AGENDA
PLANNING COMMISSION
REGULAR MEETING
AUGUST 19, 2025
6:00 P.M.
SUPERIOR TOWN HALL
124 E. COAL CREEK DRIVE

This meeting will be held in person and online. Members of the public may participate in the meeting via Zoom or view the meeting on YouTube (closed captioning available). The recording of the meeting will be made available after the meeting on YouTube and at SuperiorColorado.gov

1. Call to Order a regular meeting of the Planning Commission

2. Preliminary Matters
    a. Roll Call
       Public Comment (limit 5 minutes/person)

3. Approval of Minutes of Planning Commission
    a. August 5, 2025

4. Final Development Plan Application for Kite Route Crossing

5. Updates

6. Adjourn

PLANNING COMMISSION
MEETING MINUTES

Regular Meeting
August 5th, 2025
Town Hall, 124 E. Coal Creek Drive
6:00 p.m.

1. **CALL TO ORDER A REGULAR MEETING OF THE PLANNING COMMISSION.**

Chair David Harper called the meeting to order at 6:00PM

2. **PRELIMINARY MATTERS**

a. ROLL CALL

Present:	Chair David Harper Vice Chair Lonny Rose Commissioner Amanda Vaughan Commissioner Steve Witte Commissioner Michael Barnes Commissioner Michael Gordon Commissioner Ryan Mojo Commissioner David Gross Commissioner Anne Shanahan
Absent:	None
Others Present:	Renae Stavros, Planning and Building Director Bria May, Town Attorney's Office

b. PUBLIC COMMENT ON CONSENT AGENDA AND NON-AGENDA ITEMS

None

3. **APPROVAL OF MINUTES OF PLANNING COMMISSION**

a. June 17th, 2025 MEETING MINUTES

MOTION: Commissioner Amanda Vaughan moved to approve June 17th, 2025 Meeting Minutes, Seconded by Commissioner Ryan Mojo

VOTE: Motion carried 6-0

AYES: Chair David Harper, Vice Chair Lonny Rose, Commissioner Amanda Vaughan, Commissioner Ryan Mojo, Commissioner David Gross, Commissioner Anne Shanahan

NOES: None

ABSTAIN: Commissioner Steve Witte, Commissioner Michael Barnes, Commissioner Michael Gordon

4. **Presentation on the Status of the Comprehensive Plan Update**
    a. Nora Bland from Cushing Terrell presented on the status of the Comprehensive Plan Update
        i. Comments from Commissioners

5. **PLANNING AND BUILDING UPDATES**

    a. Transportation Plan – Final Plan Adoption – Town Council, August 11th
    b. Sagamore Evacuation – Guardian Storage FDP

6. **ADJOURNMENT**

Chair David Harper adjourned meeting at 8:16PM

Item Number 4

Information for Meeting of the Superior Planning Commission

Agenda Item Name:	**Final Development Plan (FDP) for Kite Route Crossing, Lot 21, Block 1 Discovery Office Park**
Meeting Date:	**Tuesday, August 19, 2025**
Presented by:	**Renae Stavros, Planning and Building Director** **Geoffrey Weathers, Planner II**
Presented for:	**[Discussion and Recommendation]**

Item:	Kite Route Crossing FDP
Case	No. FDP-2025-01
Applicant:	Shannon Cox-Baker, Pennrose, LLC.
Existing Zoning:	Planned Development – Discovery Office Park
Location:	Lot 21, Block 1 Discovery Office Park
Request:	The FDP to construct a 50-unit senior affordable apartment building

VICINITY MAP

SUMMARY

On behalf of Pennrose, LLC, the applicant, Shannon Cox-Baker, requests a recommendation for approval of the Kite Route Crossing FDP to construct senior affordable apartment housing on Lot 21, Block 1 of Discovery Office Park, located between Marshall Road and Gateway Drive along Old Rail Way in Downtown Superior.

The FDP proposes a 50-unit, 3-story building with a 21,910 sf footprint, including 2-stories of living space over a ground floor parking as well as amenities such as on-site property management, a multi-purpose community/recreation room, fitness room, a dog wash, and an outdoor sun deck on the second floor with views of the Flatirons.

BACKGROUND

Discovery Office Park Planned Development

The majority of Discovery Office Park subdivision was annexed into the Town in 2000. The Planned Development (PD) for the area was approved in 2001, followed by a Final Development Plan (FDP) authorizing construction of the existing office building along Discovery Parkway in 2003.

In 2014, the Town annexed the central portion of the Discovery Office Park and approved a Planned Development Amendment to incorporate that central area in the development and to allow residential uses on the northern portion of the area. An FDP authorizing construction of the existing duplexes along Canary Lane was approved in 2018.

In 2024 the PD was further amended to permit the use of affordable housing and refine certain development standards on Lot 21, Block 1 to facilitate the Kite Route Crossing project.

Background on Affordable Housing in Superior

Currently, there are no deed-restricted, income-restricted, or rent-stabilized affordable housing options within the Town of Superior. The following describes the efforts the Town has taken in the past few years to support development of affordable housing:

- In 2018, the Town signed on to the Boulder County Regional Housing Partnership's goal of having 12% of all housing units in the County be affordable by 2035.
- In 2020, the Town adopted an Inclusionary Housing Ordinance which requires 15% of units in new developments be affordable.
- In 2023, the Town opted in to Proposition 123 with the State of Colorado to become eligible for funding and other programs related to affordable housing. Part of the Town's commitment is that we issue building permits for at least 22 affordable units by 2027.
- In 2025, the Town adopted Housing Strategies, which establish strategies and actions the Town could take to meet the needs of the community related to housing. The Housing Needs Assessment identified the need for additional housing types for the senior population in the community, among other needs.
- The upcoming Comprehensive Plan update could identify future locations for housing based on the goals and strategies finalized in the Housing Strategies.

The Developer and Funding

Pennrose is a privately held, full-service real-estate development and management company, in business for over 50 years. Pennrose develops and operates affordable, workforce, and mixed-income communities and has delivered over 27,000 housing units in more than 350 separate developments valued at over $5 billion. They prioritize high-quality, energy-efficient design and construction and aim to work with partners to deliver housing that meets the objectives for income mix, attractive design, and attentive property management.

Kite Route Crossing will leverage local, state, and federal resources to develop this project. The capital stack includes federal low-income housing tax credits, state affordable housing tax credits, federal Community Development Block Grants, and fee waivers from the Town of Superior.

Site Suitability

The chosen site in Downtown Superior is an optimal location for senior affordable housing in Town. The neighborhood provides excellent proximity to essential services and amenities. Within a mile, tenants will be able to access grocery stores, pharmacies, parks, trails, open space, fitness centers, restaurants, entertainment, doctors' offices, a hospital, Town Hall, and the Town Civic Space. For those who do not or cannot drive or who have difficulty affording car ownership, there are robust transportation options, including a local bus that stops in front of the building, regional transit within a mile, Via Transit, Flex-Ride, carshare, bikeshare (anticipated summer 2026), as well as ample walking and biking trails. Furthermore, the area provides many opportunities for social connection through public and private events and activities, such as

summer concerts, farmers markets, sporting tournaments, recreational programs, and game nights.

PROPOSAL & FINAL DEVELOPMENT PLAN DETAILS

General Description

The FDP proposes a 50-unit, 3-story senior affordable apartment housing with a 21,910 sf footprint, including 2-stories of living space over a ground floor parking on Lot 21, Block 1 of Discovery Office Park. Although it is located with the Discovery Office Park subdivision, the site faces and is accessed by way of Old Rail Way in Downtown Superior and as such is subject to the Superior Town Center (STC) Design Guidelines. The following section will highlight and discuss various key aspects of the project, including Site Design, Parking, Landscape and Irrigation, Fire Access, Utilities and Drainage, Site Lighting, Architecture and Design, Sustainability, Project Amenities, and Easement Modifications.

Site Design, Setbacks, and Building Height

As demonstrated in the table below, the proposed open space percentage, setbacks, and building height for Kite Route Crossing are generally compliant with PD requirements. An exception has been requested for encroachment of the staircase for the outdoor sundeck into the side setback 4.6'. Section 16-1-60 of the Town Code allows setback encroachments for architectural projections up to 30", but the staircase would exceed that allowance by 24". Additionally, Amendment #1 of the Discovery Office Park PD prohibits decks, patios, architectural elements or similar items into the setbacks on residential lots (Sheet 1). However, according to Section 16-10-40 (b) of the Municipal Code, the Planning Commission and Town Council may approve an FDP which has been modified to reflect improvements in design or changes which have occurred in its natural surroundings and environment since the time of the PD plan review and approval. Because the staircase will be gated for the exclusive private use of tenants and no living space on neighboring properties will be adjacent to this staircase, Staff finds the potential negative impact of this exception to be negligible and has no objection to the approval of this exception request.

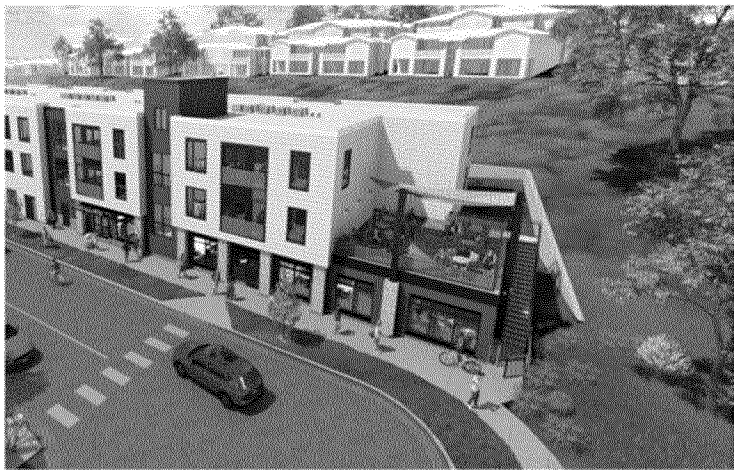


Figure 1 Rendering of proposed sundeck staircase (FDP Sheet A3.1)

Setbacks	Minimum	Maximum	Proposed
Front	0'- 70-80% 3' - 20-30%	3' - 70-80% 5' - 20-30%	0'-3' – 100% (358.9') 1' – 48% (173.4') 1.7' – 5% (17.5') 3' – 47% (168')
Rear	None	75' from Old Rail Way	64.2' form Old Rail Way
East Side	10'	None	50.4'
West Side	10'	None	11.7'*
Height	**Maximum**	**Stories**	**Proposed**
Main Building	5540.5' NAVD 88	3 stories above street	5440.45' NAVD 88 3 story
Protrusions	5550.2' NAVD 88	N/A	5546.25' NAVD 88

Open Space	Required	Proposed
	30% Minimum	52% Landscaped Area

*Exception request – stair encroach into the setback 4.6'

Parking

The parking provision proposed for Kite Route Crossing meets or exceed Town requirements. As shown on plan elevations (sheet A1.1), off-street parking is located in the ground-floor garage under the living space in the building. The garage is walled-off from public view on all sides and accessed by automobiles through a security door via Buttercup Lane, which is a Metro District alley located on the east side of the building. Pennrose will exceed the minimum parking requirement by offering an additional 10 compact spaces. The required 30 spaces will be standard 9' x 20' spaces. The project will meet the Town's Energy Conservation Code requirement for new construction by providing 8 EV Ready spaces, 8 EV Capable spaces, and 4 EV Installed spaces, including 2 accessible spaces. The Town has also added a provision allowing the applicant to substitute an on-street EV Installed parking space dedicated exclusively to Colorado Carshare for up to 2 on-site EV Installed parking spaces or up to 4 EV Ready parking spaces. In this case, the carshare would be available for the use of any and all Colorado Carshare members including Kite Route Residents. Kite Route Crossing will also have 26

covered bicycle parking spaces, including 7 accessible spaces.

PARKING REQUIRED			
	REQUIRED RATIO	NUMBER OF UNITS	REQUIRED PARKING
UNIT	0.5	50	25
VISITOR	0.1	50	5
		TOTAL	**30**

PARKING PROVIDED					
LOCATION	STANDARD SPACES	ACCESSIBLE SPACES	ACCESSIBLE AS PERCENT OF TOTAL	COMPACT	**TOTAL**
GARAGE	28	2	5%	10	**40**

EV PARKING SUMMARY						
EV READY SPACES		EV CAPABLE SPACES		EV INSTALLED		
				ACCESSIBLE	STANDARD	% OF TOTAL
NUMBER	% OF TOTAL	NUMBER	% OF TOTAL	NUMBER	NUMBER	
8	20%	8	20%	2	2	10%

BICYCLE PARKING						
REQUIRED*			PROVIDED**			
COVERED	UNCOVERED	TOTAL	COVERED STANDARD	COVERED ACCESSIBLE	UNCOVERED	TOTAL
25	0.0	25	19	7	0	26

*PER PLANNING COMMISSION PD AMENDMENT APPROVAL, 0.5 BICYCLE SPACES ARE REQUIRED PER UNIT

** COVERED SPACES ARE PROVIDED INSIDE OF BUILDING

Landscaping and Irrigation

The landscaping goal established by the Town and applicant in the Planned Development Agreement was to conserve water, stabilize the hillside, and avoid view restrictions caused by tall vegetation. Since the PDA pertains to specific requirements, the landscape is designed to meet the standards of the Superior Town Center (STC) Design Guidelines.

To that effect, Pennrose proposes to landscape Kite Route Crossing to integrate with the adjacent existing landscaping, including native grasses on hillside to the south of the building, a rock mulch and boulder area bordering the building on the southside, and a shrub bed at the northeast corner of the building. Existing landscaping on and adjacent to the property will be preserved or replaced in-kind if damaged during construction. Specifically, plant material will meet the size requirements, inclusive of 2-1/2" caliper canopy trees, 8' height multi-stem/clump ornamental trees, 5-gallon shrubs, 1-gallon perennials, and the use of the Town of Superior's approved non-

irrigated native grass mix. The quantity of material matches that required for naturalized open space and developed landscape within the STC PDA.

Irrigation will be sourced from the Town's non-potable water reuse line. Irrigation service will be metered, and water will be paid for, owned, and maintained by Penrose. The native grasses and shrubs will be irrigated regularly by stream rotors until established and then strictly as needed. The trees on the hillside will be permanently irrigated with a low volume deep root bubbler system. The shrubs and perennials adjacent to the building will receive water from a low volume drip system.

Fire Access

Pennrose has requested an exception to the requirement that the fire apparatus access roads shall extend to within 150' of all portions of the building, often also referred to as hose reach length. Due to the steep, hilly topography on the north side of the lot, the proposed building for Kite Route Crossing cannot comply with this requirement. According to the applicant, Fire Code permits exceptions to this rule under various conditions, including when buildings are equipped throughout with an automatic sprinkler system (503.1.1, Exception 1, Item 1.1). The project design proposes apparatus access roads within 225,' based on the proven effectiveness of automatic sprinkler protection to suppress fire, reduce production of combustion products, extend safe egress times, and protect responding firefighters. For local/regional enforcement context and standard of care, the following access dimensions have been formally adopted by code amendment in the jurisdictions noted:

- Loveland - 300'
- Windsor/Severance - 300'
- Denver - 250'
- Longmont - 300'
- Front Range Fire Rescue - 300'

The proposed exception is currently under review by Mountain View Fire Rescue.

