

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

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

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

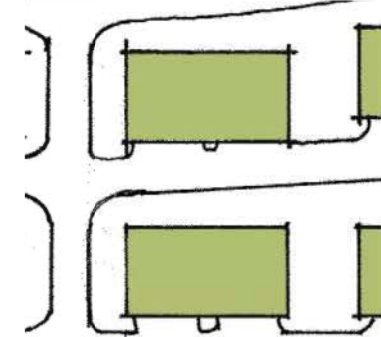


### E. HIGH DENSITY ATTACHED (6-UNIT FLATS):

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

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

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



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

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

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

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

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

## PLANNING AREA 03

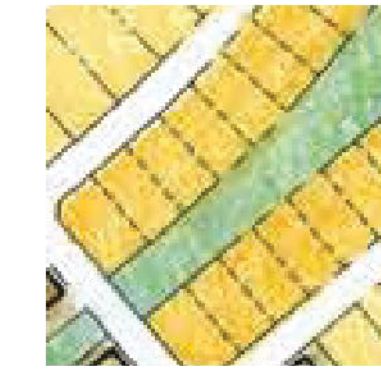


### G. COTTAGES:

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

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

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

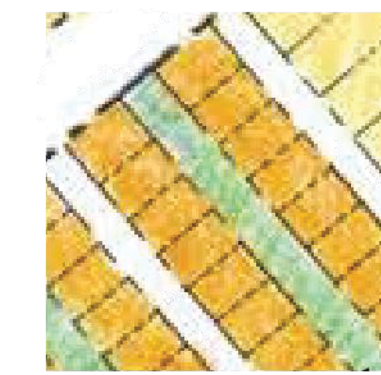


### H. VILLAS:

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

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

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



### I. URBAN VILLAS:

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

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

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

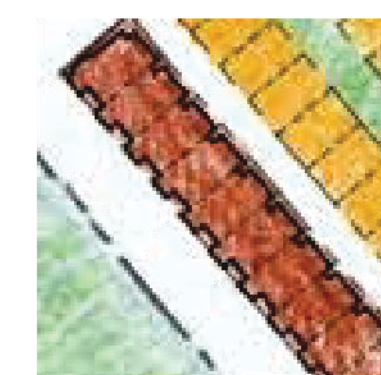


### J. TOWNHOMES:

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

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

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



### K. LIVE / WORK TOWNHOMES:

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

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

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

#### NOTES:

- All units sizes provided do not include basement square footage, if applicable.

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

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

#### NOTES:

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

SUPERIOR TOWN CENTER  
PD AMENDMENT #3

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

#### SHEET TITLE:

RESIDENTIAL  
TYPOLOGIES

#### SCALE:

SHEET NUMBER

SP2.2 /  
FIGURE G.3