Utilities and Drainage

The Public Works and Utilities Department raised no objections to the Drainage or Utilities Plans submitted for Kite Route Crossing (sheets C3.0 and C4.0). Further review of these systems will occur once civil drawings have been submitted.

The Project Narrative highlights the following aspects of the plan:

- Water, sewer, storm drainage, and reuse water mains are present in Old Rail Way and the adjacent public alley to the east.
- Roof drains will be connected to the back of an existing inlet on the south side of Old Rail Way. Surface drainage from the rear and east of the building will be collected in inlets and connected to the existing inlet in the Buttercup Lane, east of the building. Drainage is conveyed to Pond 313, which provided detention and water quality for this block.
- Water service will be taken off the existing 8-inch diameter main in the alley east of the project in Buttercup Lane. A 2-inch meter will be required.

- Sanitary service will be directed to an existing manhole at the intersection of Old Rail Way and Gateway Drive. Kite Route will coordinate with Wood Partners to run an additional stub pipe out of the new manhole being install for the Block 8 apartments.
- Per the request of Public Works, this project will install an Insituform Liner in the main sewer line along Old Rail Way to effectively abandon existing unused taps located there, without excavating the roadway

Site Lighting

Photometric plans and a Lighting Cutsheet are provided on Sheets E1.0 and E1.1. Exterior lighting along Old Rail Way is provided by existing Ashbury street lights, supplemented by downcast wall fixtures near the building entrance. Similar wall mounted fixtures are provided at the garage entrance, sundeck, and along the external staircase. All fixtures will be full cut-off to minimize light trespass towards adjacent private property and comply with Superior Town Center (STC) Design Guidelines.

Architecture and Design

Staff finds that the general architecture and design of Kite Route Crossing is compliant with the intent of the Superior Town Center (STC) Design Guidelines. The Project Narrative provides an extensive explanation of the architectural and design features of Kite Route Crossing and their application to the STC Design Guidelines. Some highlights from the Narrative include:

- To enhance pedestrian-level experience of the building, Pennrose designed Kite Route Crossing using a variety of exterior building materials and architectural elements. Materials include varyingly patterned bricks, fiber cement siding of different widths, metal paneling, and composite siding with a natural wood appearance to accentuate the pedestrian scale at the building entry, roof deck, roof trellis, and at Juliet balconies (see material board as well as A1.1 and A.2.1). In addition, the design promotes visual interest through changes in setbacks, an entry canopy, ground floor fenestration, bench seating, and other pedestrian scaled details while maintaining coherent visual context through articulation, repetition and massing to break up a long street façade.
- The primary building entry to the building is visible from the street and the user is led to the entry off the main sidewalk. A sense of arrival at is emphasized by a change in materiality, a faux wood soffit with protruding awnings above the doors and by adjacency to a stair core that serves as a vertical massing element.
- The main entry and common area spaces are also defined through use of primarily transparent facades along Old Rail Way. For the parking garage, fenestrated walls with intake air grills shield the view of cars from pedestrians and building users while using detailing at a human scale to make the building frontage approachable.

Sustainability

In addition to complying with Superior's 2021 IECC and the 2018 ICC building codes, the design and construction of Kite Route Crossing will incorporate several additional sustainability practices. In furtherance of Superior's Sustainability Action Plan goals and environmental stewardship, the mechanical systems will be 100% sourced by electric power, be built to Enterprise Green Communities and ENERGY STAR Multifamily New Construction standards, and will also

likely include rooftop solar panels. The Project Narrative Contains a comprehensive list of sustainability measures employed, including:

- Energy Modeling: Whole-building energy modeling will be utilized to ensure compliance with applicable codes and to determine the most energy-efficient design for the building.
- Indoor Air Quality: Balanced ventilation systems will be implemented to enhance indoor air quality for occupants.
- Water Efficiency: Water usage will be minimized through the use of low-flow plumbing fixtures and native or adaptive, drought-tolerant landscaping. An efficient irrigation system, compliant with Enterprise Green Communities guidelines, will support sustainable water management.
- Targeted Turf Grass Use: Irrigated turf grass will be limited to areas that provide recreational value to the community or serve as integral components of vegetated or structural stormwater management systems.
- Resilient Landscaping: The site's landscaping strategy will emphasize passive design features that enhance stormwater management and increase overall climate resilience.

Project Amenities

Project amenities include on-site property management, a multi-purpose community/recreation room, fitness room, a dog wash, and an outdoor sun deck on the second floor with views of the Flatirons.

Easement Modifications

The Town has processed and recorded a request to Vacate a Utility Easement in northwest corner of the lot that would have significantly impacted the footprint of the building. This easement was created as part of an earlier plat to accommodate utilities which were never installed. All required utility services to Downtown Superior are currently in place, and there is no reason for this easement on Lot 21 to exist. All utility providers were duly notified of the vacation request without objection.

Analysis of FDPs Requests

The Superior Municipal Code includes the following criteria for consideration of approval of FDPs:

Sec. 16-10-40 (b) Criteria:

1. *Prior to approving an FDP, the Planning Commission and the Town Council shall find that the FDP is consistent with the PD Plan and all other Town ordinances and regulations.*
2. *The Planning Commission and Town Council, however, may approve an FDP which has been modified to reflect improvements in design or changes which have occurred in its natural surroundings and environment since the time of the PD plan review and approval.*
3. *An FDP may be submitted in sections covering representative and reasonable portions of the subdivision tract. In such cases, submission shall include a map indicating the sections designated for the entire tract, and each sheet numbered accordingly, including title, legend, matchlines and other appropriate information. When an entire parcel is not subdivided, the applicant shall indicate his or her intended plans for disposition of the remainder of the parcel.*

4. *When ambiguity exists in the application of a PD plan to an FDP, or when a PD plan does not address a development standard, the applicable development standard of this Chapter shall apply to the FDP.*

Staff finds the FDP to be generally consistent with the current Discovery Office Park PD, STC Design Guidelines, and all other Town ordinances and regulations should the exceptions be accepted, and conditions and technical corrections be addressed. The following exceptions are being requested by the applicant:

1) Encroachment into the side setback: Amendment #1 of the Discovery Office Park PD prohibits decks, patios, architectural elements or similar items into the setbacks on residential lots (Sheet 1). An exception is requested for a 4.6' side setback encroachment of an outdoor staircase. The staircase is for the private use of tenants and will abut no structures on the adjacent lot.
2) Maximum length for fire apparatus access roads: Fire Code requires that fire apparatus access roads extend to within 150' of all portions of the building. The exception request is to extend the maximum length to 250' on the grounds that the building is equipped throughout with an automatic sprinkler system (503.1.1, Exception 1, Item 1.1). The proposed exception is currently under review by the Fire Chief at Mountain View Fire Rescue.

RECOMMENDATION:

If the Planning Commission finds the application meets the applicable criteria, staff has provided a Resolution approving the Discovery Office Park Final Development Plan No. 4 for Lot 21, Block 1 Discovery Office Park Planned Development No 2, with the following conditions:

A. Prior to the recordation of final mylars, the Applicants shall make minor technical and redline corrections to plans as identified by Town staff and directed by the Town Board.

ATTACHMENTS:

- PC Resolution 5
- FDP Project Narrative
- FDP Plan Sheets

TOWN OF SUPERIOR
PLANNING COMMISSION
RESOLUTION NO. PC-5
SERIES 2025

A RESOLUTION OF THE PLANNING COMMISSION OF THE TOWN OF SUPERIOR RECOMMENDING APPROVAL OF FINAL DEVELOPMENT PLAN NO. 4 FOR DISCOVERY OFFICE PARK, CASE NO. FDP-2025-01

WHEREAS, Pennrose, LLC (the "Applicant") wishes to develop certain real property within the Town, legally described in **Exhibit A**, attached hereto and incorporated herein by this reference, and generally described as Lot 21, Block 1 Discovery Office Park (the "Property");

WHEREAS, the Applicant has filed an application for approval of a final development plan (the "FDP") to construct a senior affordable apartment housing development on the Property (the "Application");

WHEREAS, Section 16-10-40 of the Superior Municipal Code (the "Code") requires a public hearing and recommendation by the Planning Commission on the FDP;

WHEREAS, the specific approval criteria for the FDP are set forth in Section 16-10-40(b) of the Code; and

WHEREAS, on August 19, 2025, the Planning Commission held a properly-noticed public hearing on the Application.

NOW, THEREFORE, BE IT RESOLVED BY THE PLANNING COMMISSION OF THE TOWN OF SUPERIOR, COLORADO, as follows:

Section 1. The Planning Commission hereby finds that the FDP satisfies the applicable approval criteria in the Code, and recommends that the Town Council approve the Application, subject to the following condition: Prior to executing and recording final mylars, the Applicant shall make minor technical and redline corrections to plans as identified by the Town staff.

Section 2. This Resolution is hereby adopted by a majority of those Planning Commissioners present to hear the matter according to the following numbers of votes:

_____ "yes" votes

_____ "no" votes

ADOPTED this 19th day of August, 2025.

David Harper, Chair

ATTEST:

Shannon Dujardin, Town Clerk

EXHIBIT A
Legal Description

LOT 21 BLK 1FINAL BLK 1 DISCOVERY OFFICE PARK SUPERIOR TOWN CENTER REPLAT 3

May 22, 2025

Town of Superior
Renae Stavros, AICP
Planning and Building Director
100 Superior Plaza Way
Superior, CO 80027

Re: Kite Route Crossing
Discovery Office Park Final Development Plan 4

Staff, Planning Commission, and Council Members:

On behalf of Pennrose, LLC and our development team, I am pleased to submit this application for a Final Development Plan for Kite Route Crossing in Discovery Office Park. On May 8th, 2025, the Colorado Housing and Financing Authority awarded Pennrose federal 9 percent and standard State Housing Tax Credits to finance the development of Kite Route Crossing, paving the way to final design and entitlements.

Pennrose is a privately held, full-service real-estate development and management company, which has existed for over 50 years. Pennrose is a national leader in the development and operation of affordable, workforce, and mixed-income communities, and has developed over 27,000 housing units in more than 350 separate developments valued at over $5 billion. We prioritize high-quality, energy-efficient design and construction and are committed to working with our partners to deliver housing that meets the objectives for income mix, attractive design, and attentive property management.

In 2022, Pennrose announced the addition of Shannon Cox Baker to lead the firm's expansion into the Mountain Region. Shannon leads this expansion from the firm's Denver office and has helped Pennrose enter this region by establishing a pipeline of nearly 600 units of affordable housing in Arizona, Colorado, and Wyoming.

For the design of Kite Route Crossing, Pennrose is joined SAR Architects (architecture), I-Kota (general contractor), Civil Resources (Civil engineering), TextureGreen (landscape design), IMEG (mechanical, electrical, and plumbing engineering; structural engineering), CTL Thompson (geotechnical engineer), Innova Services (owner's representative), and Group14 (sustainability engineering).

Our team complements one another by bringing local Superior and Boulder County knowledge combined with regional and national expertise.

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

Sincerely,

Shannon Cox Baker
Regional Vice President, Mountain Region
Pennrose, LLC

PROJECT NARRATIVE

1. Introduction

Over the last twenty years, the vision of Downtown Superior, first identified in the 2006 Comprehensive Plan, has begun to take shape as a "a hub of social and business activities" that is defined by mixed-use zoning and prioritizes high-quality design and the pedestrian experience. Development has included for-sale residential homes, market-rate apartments, healthcare from the Superior, Medical Center, sports and recreation at the Blue Sports Stable, the beginning of small business retail on Main Street, office space dedicated to life sciences at Coal Creek Innovation Park, and immediate access to public parks and open space.

While Downtown Superior experiences tremendous (and successful) development, it has yet to offer affordable or senior housing to the community; Kite Route Crossing fills this need. Kite Route Crossing will provide 50 units of income-restricted and age-restricted adjacent to Downtown Superior within the boundary of Lot 21, Block 1, Discovery Office Park/Superior Town Center Replat No. 3. Exacerbating the demand for affordable housing, the 2021 Marshall Fire, Colorado's most destructive wildfire in history, destroyed 391 homes in Superior, and collectively, over 1,000 homes in Boulder County. Many households impacted by the fire are still struggling to regain their footing. The opportunity for an income and age-restricted use on Lot 21 will have a measurable and material impact on the housing supply – affordable or otherwise – in the Superior and Boulder County communities. Kite Route Crossing will meet the requirements of the PD and Design Guidelines.

2. Scope of the Project

Kite Route Crossing, also known as **Discovery Office Park FDP No 4,** includes one new building on Lot 21, Discovery Office Park.

Kite Route Crossing will provide 50 high quality affordable homes for seniors aged 55 and older. Utilizing the Low-Income Housing Tax Credit program, the project will restrict units to senior households earning at or below 30%, 50%, 60%, and 70% of the area median income. With a unit mix consisting of 44 one-bedroom and 6 two-bedroom units above a ground level community amenity space and covered parking, Kite Route Crossing is designed with seniors in mind.

Kite Route Crossing will leverage local, state, and federal resources to develop the first affordable housing project in Superior. The capital stack will include federal low-income housing tax credits, state affordable housing tax credits, federal Community Development Block Grants, and fee waivers from the Town of Superior.

The development will be 100% electric powered, in furtherance of the State and local sustainability goals. We anticipate incorporating rooftop solar onto the building, and the community will be built to Enterprise Green Communities standards. Project amenities include on-site property management, a multi-purpose community/recreation room, fitness room, a dog wash, and an outdoor sun deck on the second floor with views of the Flatirons. The lobby will have an open-concept seating area with access to a closed-door conference room for privacy when needed. The units themselves will be spacious and will include full kitchens with E-star appliances, coat closets, walk-in closets, and in-unit washers/dryers. The development is led by Pennrose, LLC (Pennrose), a long-standing and highly experienced affordable housing developer. The property will be managed by Pennrose Management Company (PMC), a high- capacity national property management company with over 13,000 units under management, the majority of which are regulated affordable housing units through LIHTC, HUD or other state/local programs.

Through community engagement, we have received a lot of encouragement and excitement for the development, especially given its focus on seniors. Several organizations, including Boulder County Human Services, Via

Transportation, and Sister Carmen provided letters of support for the development. We did not receive any opposition from the community throughout the PD Amendment process. The project received unanimous support from the Superior Town Council to amend the PD and waive permit fees. The project also received letters of support from Superior Mayor Mark Lacis on behalf of the Town of Superior Town Council, and from State Senator Judy Amabile. We will work to address any concerns that may arise, though we believe that Kite Route Crossing meets the community's need in terms of size and scale: offering affordable housing without disturbing the community's quality of life and appreciation of existing mountain views.

The Town of Superior's recently published Housing Needs Assessment (December 2023) clearly identifies a need for senior housing: "Superior's senior population is rapidly growing. This growth is unlikely to slow as Gen X'ers grow older. Seniors aged 65 year and older experienced the fasted growth since 2011, increasing by 246%." It goes on to recommend that "Superior should consider multiple housing options to meet the changing needs of seniors. These could include services to allow 'aging in place,' single-story homes with universal design, rental properties that are targeted to seniors, allowances for multigenerational living…" Seniors, and especially those on low- and fixed-incomes, are increasingly without options anywhere in Superior. Kite Route Crossing provides a thoughtful, high-quality option for seniors to live in Superior in a location where they can access, within blocks, the amenities and services they need to enjoy full independence and a high quality of life.

3. Overall Architectural Design Inspiration

Nestled at the bottom of a hill and along an active streetfront, the Kite Route Crossing project provides high-quality living with a design that thoughtfully balances urban, natural, and historic inspiration. The project pays homage to its unique namesake—the long-abandoned rail bed, today referred to as Old Rail Way, that once connected the early coal-mining Superior to surrounding communities on an interurban rail network known as the "Kite Route". This historical resonance is skillfully woven into a design that actively activates a walkable urban streetfront while framing stunning mountain views.

The building is sited along Old Rail Way and uses thoughtfully articulated through a dynamic interplay of materials, strategic openings, and varied massing. This approach fosters a vibrant urban experience, aiming for seamless integration with neighboring developments, that includes townhomes and mixed-use apartments, while prioritizing the activation of the streetscape and the pedestrian realm. Distinctive material transitions and carefully considered fenestration clearly delineate the primary building entry and highlight the active common areas, inviting engagement from the street.

Elevated above the ground floor commons areas, a resident roof deck is oriented westward to frame significant mountain views, this premier amenity grounds the project with a distinct "sense of place," allowing residents to fully immerse themselves in the Town of Superior's inspiring natural setting and fostering a connection with the surrounding landscape.

The design employs a rich material palette, carefully curated to balance inspiration from the Town's industrious history with its aspirations for present-day urban vitality. Contrast and texture on the building façade are achieved through a sophisticated composition of masonry, fiber cement, and metal panels. This varied yet rhythmic articulation creates a visual dialogue between the site's industrial past and its contemporary evolution, lending the building a unique character that is both referential and forward-looking.

Ultimately, Kite Route Crossing is conceived as a modern addition harmonizing with the evolving character of the Downtown Superior neighborhood, contributing thoughtfully to its vibrant, pedestrian-oriented Town Center and fostering a strong sense of community and place.

4. Landscape Design

Landscape Areas:

The site landscape includes the following areas:

- Native grass hillside landscape to the south of the building
- Rock mulch and boulder area directly south of the building
- Shrub bed at the northeast corner of the building
- Existing Area #1: Small turf area and shrub bed area adjoining Outlot K (approved and constructed with FDP3 – Phase 2)
- Existing Area #2: Old Rail Way Right-of-Way landscape (owned and maintained by the Town)
- Areas D and E may need to be used for construction staging and operations and will be repaired to match the original landscape plans after construction.

Design Intent:

Per the PDA, the applicant acknowledged the goal of minimizing water use for conservation and hillside stability and the desires of the neighbors to avoid view restrictions that may develop with tall vegetation. It was anticipated that "a future FDP would primarily include a native seed mix with some low elevation, low-water-use plantings near the rear of the building". Since there were no specific landscape requirements with this PDA, the landscape was designed to meet the requirements set forth in the Superior Town Center (STC) Design Guidelines and PDA.

Specifically, plant material will meet the size requirements, inclusive of 2-1/2" caliper canopy trees, 8' height multi-stem/clump ornamental trees, 5-gallon shrubs, 1-gallon perennials, and the use of the Town of Superior's approved non-irrigated native grass mix. The design will seamlessly integrate with the adjacent existing landscape / open space to the east and south. The quantity of material matches that required for naturalized open space (Area A + B) and developed landscape (Area C) within the STC PDA. Below is more detail about each of the landscape areas. Please refer to the irrigation section of this narrative for information about how each new landscape area will be irrigated.

Area A (Native Grass Hillside): All trees south and uphill from the building are ornamental / flowering trees and were strategically placed to not obstruct views from existing homes to the mountains and are spaced according to "firewise" design principles. The trees and shrubs on the hillside are drought tolerant and were placed in a naturalized pattern to provide visual interest and some screening in front of the new building (without blocking views to the mountains). The plant list on Sheet L100 has a column that lists the maximum expected mature height of all plant material. The hillside will be seeded with the Town of Superior's preferred non-irrigated native grass mix to blend with the adjacent properties (grasses will be irrigated for establishment).

Area B (Rock Mulch and Boulders): The area between the building and retaining wall will be "zero-scaped" with two sizes of rock mulch (see mulching notes on Sheet L200) with boulders interspersed to form a river pattern for visual interest for the building residents who look down into the area. The landscape strategy in this area aims to keep moisture away from the building foundation and provide a defensible "firewise" zone between the building and native grasses. The homes uphill will not be able to see this area as it is down below the retaining wall and behind the native grasses, shrubs, and trees. A concrete walk is included for maintenance crews. The east side of this area has a gate / fence to deter the public and residents from entering this zone.

Area C (Shrub bed at the northeast corner of the building): A small area on the east side of the building, just north of the garage entrance is designated as "developed landscape" and is the only foundation planting area. The planting bed will be drip irrigated and will be bordered by a 4-8" smooth cobble band and a landscape boulder at the corner to prevent

cars from driving over the plants. The area also serves a door to one of the building's utility rooms and underground electrical and water services.

Area D (Existing Area #1: Small turf area and shrub bed area adjoining Outlot K): A small, flat turf area with sandstone seat boulders was already installed with the construction of Block 25 and Outlot K. This area is encompassed by a shrub bed border. This area will likely be used for construction staging and then replaced to match the original design after construction is complete.

Area E (Existing Area #2: Old Rail Way Right-of-Way landscape): This existing right-of-way landscape is owned and maintained by the Town. It is anticipated that the entire area will be heavily used during construction and will need to be replaced. The area will be restored to match the previously approved plans. The sidewalk in this area will also be replaced and will slightly extend to touch the building.

Other Amenities

The affordable housing units, steep hillside, and existing easements to the west consume the site. As such, an outdoor amenity deck and other interior amenities for residents are included as part of the building (see architecture for more information). One dog waste bag station exists within the right-of-way adjacent to Old Rail Way, directly in front of the building. The station will either be protected during construction or stored in a secure location and then re-installed after construction. The refilling and maintenance of this station is the responsibility of the Metro District. Dog owners will be responsible for cleaning up after their pets.

Irrigation

Irrigation service will be taken from a new 2" reuse main tap. The water source will be the Town's non-potable water reuse line, located under the existing sidewalk on the south side of Old Rail Way, directly adjacent to the property. A booster pump will be required to serve this property, and it will be located near the transformer (southeast of the building). Irrigation service will be metered, and water will be paid for, owned, and maintained by Penrose.
All visible irrigation equipment will be purple in color to indicate non-potable water, per state requirements (all sprinkler heads, valve boxes, quick coupler valves) and will be connected to a 2-wire controller. A description of each irrigation zone is listed below.

- Zone 1: Native Grass Hillside and Shrubs (Naturalized Planting Area) will be irrigated by stream rotors. Once the native grasses and shrubs within this area are well-established (3 years maximum time anticipated), this irrigation zone will be turned off. All species within this zone are native and drought tolerant and selected due to their ability to thrive and be resilient without supplemental irrigation after establishment. However, this irrigation zone can be turned back on for supplemental irrigation if needed after establishment.
- Zone 2: Trees within the Native Grass Hillside (Naturalized Planting Area) will be irrigated with a low volume deep root bubbler system that will remain on as permanent irrigation.
- Zone 3: Shrubs and Perennials Adjacent to the Building (Developed Landscape) will use a low volume drip irrigation system.

5. Parking

The PD Amendment requires 0.5 spaces per unit for residents plus 0.1 space per unit for visitors. Based on 50 units, a total of 30 spaces are required.

The project will provide 40 total parking spaces. Ten (10) of these spaces will be "compact," meaning that they do not meet the full dimensional requirements of Town code, but will still be functional for smaller vehicles. Compact spaces are

not allowed by code, but the project provides more than the required number of standard spaces. A breakdown of space types, and spaces with Electric Vehicle (EV) considerations is as follows:

PARKING PROVIDED					
LOCATION	STANDARD SPACES	ACCESSIBLE SPACES	ACCESSIBLE AS PERCENT OF TOTAL	COMPACT	**TOTAL**
GARAGE	28	2	5%	10	**40**

EV PARKING SUMMARY						
EV READY SPACES		EV CAPABLE SPACES		EV INSTALLED		
				ACCESSIBLE	STANDARD	% OF TOTAL
JMBER	% OF TOTAL	NUMBER	% OF TOTAL	NUMBER	NUMBER	
8	20%	8	20%	2	2	10%

The Applicant also supports the Towns proposal to place an EV Carshare spot along Old Rail Way adjacent to the project.

6. Snow Removal

Snow removal from the property and the adjacent public sidewalk frontage will be the responsibility of the property owner. The public alley east of the garage entrance has snow removed by the STC metro district. Removal of snow from the garage apron and surrounding pavement, outside the alley, will be the responsibility of the property owner.

7. Bicycle Parking

The PD Amendment requires 0.5 bicycles parking spaces per unit. For the proposed 50 units, 25 spaces are required. The building will have an internal bicycle room located near the west end of the garage. The room will accommodate 26 bicycles.

8. Vehicular Access

Vehicular access to the garage will be via Buttercup Lane, which is a Metro District alley located east of the building opposite Marshall Road.

9. Emergency and Service Vehicle Access:

The building is greater than 30 feet from grade to parapet, therefore it is subject to an Aerial Apparatus route per Fire Code. Old Rail Way functions as the aerial apparatus route and meets the dimensional characteristics of roadway width and minimum/maximum separation from the roadway to the building.

Service vehicles will access the east side of the building near the garage entrance. A temporary loading area is situated near the southeast corner of the building. The trash room is located adjacent to the loading area.

10. Hours of Operation

The leasing office will have normal business hours (8am-5pm).

11. Project Accessibility

Pedestrian Access: Pedestrian access to the project is provided via sidewalks along the street grid, as previously planned or constructed. Accessible pedestrian and bicycle access to the lowest level (the garage) will be provided on the central entrance. All other levels of the building are accessible via an elevator.

12. Exterior Lighting Approach

Exterior lighting of the front (Old Rail Way) side of the building is provided by existing Ashbury street lights, to be supplemented by downcast wall fixtures near the building entrance. Similar wall mounted fixtures will be provided at the garage entrance. All fixtures will be full cut-off to minimize light trespass towards adjacent private property.

13. Utility Infrastructure

Water, sewer, storm drainage, and reuse water mains are present in Old Rail Way and the adjacent public alley to the east.

- Storm Drainage: Roof drains will be connected to the back of an existing Type R inlet on the south side of Old Rail Way. Surface drainage from the rear of the building and the service area east of the building will be collected in inlets and connected to the existing inlet in the Buttercup Lane, east of the building. Drainage is conveyed to Pond 313, which provided detention and water quality for this block. A separate Drainage Conformance memorandum has been prepared for this project.
- Domestic Water: Water service will be taken off the existing 8-inch diameter main in the alley east of the project in Buttercup Lane. This application contains AWWA M22 water calculations for the meter. A 2-inch meter will be required.
- Sanitary Sewer: Sanitary service will be directed to an existing manhole at the intersection of Old Rail Way and Gateway Drive. Wood Partners, who are constructing apartments on Block 8, will be installing a new connection to this manhole for the Block 8 apartments. This project will coordinate with Wood Partners to run an additional stub pipe out of the manhole.
- Sewer Main: The sanitary sewer main in Old Rail Way contains multiple 4-inch diameter service taps which were intended to serve individual residential units on this block. These services are unused. Per the request of Public Works, this project will install an Insituform Liner in the main line along the frontage to effectively abandon the unused taps, without excavating the roadway.
- Reuse Water: An irrigation service will be tapped off the existing 8-inch diameter reuse mail located in Old Rail Way. The tap will be made in the curbline bump out near the northeast corner of the building to avoid making a street cut.
- Dry Utilities: The plans depict the preliminary locations of a transformer. This will be an all-electric building and no gas service is required. Additional routing information for dry utilities will be added to the plan set as it becomes available from Xcel Energy.

14. Mail

The building will have an internal mail room with individual mailboxes for each residential dwelling unit and will be within the accessible reach range according to ANSI A117.1. The mail room will also contain a large package parcel room for oversized deliveries and will be located near the main building entrance.

15. Trash and Recycling

A trash / recycling/ compost room will be located at the ground level of the building on the east side and will retain a collection of bins (quantity based on the number of units and weekly pick-up times). When full, maintenance will transport the full bins from the trash termination room to the trash staging area located at the southwest corner of the parking garage, adjacent to the service area as described above.

16. Signage

Building mounted signage will be part of a separate sign permit. This signage is unknown at the time of this application and is not part of the FDP.

17. 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.

18. Sustainability / Energy Use

The Kite Route Crossing project is committed to integrating sustainability throughout both the design and construction phases. A comprehensive set of strategies will be employed to minimize the building's carbon footprint and promote environmental stewardship:

- Green Certifications: The project will pursue certifications under Enterprise Green Communities and ENERGY STAR Multifamily New Construction standards.
- Energy Modeling: Whole-building energy modeling will be utilized to ensure compliance with applicable codes and to determine the most energy-efficient design for the building.
- All-Electric Systems: The building will feature all-electric mechanical systems, including cold climate air-source heat pumps and electric resistance water heaters.
- Indoor Air Quality: Balanced ventilation systems will be implemented to enhance indoor air quality for occupants.
- High-Performance Building Envelope: The design will incorporate an envelope compliant with the 2021 International Energy Conservation Code (IECC).
- Efficient Lighting and Appliances: ENERGY STAR-rated appliances and LED lighting will be installed throughout the building to reduce energy consumption.
- Water Efficiency: Water usage will be minimized through the use of low-flow plumbing fixtures and native or adaptive, drought-tolerant landscaping. An efficient irrigation system, compliant with Enterprise Green Communities guidelines, will support sustainable water management.
- Targeted Turf Grass Use: Irrigated turf grass will be limited to areas that provide recreational value to the community or serve as integral components of vegetated or structural stormwater management systems.
- Resilient Landscaping: The site's landscaping strategy will emphasize passive design features that enhance stormwater management and increase overall climate resilience.

The project will be designed in accordance with the Town of Superior Municipal Code, the 2021 IECC (including local amendments), and the 2018 suite of ICC building codes adopted by the Town.

19. Conformance with PD Amendment

- *Maximum Building Elevation Allowed 5540.5'*
- *22.5% at Elevation 5550.2' – allowed for 22.5% of the footprint for entry elements, stair towers, mechanical screens, and other building appurtenances.*
- Provided Building Elevations per sheet A1.1:
- Building Elevation 5540.7'
- 11% under 5550.2 - Building appurtenances including stair tower and mechanical screens

Building features a code required stair element that exceeds the allowable building height by up to 6.6 feet. This element is approximately 200 sf, which represents 0.9% of the building footprint. When approaching the site, this element acts as wayfinding for the public to identify the primary building entry. In addition, at the rooftop, mechanical equipment exceeds the allowable building height by up to 4.0 feet. This area is approximately 2100 sf, which represents 11% of the building footprint.

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.

Front: To create variation along the façade, the applicant requests allowing zero setback to the ROW for door swings and architectural interest features, elements, awnings, canopies, and projections along with the following building form setbacks-

- *25% of frontage will be at 3'-5'*
- *75% setback between 0-3'*

Provided Setbacks:

- 359'-1 ½" (100%) = Total façade length along Primary Street
- 168' (47%) = Façade length setback 3'-5'
- 190.9' (53%) = Facade length setback 0'-3'

The applicant requested an exception from the PD for less than 70% of the building frontage in the 0'-3' range. The architectural design of the building incorporates articulation and other elements to interface with the street and meet the overall intent of the PD.

West Side: A exterior open-air access stairway is proposed on the west side of the building. This stairway is within 7.1 feet from the west property line. An exception is requested for the stair setback.

20. Conformance with Design Guidelines

The following sections reference section numbers from the Superior Town Center Design Guidelines Supplement, as well as italicized excerpts from that text followed by responses specific to this project. Some information may be duplicative with that already stated above, in an effort to organize responses directly to sections from the Design Guidelines.

DIMENSIONAL STANDARDS

See item 22

4.2 BLOCKS, PARCELS, AND STREET SYSTEM

4.2 C – Parcels: Kite Route Crossing will be completed on blocks which have already been established by the street grid, in accordance with the PD.

4.2D - Building Entrance Orientation:

The main entry for Kite Route Crossing faces the Old Rail Way street front. The main entry is emphasized by a change in materiality, a faux wood soffit with protruding awnings above the doors and by adjacency to a stair core that serves as a vertical massing element.

4.2 E – Streetscape Concepts

The streetscape design is in accordance with the PD and previously approved FDP applications.

4.3 PEDESTRIAN AND BYCYCLE ACCESS, CIRCULATION AND CONNECTIONS

Pedestrian and Bicycle Access will be provided from the adjacent Old Rail Way sidewalks.

4.4 ON-SITE AMENITIES, HARDSCAPE, AND SITE FURNISHINGS

Kite Route Crossing will provide an exterior rooftop amenity deck for residents.

Building A-See earlier narrative sections

4.5 PARKING

Off-street resident and guest parking will be provided with an enclosed parking garage as allowed per the PD Amendment. The garage will be screened from exterior view by incorporating in the design of the building form and massing.

Secure bicycle parking shall be provided inside the building with direct access from the Bike Room to the sidewalk on Old Rail Way.

6.3 B. Common Façade Elements

Except from Design Guidelines: *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 commercial 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 commercial bay 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 commercial 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.)*

Response: 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: A Grounding Base using board formed concrete base, horizontal control lines, parapet caps, fenestration propositions, and an intuitive front door defined through materials and detailing.

C. Architectural Features

Except from Design Guidelines: *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.*

Response: Kite Route Crossing uses articulation, repetition and massing to breakup a long street façade and to contribute to a coherent visual context along Old Rail Way.

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. Commercial 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 spaces.

Response: By using a consistent module based on apartment size, Kite Route Crossing strategically uses building setbacks and variation in materials to create a consistent rhythm on the building façade. There are a variety of materials being used in the façade of each building as well as a variety of sizes in glazing. There is no portion of the façade that does not have either a change in material or change in window size that spans more than 90'.

E. Building Articulation

Except from Design Guidelines: *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.*

Response: All building facades 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 variation in fenestration patterns, benches, and an entry canopy, along with a curated selection of materials.

6.2 BUILDING HEIGHT, MASSING AND SCALE

Except from Design Guidelines: *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.*

Response: Kite Route Crossing is three stories and utilizes setbacks to allow for variation and a coherent visual image from every angle

Except from Design Guidelines: *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.

Response: Kite Route Crossing incorporates a variety of materials on the façade and specifically at the pedestrian level to support the vision for the Town Center. Materials have been implemented to make crease an approachable pedestrian scale.

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

Excerpt from Design Guidelines: *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.*

Response: This text does not apply to Kite Route Crossing (being only three stories each).

Except from Design Guidelines: *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 commercial 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 10-11 feet with 4th or 5th floor height as allowable within the maximum height as defined in Figure H Building Mass Diagram.*

Response: The PD Amendment reduced the allowed floor-to-floor height to minimize the project's impact on views of neighbors.

Except from Design Guidelines: *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.*

Response: The main entry and common area spaces are defined through use of primarily transparent facades along Canary Lande.

At the enclosed parking, fenestrated walls with intake air grills shield the view of cars from pedestrians and building users while using detailing at a human scale to make the building frontage approachable.

6.4 ROOFTOPS AND ROOF FORMS

Except from Design Guidelines: *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.*

Response: Setbacks and variation in parapet height create an articulated design using high-quality materials that are visually appealing.

Except from Design Guidelines: *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).*

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

With both the Colorado climate and building function being taken into consideration, this is the required choice for design and practical reasons. Due to the strict height constraints, the flat roof allows for minimized building height so the building massing does not impede views of neighboring townhomes as required by the PD Amendment. For reference, the lowest walk out basement on Canary Lane located on the hill (above Kite Route Crossing) is situated at approximately elevation 5540.8 feet, and the maximum building height allowed per the PD Amendment is 5540.2 feet so the primary parapet on Lot 21 will be below the basement elevation.

Except from Design Guidelines: *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.*

Response: Rooftop equipment will be centered on the roof locating the equipment further away from view.

Except from Design Guidelines: *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.*

Response: Any future solar panels would comply with the projects height restriction and follow the slope of the roof.

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

Except from Design Guidelines: *F. "Green" planted flat roofs/terraces shall comprise a minimum of 10% of flat roof / terrace areas for residential structures. Green roofs are encouraged in other areas, where feasible.*

Response:. Per the PD Amendment, this comment does not apply.

6.5 EXTERIOR BUILDING MATERIALS

Except from Design Guidelines: *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.*

Response: A variety of materials are used throughout the project to add interest to the pedestrian experience (see material board). Building elements that will increase pedestrian interest and establish human scale include ground floor entries and a rooftop terrace.

Brick:

Dark brick is primarily used at building setbacks to create a rhythm in the façade massing along with being used to define ground floor common areas. Dark brick in a running bond pattern with soldier and rowlock coursing that will bring further articulation to the brick pattern and texture as well as address human scale of the building.

Fiber Cement Siding:

Cementitious siding will be painted a white color with 4" and 12" lap siding thicknesses used to define the base and upper stories. The light color will contrast with the dark material.

Metal Panel:

Metal panels will be used in a dark color to contrast accents of vibrance and define the active roof deck. It will be used in the form of accent cladding.

Composite Siding:

Composite siding with a natural wood appearance will be used to provide accents at the pedestrian scale at the building entry, roof deck, roof trellis, and at Juliet balconies.

Except from Design Guidelines: *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.*

Response: A variety of high-quality materials are used throughout the project that are found on buildings throughout Superior and the Boulder region. Primary materials include brick, fiber cement panels, concrete, and composite siding. Materials have been chosen to reflect the neighborhood context. Durability is taken into consideration for selection of all materials in the context of Colorado's climate and regional fire risk.

Except from Design Guidelines: *C. Natural, high-quality materials such as sandstone (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.*

Response: The predominant materials in the project are brick, fiber cement, and concrete. Composite siding and metal will also add variety to the material palate and complement the primary materials.

Except from Design Guidelines: *D. Weathering materials are allowable. Buildings are encouraged to age, provided they are constructed of a natural, durable and climate appropriate palette.*

Response: The primary materials are brick, fiber cement, and concrete. They will weather over time as they are exposed to outdoor elements but will likely remain consistent throughout the life of the building

Except from Design Guidelines: *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.*

Response: Windows will be designed to meet requirements of Enterprise Green Communities (EGC) certification and will complement the façade and building orientation. No mirrored or opaque glass is proposed.

Except from Design Guidelines: *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.*

Response: The materials were chosen based on them being compatible with the surrounding regions and the context of Town Center.

Except from Design Guidelines: *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).*

Response: Only flat roof forms are used on the project.

6.6 RELATION OF BUILDING EXTERIORS TO PEDESTRIANS

Except from Design Guidelines: *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.*

Response: Building elements to increase pedestrian interest at the ground level include: variation in materials and setbacks, an entry canopy, ground floor fenestration, bench seating, and pedestrian scaled details. In addition, that, there will be a variety of high-quality materials at the ground floor including concrete, brick, and siding.

Except from Design Guidelines: *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.*

Response: The façade establishes a repetitive rhythm using setbacks adjacent to a consistent sidewalk edge. Benches are strategically used at the building setbacks to maintain sidewalk continuity and interest.

Except from Design Guidelines: *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.*

Response: The primary materials used at the ground floor are brick and glazing with fiber cement selectively used on a 42" concrete base

6.7 BUILDING ENTRANCES

Except from Design Guidelines: *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).*

Response: The primary building entry is visible from the street and the user is led to the entry off the main sidewalk. The entry is emphasized a change in materiality, a faux wood soffit with protruding awnings above the doors and by adjacency to a stair core that serves as a vertical massing element.

Except from Design Guidelines: *B. Store and restaurant entries should be clearly delineated and recessed from the building façade.*

Responses: There are no commercial uses in the building.

Except from Design Guidelines: *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.*

Response: Entry is emphasized with a canopy/awning.

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

Response: Not applicable

6.8 UPPER FLOOR RESIDENTIAL AND OFFICE USES

Except from Design Guidelines: *A. Terraces and balconies are encouraged on the upper levels of buildings and shall be designed as an integral part of the building architecture.*

Response: An upper level amenity deck, subtracted from the building form consistent with the Design Guidelines is an integral component of the architectural massing at the west end of the building.

Except from Design Guidelines: *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.*

Response: See previous response.

Except from Design Guidelines: *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.*

Response: The composition of building massing includes the amenity deck and helps define resident common areas.

6.9 TOWN SQUARE, OPEN SPACES AND OUTDOOR DINING

Except from Design Guidelines: *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.

Response: Exterior benches providing public seating along the sidewalk and contribute to the street character.

Except from Design Guidelines: *B. Outdoor dining areas will be located on or adjacent to open spaces and pedestrian routes such sidewalks and facing the Town Square.*

Responses: No applicable

6.10 SERVICE, TRASH AND LOADING AREAS

Except from Design Guidelines: *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.*

Response: All service and utility locations are placed away from primary street, accessed from the alley, and are successfully concealed from public view.

Except from Design Guidelines: *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.*

Response: A loading space is located on the east side of the building and is partially visible from Canary Lane. However, it is set back from the street, requiring alley access which reduces its exposure to public view.

Except from Design Guidelines: *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.*

Response: The loading and service area is combined and access off the alley.

Except from Design Guidelines: *D. Service entrances will be clearly identified with signs.*

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

Except from Design Guidelines: *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.

Response: 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.

Response: Pads are provided in appropriate locations.

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

Response: Not applicable.

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

Response: The building has an enclosed trash room. The enclosure will 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.

Responses: The trash room is enclosed in the building and not visible from the exterior.

EASEMENT VACATION

This application is accompanied by a request to vacate a utility easement

Easement Vacation Request

a. Vacate a utility easement in Lot 21. This easement was created as part of and earlier plat and FDP application to accommodate utilities which were never installed. This easement is adjacent to other

utility easements on STC Block 8. All required utility services to Downtown Superior are already installed, and there is no reason for the easement on Lot 21 to exist. There are no utilities in the easement, and the easement significantly impacts the footprint of the building.

LOT 21 BLOCK 1 DISCOVERY OFFICE PARK

FINAL DEVELOPMENT PLAN NO. 4

SUPERIOR, COLORADO

LOT 21, BLOCK 1, DISCOVERY OFFICE PARK/ SUPERIOR TOWN CENTER REPLAT NO. 3

SITUATED IN THE WEST $\frac{1}{2}$ OF SECTION 19, T1S, R69W OF THE 6TH P.M.

LEGAL DESCRIPTION

LOT 21, BLOCK 1, DISCOVERY OFFICE PARK/SUPERIOR TOWN CENTER REPLAT NO.3, RECORDED APRIL 12, 2018 UNDER RECEPTION NO. 03650274, COUNTY OF BOULDER STATE OF COLORADO.

CONTAINS 1.784 ACRES

BASIS OF BEARING: ASSUMING THE NORTH LINE OF LOT 21, BLOC 1, DISCOVERY OFFICE PARK/SUPERIOR TOWN CENTER REPLAT NO. 3, AS BEARING NORTH 74°56'24"E AS MONUMENTED AS SHOWN ON THE PLAT, BEING A GRID BEARING OF THE COLORADO STATE PLAN COORDINATE SYSTEM, NORTH ZONE, NORTH AMERICAN DATUM 1983/2011, A DISTANCE OF 421.03 FEET WITH ALL OTHER BERAING CONTAINED HEREIN RELATIVE THERETO.

THE LINEAR DIMENSIONS ARE CONTAINED HEREIN ARE BASED UPON THE "US SURVEY FOOT".

BENCHMARK: UDFCD DISK ON SOUTHEAST CORNER OF MCCASLIN BRIDGE OVER COAL CREEK, ELEVATION 5489.55 NAVD88 DATUM.

TOWN COUNCIL CERTIFICATE

APPROVED BY THE TOWN COUNCIL OF THE TOWN OF SUPERIOR, STATE OF COLORADO.

WITNESS MY HAND THE CORPORATE SEAL OF THE TOWN OF SUPERIOR DAY OF _____, 20_____.

ATTEST: _____ _____
TOWN CLERK MAYOR

PLANNING COMMISSION CERTIFICATE

RECOMMENDED APPROVAL THIS _____ DAY OF _____, 20_____, BY THE TOWN OF SUPERIOR PLANNING COMMISSION, RESOLUTION NO. PC _____ SERIES 20 _____.

TOWN CLERK CERTIFICATE

I HEREBY CERTIFY THAT THIS INSTRUMENT WAS APPROVED BY THE BOARD OF TRUSTEES BY {RESOLUTION/ ORDINANCE} NO. _____, SERIES 20 ____, ON THIS _____ DAY OF _____, 20_____, AND WAS FILED IN MY OFFICE ON THE _____ DAY OF _____, 20 _____, AT _____O'CLOCK _____M.

_____
TOWN CLERK

CERTIFICATE OF OWNERSHIP:

I CERTIFY THAT I,_____, AM AN OWNER REPRESENTATIVE OF THE

PROPERTY AND CONSENT TO THIS PLAN.

IN WITNESS WHEREOF I HEREUNTO SET MY HAND THIS ___ DAY OF _____, 20___.

_____

AWEIDA PROPERTIES, INC.

STATE OF COLORADO)

) SS.

COUNTY OF BOULDER)

THE FOREGOING CERTIFICATE OF OWNERSHIP WAS ACKNOWLEDGED BEFORE ME THIS _____ DAY

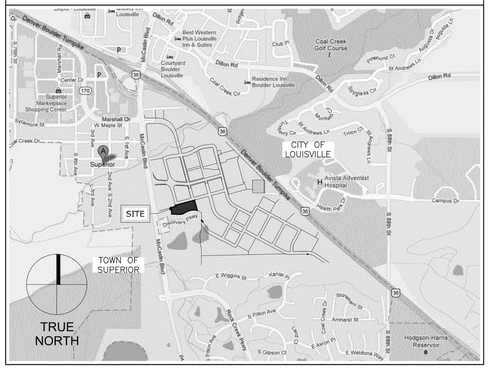
OF _____, 20__, BY _____.

MY COMMISSION EXPIRES:_____

_____ _____

NOTARY PUBLIC

VICINITY MAP



SHEET	SHEET NUMBER	SHEET TITLE
1 OF 19	CS1.0	COVER SHEET
2 OF 19	CS1.1	SITE DATA TABLES
3 OF 19	C1.0	CONTEXT PLAN
4 OF 19	C2.0	SITE PLAN
5 OF 19	C3.0	DRAINAGE PLAN
6 OF 19	C4.0	UTILITY PLAN
7 OF 19	C5.0	RETAINING WALL PLAN & PROFILE
8 OF 19	L100	LANDSCAPE PLAN
9 OF 19	L200	LANDSCAPE DETAILS
10 OF 19	A1.1	ELEVATIONS
11 OF 19	A2.1	EXTERIOR FINISH SCHEDULE
12 OF 19	A3.1	EXTERIOR PERSPECTIVE
13 OF 19	E1.0	SITE PHOTOMETRICS PLAN
14 OF 19	E1.1	LIGHTING CUT SHEETS
15 OF 19	IR1.1	IRRIGATION PLAN
16 OF 19	IR1.2	IRRIGATION NOTES & SCHEDULE
17 OF 19	IR1.3	IRRIGATION DETAILS
18 OF 19	IR1.4	IRRIGATION DETAILS
19 OF 19	IR1.5	IRRIGATION DETAILS

PROPERTY OWNER	DEVELOPER	CIVIL ENGINEER
AWEIDA PROPERTIES INC. 500 DISCOVERY PARKWAY SUITE 300 SUPERIOR, CO 80027 DAN AWEIDA 303-664-9520	PENNROSE, LLC 1800 WAZEE STREET SUITE 353 DENVER, CO 80202 SHANNON COX BAKER 720-307-8151	CIVIL RESOURCES, LLC JIM BRZOSTOWICZ, P.E. PRINCIPAL / CIVIL ENGINEER 8308 COLORADO BLVD, SUITE 200 FIRESTONE, CO 80504 303-833-1416 X 203

ARCHITECT	SURVEYOR
SAR+ 1550 WYNKOOP STREET SUITE 100 DENVER, CO 80202 SEAN JURSNICK, AIA 303-634-8660	KING SURVEYING PAUL GROVES 650 E. GARDEN DRIVE WINDSOR, CO 80550 paulg@kingsurveying.com

SUSTAINABILITY / ENERGY USE

THE KITE ROUTE CROSSING PROJECT IS COMMITTED TO INTEGRATING SUSTAINABILITY THROUGHOUT BOTH THE DESIGN AND CONSTRUCTION PHASES. A COMPREHENSIVE SET OF STRATEGIES WILL BE EMPLOYED TO MINIMIZE THE BUILDING'S CARBON FOOTPRINT AND PROMOTE ENVIRONMENTAL STEWARDSHIP:

- GREEN CERTIFICATIONS: THE PROJECT WILL PURSUE CERTIFICATIONS UNDER ENTERPRISE GREEN COMMUNITIES AND ENERGY STAR MULTIFAMILY NEW CONSTRUCTION STANDARDS.
- ENERGY MODELING: WHOLE-BUILDING ENERGY MODELING WILL BE UTILIZED TO ENSURE COMPLIANCE WITH APPLICABLE CODES AND TO DETERMINE THE MOST ENERGY-EFFICIENT DESIGN FOR THE BUILDING.
- ALL-ELECTRIC SYSTEMS: THE BUILDING WILL FEATURE ALL-ELECTRIC MECHANICAL SYSTEMS, INCLUDING COLD CLIMATE AIR-SOURCE HEAT PUMPS AND ELECTRIC RESISTANCE WATER HEATERS.
- INDOOR AIR QUALITY: BALANCED VENTILATION SYSTEMS WILL BE IMPLEMENTED TO ENHANCE INDOOR AIR QUALITY FOR OCCUPANTS.
- HIGH-PERFORMANCE BUILDING ENVELOPE: THE DESIGN WILL INCORPORATE AN ENVELOPE COMPLIANT WITH THE 2021 INTERNATIONAL ENERGY CONSERVATION CODE (IECC).
- EFFICIENT LIGHTING AND APPLIANCES: ENERGY STAR-RATED APPLIANCES AND LED LIGHTING WILL BE INSTALLED THROUGHOUT THE BUILDING TO REDUCE ENERGY CONSUMPTION.
- WATER EFFICIENCY: WATER USAGE WILL BE MINIMIZED THROUGH THE USE OF LOW-FLOW PLUMBING FIXTURES AND NATIVE OR ADAPTIVE, DROUGHT-TOLERANT LANDSCAPING. AN EFFICIENT IRRIGATION SYSTEM, COMPLIANT WITH ENTERPRISE GREEN COMMUNITIES GUIDELINES, WILL SUPPORT SUSTAINABLE WATER MANAGEMENT.
- TARGETED TURF GRASS USE: IRRIGATED TURF GRASS WILL BE LIMITED TO AREAS THAT PROVIDE RECREATIONAL VALUE TO THE COMMUNITY OR SERVE AS INTEGRAL COMPONENTS OF VEGETATED OR STRUCTURAL STORMWATER MANAGEMENT SYSTEMS.
- RESILIENT LANDSCAPING: THE SITE'S LANDSCAPING STRATEGY WILL EMPHASIZE PASSIVE DESIGN FEATURES THAT ENHANCE STORMWATER MANAGEMENT AND INCREASE OVERALL CLIMATE RESILIENCE.

TRASH/RECYCLING/COMPOST

BUILDING MANAGEMENT WILL PROVIDE TRASH AND RECYCLING SERVICE THAT IS ACCESSED INTERNALLY VIA A TRASH ROOM WITH A TRASH CHUTE. DUMPSTERS WILL BE PICKED UP VIA SCHEDULED SERVICE VIA THE ALLEY.

CIVIL RESOURCES

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Bricks & Mortar | Heart & Soul

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DENVER, CO 80202
720.307.8151

LOT 21 BLOCK 1 DISCOVERY OFFICE PARK
FINAL DEVELOPMENT PLAN NO. 4
SUPERIOR, COLORADO

REVISIONS

NO.	DESCRIPTION	DATE
1	TOWN COMMENTS	07/31/25

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. The terms and conditions of such plan approval are contained in Resolution No._____ adopted by the Town Council on _____ and available at the , available at the Superior Town Hall, 124 East Coal Creek Drive, Superior, Colorado.

DESIGNED BY: JAB DATE: 5/22/2025
DRAWN BY: CLH SCALE:NONE
CHECKED BY: JAB
JOB NO.: 365.001
DWG NAME: DOPLot21FDP_CVR.dwg

COVER SHEET

SHEET: CS1.0

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EXCERPT FROM DISCOVERY OFFICE PARK PD AMENDMENT NO. 2

SCHEDULE OF USES

PERMITTED USES:

- ATTACHED RESIDENTIAL - SENIOR AFFORDABLE*
- ACCESSORY USES INCLUDING PARKING, LEASING OFFICE, AND RESIDENT AMENITIES

NO OTHER USES WILL BE PERMITTED WITHOUT THE APPROVAL OF THE TOWN OF SUPERIOR. ANY OTHER USES AND/OR DEVELOPMENT STANDARDS NOT SPECIFICALLY ADDRESSED BY THIS PLANNED DEVELOPMENT SHALL BE DETERMINED BY THE MOST CURRENT PROVISIONS OF THE TOWN OF SUPERIOR LAND USE CODE.

*"SENIOR" SHALL MEAN FOR PERSONS 55 YEARS OF AGE AND OLDER. AFFORDABLE SHALL BE CONSISTENT WITH THE SUPERIOR MUNICIPAL CODE DEFINITION OF AFFORDABLE HOUSING DEVELOPMENT AS STATED IN SECTION 16-38-20.

SCHEDULE OF REQUIREMENTS PER APPROVED PD

MAXIMUM BUILDING ELEVATION: ELEVATION 5540.5' NAVD 88
ELEVATION 5550.2' NAVD 88 (ENTRY ELEMENTS, TOWERS, MECHANICAL SCREENS - LIMITED TO 22.5% OF THE FOOTPRINT)
THESE ELEVATIONS SUPERCEDE BUILDING "HEIGHT" MEASUREMENTS FROM AVERAGE GRADE AS OUTLINED IN TOWN CODE

MAXIMUM NUMBER OF STORIES: 3 ABOVE STREET LEVEL

MAXIMUM FLOOR AREA RATIO: 1.5

BUILDING SETBACKS:

FRONT (OLD RAIL WAY): 70-80% OF BUILDING SETBACK 0'-3'; 20-30% OF BUILDING SETBACK 3'-5'
SIDE: 10 FEET MINIMUM
REAR: 75 FEET MAXIMUM FROM OLD RAIL WAY

OFF-STREET PARKING REQUIRED:

RESIDENTIAL - AFFORDABLE: 0.5 SPACES PER UNIT, 0.1 VISITOR SPACE PER UNIT

OPEN SPACE: 30% MINIMUM

DESIGN ELEMENTS

DEVELOPMENT AND ARCHITECTURE SHALL CONFORM TO APPLICABLE PROVISIONS OF THE SUPERIOR TOWN CENTER DESIGN GUIDELINES FOR PLANNING AREA 2, WITH THE FOLLOWING EXCEPTIONS:

- 6.3B: FLOOR TO FLOOR HEIGHT OF GROUND LEVEL TO SECOND FLOOR SHALL RANGE FROM 12' TO 16'
- 6.4F: GREEN ROOF IS NOT REQUIRED
- 8.4B: THE PRIMARY ROOF FORM MAY BE A FLAT ROOF REGARDLESS OF BUILDING HEIGHT
- 8.6B: MECHANICALLY VENTILATED PARKING UNDER BUILDINGS IS ALLOWED
- 8.9A: PRIVATE OR SEMI-PRIVATE OPEN SPACE, SUCH AS A YARD, PORCH, PATIO, OR BALCONY, IS NOT REQUIRED.
- 8.10B: HIGH DENSITY RESIDENTIAL FLATS TYPOLOGY MAY HAVE 1-BEDROOM UNITS RANGING IN SIZE FROM 550 TO 800 SF, AND TWO BEDROOM UNITS RANGING IN SIZE FROM 800 TO 1,200 SF.

SITE DATA TABLE - LOT 21

ZONING				
PD (PLANNED DEVELOPMENT) - SENIOR AFFORDABLE				
SITE ACREAGE				
	PER DISCOVERY OFFICE PARK/SUPERIOR TOWN CENTER REPLAT NO. 3	1.784	AC	
LAND USE				
	BUILDING LOTS (PRIVATE)	1.784	AC	100.0%
			Total	100.0%
COVERAGE				
	LANDSCAPING	0.929	AC	52.0%
	PAVED SURFACE	0.352	AC	19.7%
	BUILDING	0.503	AC	28.2%
			Total	100.0%
SETBACKS				
		REQUIRED PER PD		
	STREET FRONTAGE - OLD RAIL WAY	70-80% 0'-3', 20-30% 3'-5'		
	SIDE (EAST)	10' MINIMUM		
	SIDE (WEST)	10' MINIMUM		
	REAR	75' MAXIMUM FROM OLD RAIL WAY		
		PROVIDED		
	STREET FRONTAGE - OLD RAIL WAY 0'-3'**	190.9		53%
	STREET FRONTAGE - OLD RAIL WAY 3'-5'	168.0		47%
	SIDE (EAST)	50.4'		
	SIDE (WEST)	11.7'**		
	REAR	64.2'		
MAXIMUM BUILDING ELEVATION (NAVD 88)		PROVIDED (FT.)		MAX. ALLOWED (FT.)
	MAIN BUILDING	5540.45		5540.50
	ENTRY ELEMENTS, TOWERS, MECHANICAL SCREENS - MAX. 22.5% OF FOOTPRINT	5546.25		5550.20
	PRECENTAGE OF FOOTPRINT	11%		

*EXCEPTION REQUEST
**EXTERIOR STAIR IS 7.1 FEET FROM PROPERTY LINE.

PARKING REQUIRED

	REQUIRED RATIO	NUMBER OF UNITS	REQUIRED PARKING
UNIT	0.5	50	25
VISITOR	0.1	50	5
		TOTAL	**30**

PARKING PROVIDED

LOCATION	STANDARD SPACES	ACCESSIBLE SPACES	ACCESSIBLE AS PERCENT OF TOTAL	COMPACT	**TOTAL**
GARAGE	28	2	5%	10	**40**

EV PARKING SUMMARY

EV READY SPACES		EV CAPABLE SPACES		EV INSTALLED		
				ACCESSIBLE	STANDARD	
NUMBER	% OF TOTAL	NUMBER	% OF TOTAL	NUMBER	NUMBER	% OF TOTAL
8	20%	8	20%	2	2	10%

BICYCLE PARKING

REQUIRED*			PROVIDED**			
COVERED	UNCOVERED	TOTAL	COVERED STANDARD	COVERED ACCESSIBLE	UNCOVERED	TOTAL
25	0.0	25	19	7	0	26

*PER PLANNING COMMISSION PD AMENDMENT APPROVAL, 0.5 BICYCLE SPACES ARE REQUIRED PER UNIT
** COVERED SPACES ARE PROVIDED INSIDE OF BUILDING

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LOT 21 BLOCK 1 DISCOVERY OFFICE PARK
FINAL DEVELOPMENT PLAN NO. 4
SUPERIOR, COLORADO

REVISIONS

NO.	DESCRIPTION	DATE
1	TOWN COMMENTS	07/31/25

Vested Rights:
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DESIGNED BY: JAB
DRAWN BY: CLH
CHECKED BY: JAB
DATE: 5/22/2025
SCALE:NONE
JOB NO.: 365.001
DWG NAME:DOPLot21FDP_CVR.dwg

SITE DATA TABLES

SHEET:
CS1.1

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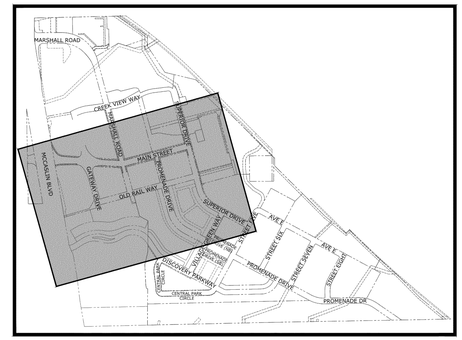

KEY MAP NORTH

CONTEXT SITE LEGEND:

- LIMITS OF FDP NO. 4
- PROPERTY LINE
- ACCESSIBLE PEDESTRIAN ROUTE
- NON-ACCESSIBLE PEDESTRIAN ROUTE
- DESIGNATED BICYCLE ROUTE
- AREA OUTSIDE FDP LIMITS

NORTH

0 50 100

(IN FEET)
(1 = 100')

Know what's below. Call before you dig.

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DRAWN BY: CLH
CHECKED BY: JAB
DATE: 5/22/2025
SCALE:NONE
JOB NO.: 365.001
DWG NAME:DOPLot21CONTEXT.dwg

CONTEXT PLAN

SHEET: C1.0

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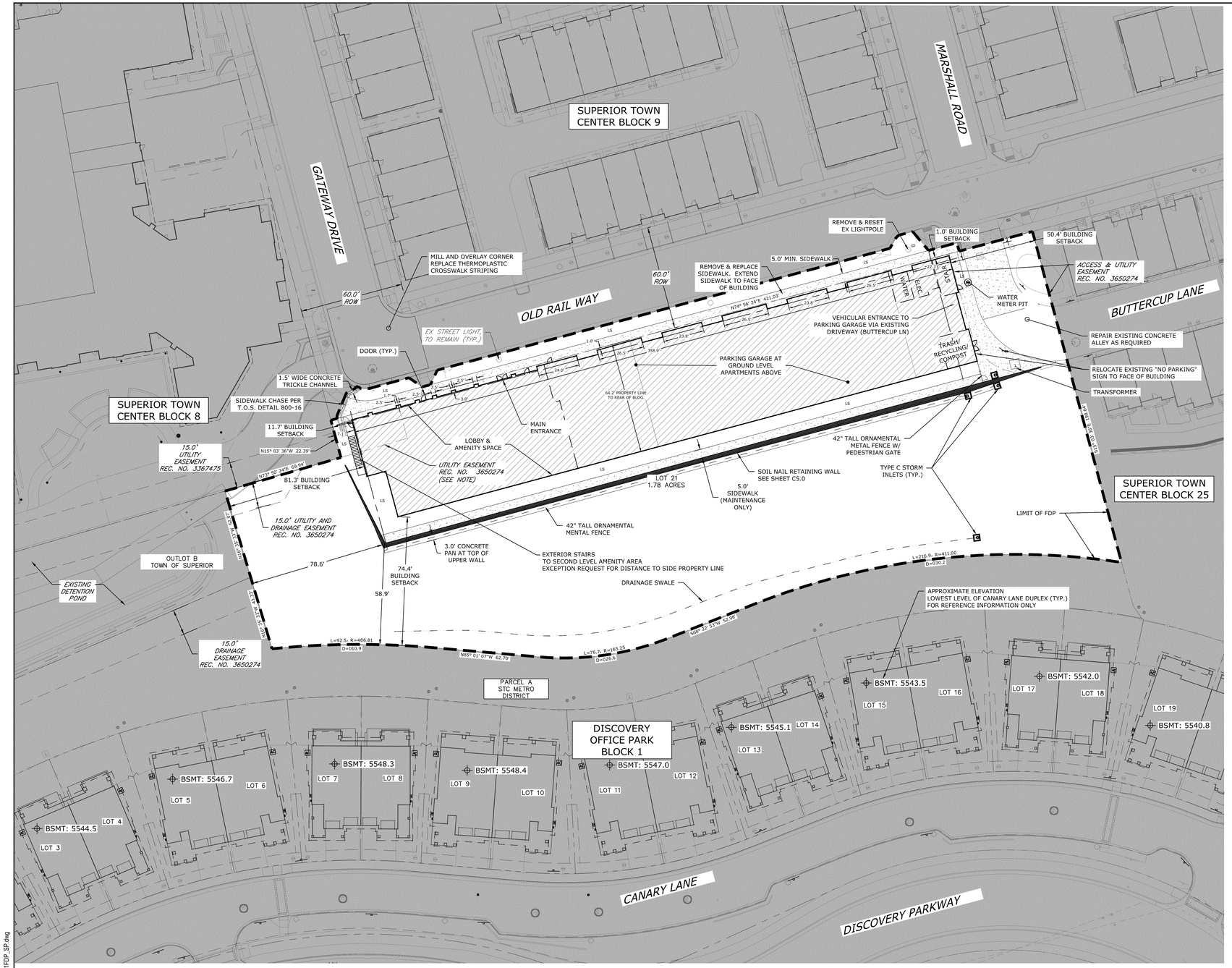

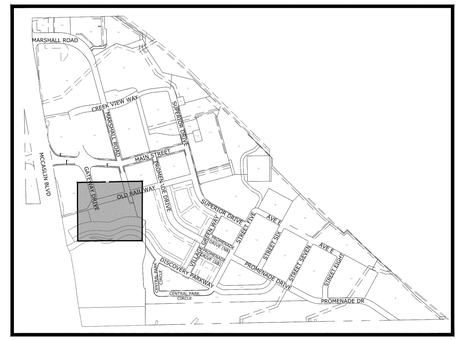

KEY MAP NORTH

LEGEND

THIS FDP		SEPARATE FDP
	PROPERTY LINE	
	LIMITS OF FDP NO. 4	
	AREA OUTSIDE OF FDP NO. 4	
	EASEMENT	
	SETBACK	
	CHAINLINK FENCE	
	RETAINING WALL	
	CHANNEL CENTER LINE	
	CONCRETE	
	BUILDING	
	SIGN	
	HYDRANT	
	SANITARY MANHOLE	
	INLET	
	CLEAN OUT	CO
	FLARED END SECTION	
	STORM MANHOLE	
	LIGHT POLE	
T	TRANSFORMER	
LS	LANDSCAPE AREA	

NOTE:

NO UTILITIES PRESENT IN EXISTING UTILITY EASEMENT. EASEMENT TO BE VACATED BY SEPARATE DOCUMENT TO ALLOW BUILDING ENVELOPE TO EXTEND INTO THIS AREA, AS SHOWN.

NORTH

0 15 30
(IN FEET)
(1"=30')

Know what's below. Call before you dig.

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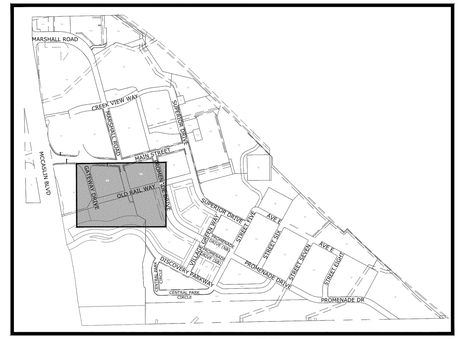
DESIGNED BY: JAB
DRAWN BY: RJJ
CHECKED BY: JAB
DATE: 5/22/2025
SCALE: 1" = 30'
JOB NO.: 365.001
DWG NAME: DOPLot21FDP_SP.dwg

SITE PLAN

SHEET:
C2.0

J:\Pennrose - 365\365.001 Superior\Drawings\Sheets\FDP4\DOPLot21FDP_SP.dwg



KEY MAP NORTH

LEGEND

THIS FDP		SEPARATE FDP
	PROPERTY LINE	
	LIMITS OF FDP NO. 4	
	AREA OUTSIDE OF FDP NO. 4	
	EASEMENT	
	SETBACK	
	CHAINLINK FENCE	
	RETAINING WALL	
	CHANNEL CENTER LINE	
	CONCRETE	
	BUILDING	
	STORM SEWER	
	INLET	
	STORM MANHOLE	
5740	CONTOUR (MAJOR, 5')	5740
5736	CONTOUR (MINOR, 1')	5736
	FLOW ARROW	
	DRAINAGE BASIN BOUNDARY	
	DRAINAGE BASIN FLOW PATH	
INLET 305	DESIGN POINT	
A / XX / XX AC. XX	BASIN IDENTIFICATION / 10-YR AND 100-YR RUNOFF COEFFICIENTS	

NOTE:

NO UTILITIES PRESENT IN EXISTING UTILITY EASEMENT. EASEMENT TO BE VACATED BY SEPARATE DOCUMENT TO ALLOW BUILDING ENVELOPE TO EXTEND INTO THIS AREA, AS SHOWN.

Sub-Basin I.D.	Total Area	Final T_c	Weighted Imper.	[2]Runoff Coefficient "C"		[4]Runoff	
				10-Year	100-Year	10-Year	100-Year
	(ac)	(min)	(%)	-	-	(cfs)	(cfs)
21.01	0.50	5.0	50.0	0.79	0.85	2.36	3.95
21.02	0.53	5.3	6.6	0.18	0.51	0.57	2.45
21.03	0.23	9.9	34.6	0.39	0.63	0.42	1.05
INLET 302.1	0.37	5.3	74.3	0.67	0.79	1.46	2.66
INLET 303.1	0.26	9.1	38.0	0.41	0.64	0.52	1.27
INLET 304.1	0.24	5.0	78.6	0.71	0.80	1.00	1.78
INLET 309	0.89	8.3	24.9	0.32	0.59	1.42	4.13
R-01A	0.88	12.0	22.8	0.30	0.58	1.16	3.49
To Pond 313	**3.90**	-	**39.8**	**0.43**	**0.65**	**8.91**	**20.79**
117	0.56	8.5	49.8	0.50	0.69	1.41	3.04
117.01	0.02	5.0	41.4	0.44	0.65	0.04	0.10
117.02	0.02	5.5	16.2	0.25	0.55	0.02	0.08
To Pond 312	**0.50**	-	**48.6**	**0.49**	**0.68**	**1.48**	**3.23**
Total Study Area	**4.49**	-	**40.9**	**0.43**	**0.65**	**10.38**	**24.02**

Know what's below. Call before you dig.

CIVIL RESOURCES
8308 COLORADO BLVD
SUITE 200
FIRESTONE, CO 80530
303.833.1416
WWW.CIVILRESOURCES.COM

PENNROSE
Bricks & Mortar | Heart & Soul
1800 WAZEE STREET
SUITE 353
DENVER, CO 80202
720.307.8151

LOT 21 BLOCK 1 DISCOVERY OFFICE PARK
FINAL DEVELOPMENT PLAN NO. 4
SUPERIOR, COLORADO

REVISIONS

NO.	DESCRIPTION	DATE
1	TOWN COMMENTS	07/31/25

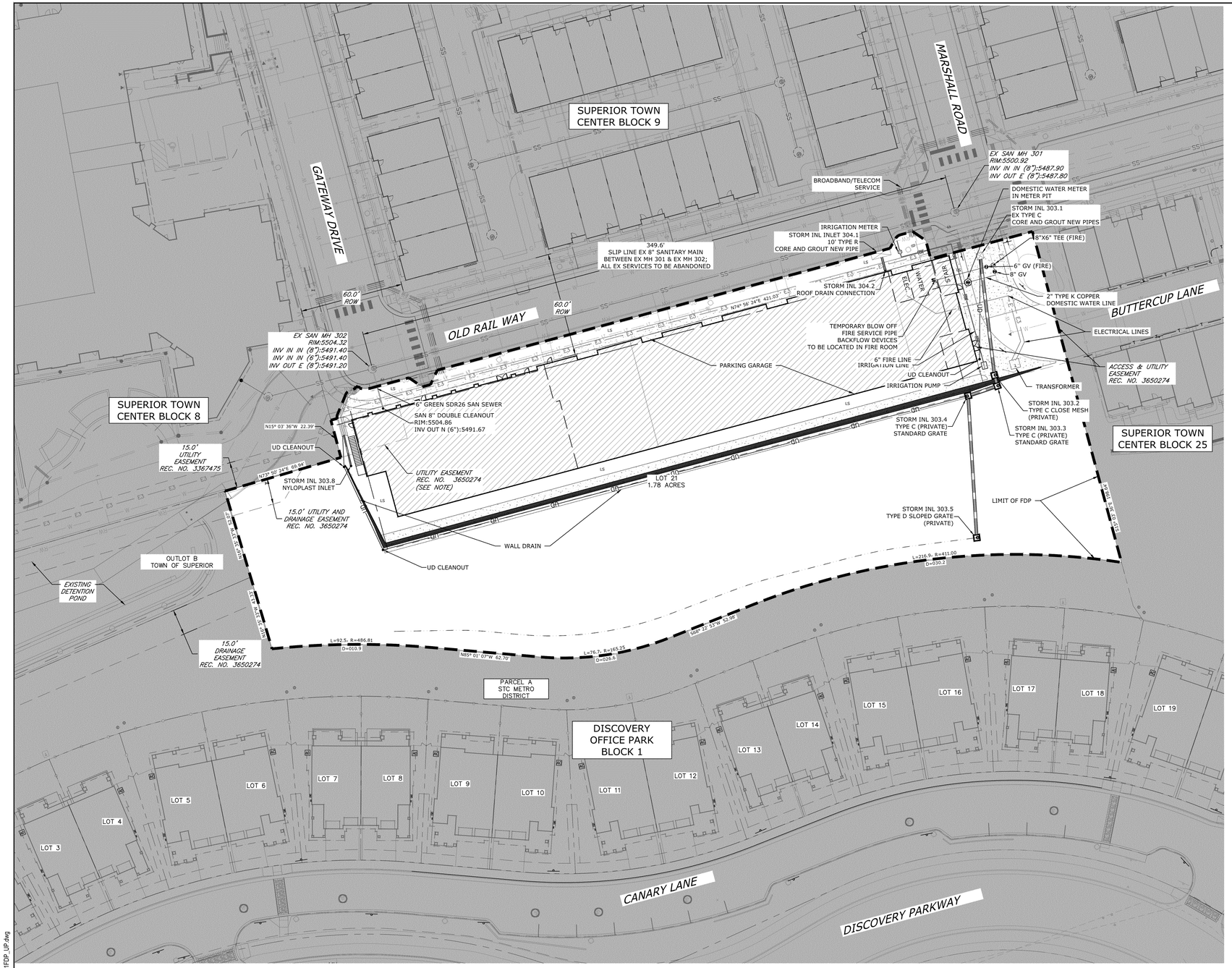
Vested Rights:
This Plan constitutes a Site Specific Development Plan as defined in Section 24-68-101, et, seq., C.R.S., and Chapter 16 of the Superior Municipal Code. The terms and conditions of such plan approval are contained in Resolution No._____ adopted by the Town Council on _____ and available at the , available at the Superior Town Hall, 124 East Coal Creek Drive, Superior, Colorado.

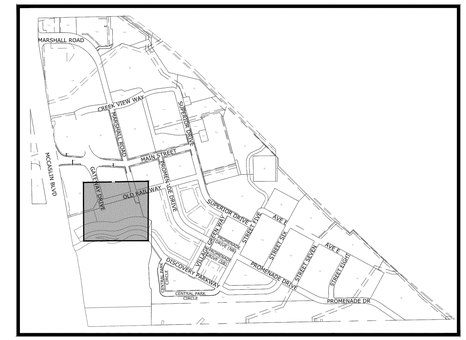
DESIGNED BY: JAB DATE: 5/22/2025
DRAWN BY: CLH SCALE: 1" = 40'
CHECKED BY: JAB
JOB NO.: 365.001
DWG NAME: DOPLot21FDP_GP.dwg

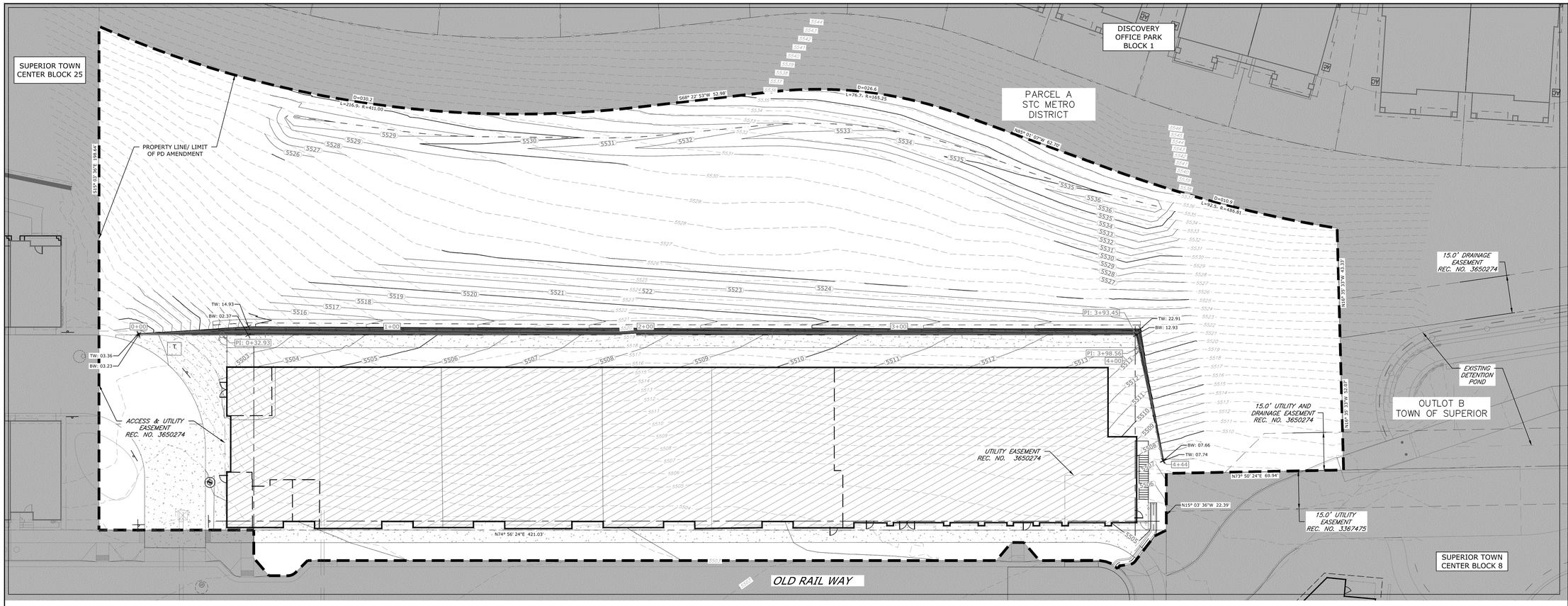
DRAINAGE PLAN

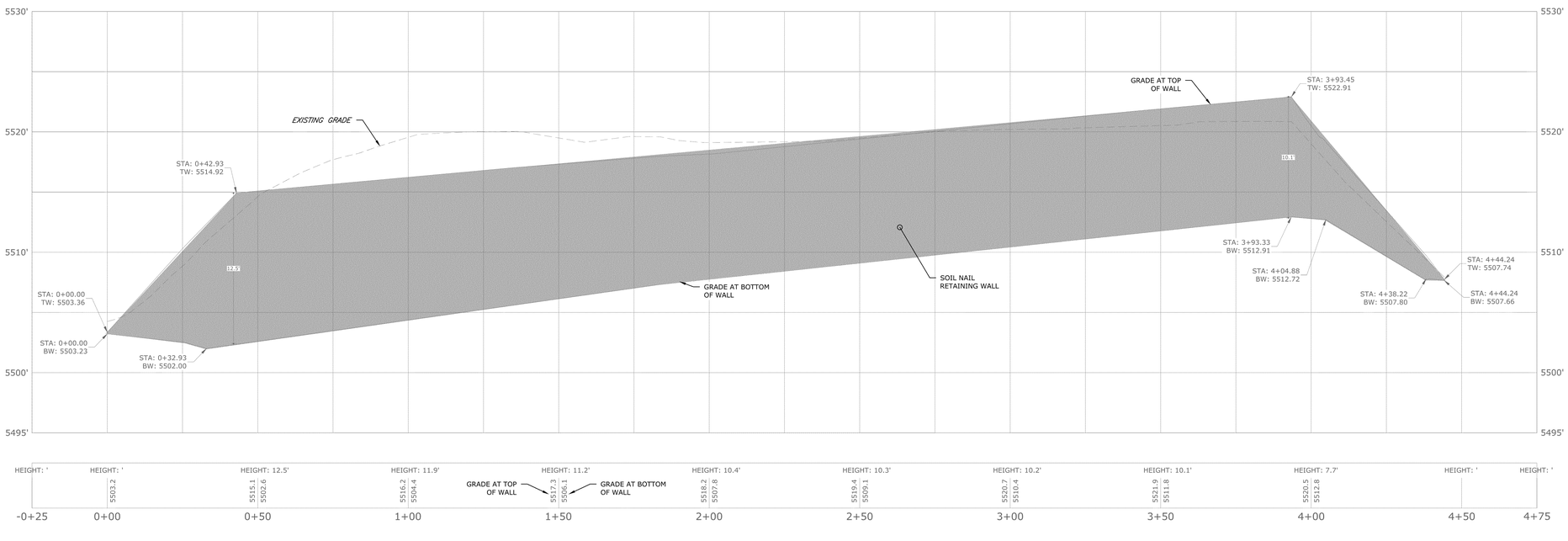
SHEET: C3.0

J:\Pennrose - 365\365.001 Superior\Drawings\Sheets\FDP\4\OPLot21FDP_GP.dwg




MARSHALL ROAD
CREEKVIEW WAY
MAIN STREET
MCCAFFERY DR
OLD RAILWAY
MCCAFFERY PKWY
CENTRAL PARK DRIVE
MAIN STREET
MAIN ST
MAIN STREET
MAIN ST
MAIN STREET
MAIN ST
MAIN STREET
MAIN ST
PROMENADE DR
PROMENADE DR
AVE E
AVE E
AVE E





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LOT 21 BLOCK 1 DISCOVERY OFFICE PARK
FINAL DEVELOPMENT PLAN NO. 4
SUPERIOR, COLORADO

NORTH
0 10 20
(IN FEET)
(1"=20')

0 10 20
(SCALE IN FEET)
(H: 1"=20')
(V: 1"=5')

REVISIONS

NO.	DESCRIPTION	DATE
1	TOWN COMMENTS	07/31/25

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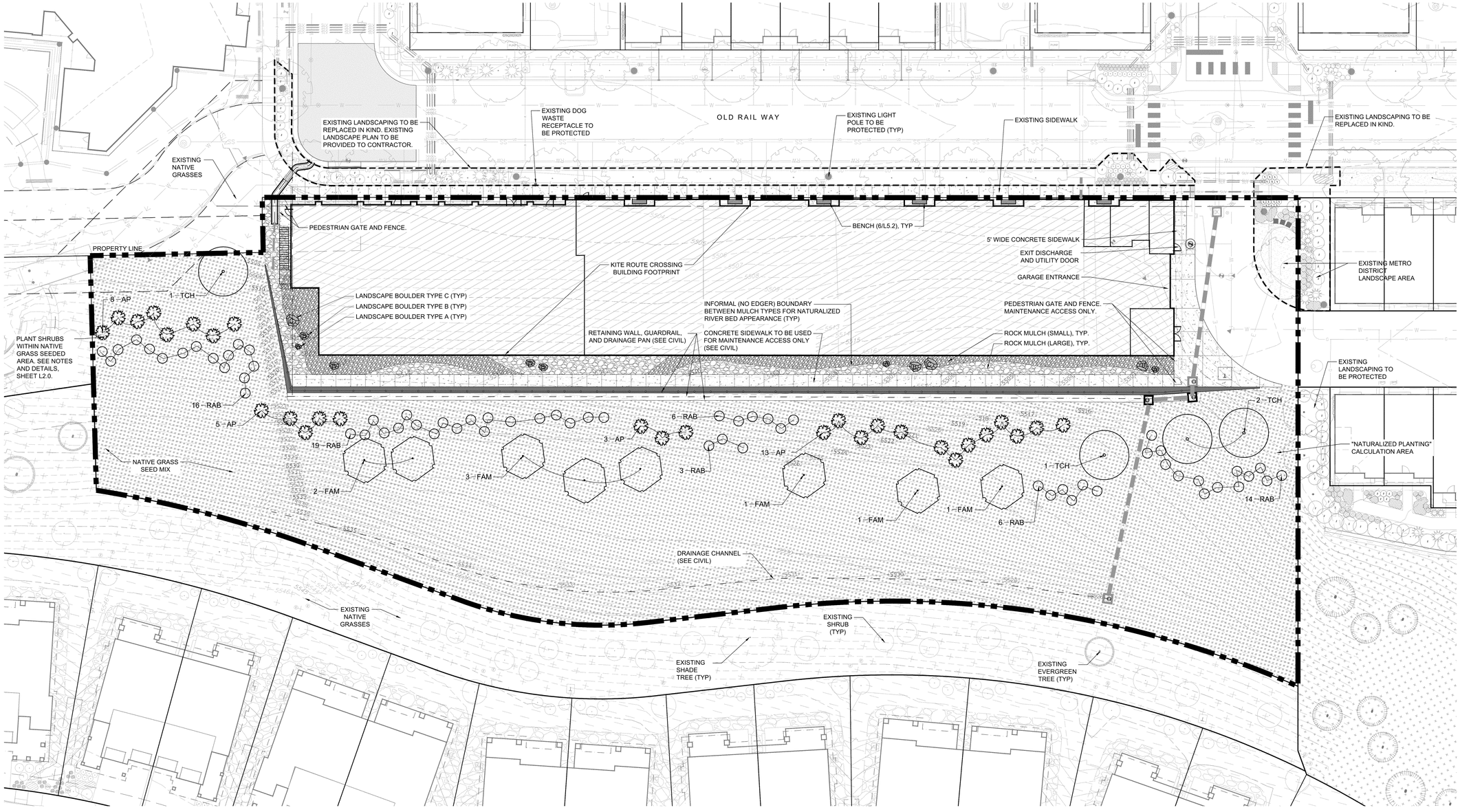
DESIGNED BY: JAB
DRAWN BY: CLH
CHECKED BY: JAB
JOB NO.: 365.001
DWG NAME: DOPLot21FDP_Wall P&P.dwg
DATE: 5/22/2025
SCALE: 1"= 20'

RETAINING WALL PLAN & PROFILE

SHEET: C5.0

Know what's below. Call before you dig.

J:\Pennrose - 365\365.001 Superior\Drawings\Sheets\FDP4\DOPLot21FDP_Wall P&P.dwg



LEGEND

- ORNAMENTAL TREE (DECIDUOUS)
- DECIDUOUS SHRUB
- PERENNIAL
- NATIVE GRASS SEED MIX
- ROCK MULCH (LARGE)
- ROCK MULCH (SMALL)
- LANDSCAPE BOULDER

ALL LANDSCAPE AREAS WILL BE IRRIGATED. SEE SHEET L2.0 FOR LANDSCAPE NOTES, DETAILS, AND MATERIALS.

INFRASTRUCTURE LEGEND*

- LIGHT POLE
- DRY — DRY UTILITY CORRIDOR
- EF — ELECTRIC LINE
- UD — UNDERDRAIN
- SLV — SLEEVING
- W — WATER LINE
- SS — SANITARY SEWER / MANHOLE
- STORM SEWER
- STORM SEWER
- STORM INLET
- SIGN
- UCO — UNDERDRAIN CLEANOUT

LEGEND IS FOR REFERENCE ONLY. SEE CIVIL SHEETS.

Kite Route Crossing Plant List

Ornamental Trees				Total= 12		
Qty	Key	Latin Name	Common Name	Spacing	Size	Mature Ht.
8	FAM	*Acer ginnala 'Flame'*	Flame Amur Maple	As Shown	8' Ht. Clump (or 2" Cal. Single Stem)	15-20'
4	TCH	*Crataegus crus-galli var. inermis*	Thornless Cockspur Hawthorn	As Shown	8' Ht. Clump (or 2" Cal. Single Stem)	15-25'
Deciduous Shrubs				**Total= 93**		
Qty	Key	Latin Name	Common Name	Spacing	Size	Mature Ht.
29	AP	*Fallugia paradoxa*	Apache Plume	As Shown	5 Gal.	3-6'
64	RAB	*Chrysothamnus viscidiflorus*	Yellow Rabbitbrush	As Shown	5 Gal.	2-3'

LANDSCAPE REQUIREMENTS TABLE

Item	Area Provided (SF)	Trees		Shrubs		Live Coverage	
Total Planting Area	46,469	Required	Provided	Required	Provided	Required	Provided
Naturalized Planting Area	46,349	(1/4000 SF) 12	12	(1/500 SF) 93	93	75% Min.	92%

SEE SHEET L200 FOR LANDSCAPE NOTES, MATERIALS, AND DETAILS.

NATIVE GRASS SEED MIX:

- WESTERN WHEATGRASS (28% OF TOTAL; 6.2 LBS/AC)
- BIG BLUESTEM (28% OF TOTAL; 28% 6.2 LBS/AC)
- SIDE-OATS GRAMA (10% OF TOTAL; 2.2 LBS/AC)
- BLUE GRAMA (6% OF TOTAL; 1.2 LBS/AC)
- SWITCHGRASS (10% OF TOTAL; 2.2 LBS/AC)
- INDIANGRASS (10% OF TOTAL; 2.2 LBS/AC)
- LITTLE BLUESTEM (8% OF TOTAL; 1.8 LBS/AC)

--SEEDING RATE: 22 LBS / AC (SEE PLAN FOR LOCATIONS)

NORTH

SCALE: 1" = 20'

0 10' 20' 40' 80'

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LOT 21 BLOCK 1 DISCOVERY OFFICE PARK
FINAL DEVELOPMENT PLAN NO. 4
SUPERIOR, COLORADO

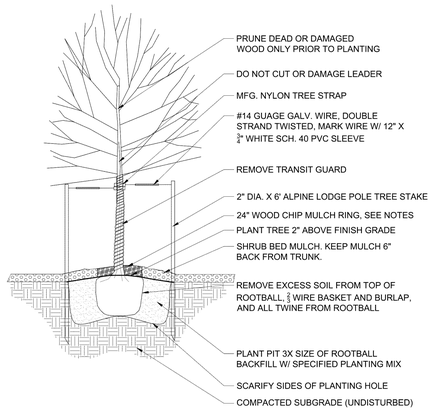
REVISIONS

NO.	DESCRIPTION	DATE
1	TOWN COMMENTS	07/31/25

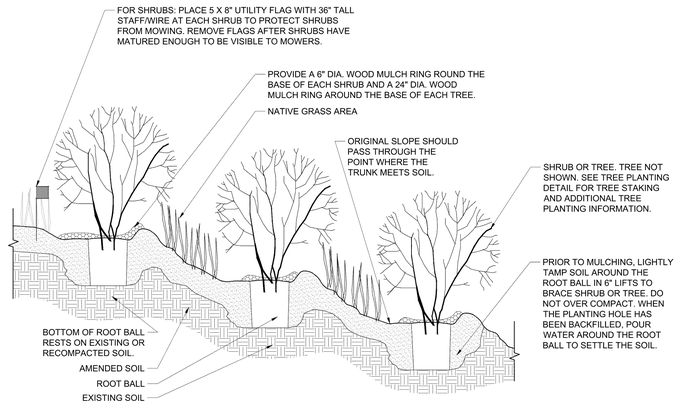
DESIGNED BY: ____ DATE: 5/22/2025
DRAWN BY: ____ SCALE: NONE
CHECKED BY: ____
JOB NO.: ____
DWG NAME: ____

LANDSCAPE PLAN

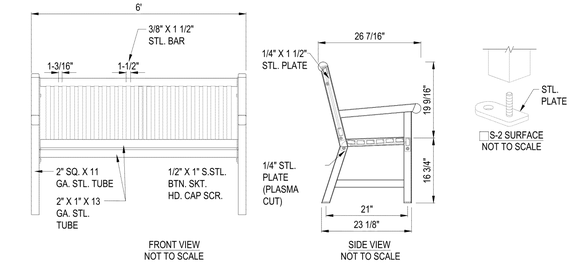
SHEET: L100



1 L200 SECTION
DECIDUOUS TREE PLANTING
NTS



2 L200 SECTION
SHRUB AND TREE PLANTING ON SLOPE (IN NATIVE SEED AREA)
NTS



NOTES:
1. INSTALLATION TO BE COMPLETED IN ACCORDANCE WITH MANUFACTURER'S SPECIFICATIONS.
2. DO NOT SCALE DRAWINGS.
3. ALL STL. MEMBERS COATED W/ ZINC RICH EPOXY THEN FINISHED W/ POLYESTER POWDER COATING.
4. 1/2" X 3 3/4" EXPANSION ANCHOR BOLTS PROVIDED FOR S-2 OPTION.
5. CONTRACTOR'S NOTE: FOR PRODUCT AND PURCHASING INFORMATION VISIT

DUMOR BENCH 118 WITH CUSTOM STRAIGHT TOP

COLOR: "SUDAN" OR SIMILAR BROWN COLOR
FINISH: POLYESTER POWDERCOAT
DIMENSION: 6' LENGTH

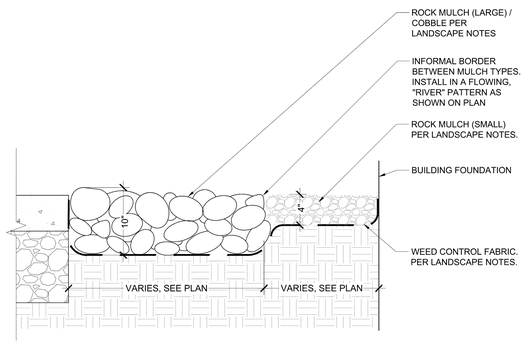
LOCAL REPRESENTATIVE:
Rocky Mountain Recreation
P.O. Box 620411
Littleton, CO 80162
1(800)636-0199 - Toll Free
(303)783-1452 - Office

MODIFIED DETAIL
CADdetails.com

RENDERING OFFERS AN APPROXIMATION OF COLOR.

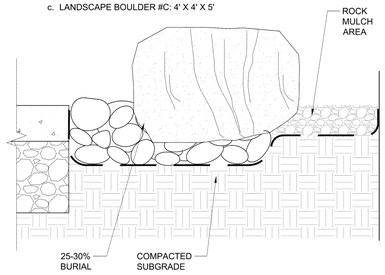
SUDAN

3 L200 STEEL BENCH
NTS



4 L200 Section / NTS
ROCK MULCH AREA ADJACENT TO SOUTH SIDE OF BUILDING (MAINTENANCE ACCESS ONLY)

NOTES:
1. LANDSCAPE BOULDERS TO BE GREY GRANITE AS SUPPLIED BY PIONEER SAND (OR EQUAL).
2. PLACEMENT AS SHOWN ON PLANS. DISTRIBUTE BOULDERS OF VARYING SIZES SIMILAR IN DIMENSION TO THE BELOW AS SHOWN ON PLANS.
   a. LANDSCAPE BOULDER #A: 2' X 2' X 2'
   b. LANDSCAPE BOULDER #B: 3' X 3' X 3'
   c. LANDSCAPE BOULDER #C: 4' X 4' X 5'



5 L200 Section
LANDSCAPE BOULDER
NTS

MONTAGE ORNAMENTAL STEEL FENCE AND GATE

MANUFACTURER: AMERISTAR (OR EQUAL)
COLOR / MODEL: BLACK, 2 OR 3 RAIL, MAJESTIC
FINISH: E-COAT
DIMENSION: 6' HEIGHT
GATE: SINGLE

6 L200 PEDESTRIAN FENCE AND GATE
NTS

GENERAL LANDSCAPE NOTES:
1. ALL PLANT MATERIALS SHALL MEET OR EXCEED CURRENT AMERICAN STANDARD FOR NURSERY STOCK (ANSI Z60.1-2004) AND THE COLORADO NURSERY ACT AND ACCOMPANYING RULES AND REGULATIONS.
2. ALL PLANTS SHALL BE BALLED AND BURLAPPED OR CONTAINER GROWN. BARE ROOT OR SPADED PLANTS WILL NOT BE ACCEPTED.
3. LANDSCAPE CONTRACTOR IS RESPONSIBLE FOR POSITIVE DRAINAGE THROUGHOUT THE SITE WITH ACCURATELY SET FLOW LINES. NO LOW SPOTS OR PONDING OF SURFACE WATER SHALL BE ACCEPTED IN FINAL WORK.
4. MAINTENANCE STATEMENT: ALL LANDSCAPING SHOWN ON THIS PLAN SHALL BE MAINTAINED IN A NEAT AND ADEQUATE MANNER THROUGH THE 1-YEAR WARRANTY PERIOD. REQUIRED MAINTENANCE ACTIVITIES SHALL INCLUDE, BUT ARE NOT LIMITED TO, MOWING OF LAWNS, TRIMMING OF HEDGES, ADEQUATE IRRIGATION, REPLACEMENT OF DEAD, DISEASED OR UNSIGHTLY LANDSCAPING, REMOVAL OF WEEDS FROM PLANTED AREAS, AND APPROPRIATE PRUNING OF PLANT MATERIALS.
5. FINISH GRADE WITHIN PLANTING AND SEEDED AREAS SHALL NOT EXCEED A SLOPE OF 3:1.
7. ALL PLANT MATERIAL AND IRRIGATION LOCATED WITHIN THE PUBLIC RIGHT OF WAY AND ADJACENT METRO DISTRICT AREA SHALL BE PROTECTED OR REPLACED IN KIND AFTER CONSTRUCTION IS COMPLETE. LANDSCAPE WILL BE WARRANTIED AND MAINTAINED FOR 1-YEAR AFTER INSTALLATION.
8. STREET TREES SHALL BE PLACED 5'-0" MIN. FROM BURIED UTILITIES.
9. IRRIGATION: ALL LANDSCAPED AREAS SHALL BE IRRIGATED WITH AN AUTOMATIC IRRIGATION SYSTEM.
   9.1. NATIVE AREAS (AND SHRUBS WITHIN NATIVE AREAS) WILL BE SPRAYED. NATIVE AREA IRRIGATION WILL REMAIN ON THROUGH THE ESTABLISHMENT PERIOD AND THEN TURNED OFF AFTER ESTABLISHMENT (~3 YEARS, TO BE MONITORED). ALL GRASSES AND SHRUB SPECIES WITHIN NATIVE AREAS HAVE BEEN SELECTED TO BE IRRIGATED THROUGH GROW-IN AND THEN BE FREE OF SUPPLEMENTAL WATER EXCEPT DURING SEVERE DROUGHT.
   9.2. TREES WITHIN NATIVE AREAS WILL BE DRIP IRRIGATED AND ON A SEPARATE ZONE.
   9.3. SHRUBS AND PERENNIALS WITHIN THE "DEVELOPED PLANTING AREA" EAST OF THE BUILDING WILL BE DRIP IRRIGATED.
   9.4. CONTRACTOR SHALL BE RESPONSIBLE FOR TAPS, BACKFLOW PREVENTION AND WINTERIZATION SYSTEMS, SLEEVING UNDER PAVED AREAS AND ALL SPRINKLER SYSTEM COMPONENTS NECESSARY FOR A FULLY FUNCTIONAL SYSTEM.
10. SOIL AMENDMENT:
   10.1. LOCATIONS: NONE. ALL PLANTING AREAS ARE NATIVE AREAS AND WILL NOT RECEIVE SOIL AMENDMENT. (EXISTING LANDSCAPE AREAS ARE TO BE PLANTED PER THE EXISTING LANDSCAPE PLANS AND THE NOTES THAT WERE INCLUDED ON THE APPROVED PERMIT PLANS FOR THOSE AREAS).
11. WEED CONTROL FABRIC:
   11.1.1. TYPE: POLYPRO 55, 4.2 OZ. PER SQUARE YARD WOVEN NEEDLE PUNCHED FABRIC AS PROVIDED BY CPS DISTRIBUTORS OR EQUAL. SECURE FABRIC PER MANUFACTURER INSTRUCTIONS.
   11.2. LOCATIONS: INSTALL IN THE ROCK MULCH AREA BETWEEN THE SOUTH SIDE OF THE BUILDING AND RETAINING WALL. DO NOT INSTALL WEED BARRIER FABRIC IN OTHER PLANTING AREAS. (EXISTING LANDSCAPE AREAS ARE TO BE PLANTED PER THE EXISTING LANDSCAPE PLANS AND NOTES).
12. MULCHING:
   12.1. ROCK MULCH (SMALL) TO BE SMOOTH 1" TO 1-1/2" DIA ROCK MULCH IN SHADES OF PINK, MAROON, BEIGE, BROWN AND GREY AS SUPPLIED BY PIONEER SAND OR EQUAL. MULCH TO A DEPTH OF 4". PREPARE SUB-GRADE SO THAT THE TOP OF INSTALLED MULCH IS 1" BELOW THE TOP OF THE ADJACENT PAVEMENT.
   12.2. ROCK MULCH (LARGE) TO BE 4-8" SMOOTH COBBLE AS SUPPLIED BY PIONEER SAND OR APPROVED SUBSTITUTE. SEE ROCK MULCH DETAIL FOR MORE INFORMATION.
   12.3. ALL ROCK MULCH IS TO BE FREE OF SOIL, VEGETATION, DEBRIS, OR OTHER FOREIGN/MAN-MADE MATERIALS. COBBLE MULCH IS NOT TO BE USED IN PLANTING AREAS. SUBMIT SAMPLE TO LANDSCAPE ARCHITECT FOR APPROVAL.
   12.4. WOOD CHIP MULCH:
      12.4.1. TYPE: DOUBLE-SHREDDED WESTERN RED CEDAR WOOD CHIP MULCH AS SUPPLIED BY PIONEER SAND OR EQUAL.
      12.4.2. LOCATIONS: PLACE WOOD CHIP MULCH IN A 6" DIA. RING IN A 24" DIA. RING AT THE BASE OF ALL TREES AND SHRUBS WITHIN THE NATIVE AREAS.

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LOT 21 BLOCK 1 DISCOVERY OFFICE PARK
FINAL DEVELOPMENT PLAN NO. 4
SUPERIOR, COLORADO

REVISIONS

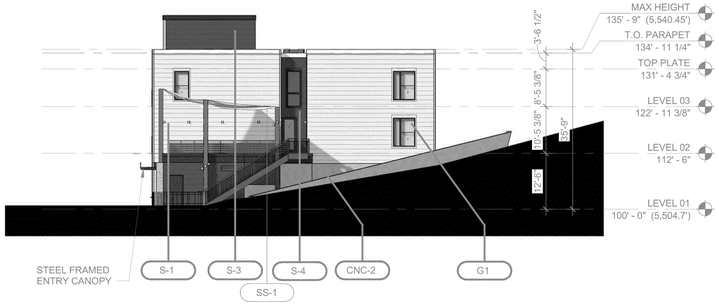
NO.	DESCRIPTION	DATE
1	TOWN COMMENTS	07/31/25

DESIGNED BY: ____ DATE: 5/22/2025
DRAWN BY: ____ SCALE: NONE
CHECKED BY: ____
JOB NO.: ____
DWG NAME: ____

LANDSCAPE DETAILS

SHEET: L200

4 A1.1 SOUTH ELEVATION - FDP
1/16" = 1'-0"



3 A1.1 WEST ELEVATION - FDP
1/16" = 1'-0"

2 A1.1 EAST ELEVATION - FDP
1/16" = 1'-0"

1 A1.1 NORTH ELEVATION - FDP
1/16" = 1'-0"

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DENVER CO 80202
PHONE: 303.436.9551

PENNROSE
Bricks & Mortar | Heart & Soul
1800 WAZEE STREET
SUITE 353
DENVER CO 80202
720.307.8151

LOT 21 BLOCK 1 DISCOVERY OFFICE PARK
FINAL DEVELOPMENT PLAN NO. 4
SUPERIOR, COLORADO

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DESIGNED BY: Designer
DATE: 2025.07.31
DRAWN BY: Author
SCALE:
CHECKED BY: Checker
JOB NO.: 2066
DWG NAME: ELEVATIONS

ELEVATIONS

SHEET:
A1.1

EXTERIOR FINISH SCHEDULE									
FINISH MARK	SPEC SECTION	FINISH DESCRIPTION	MANUFACTURER	PRODUCT	STYLE, COLOR, SIZE	SUSTAINABILITY CRITERIA	COMMENTS	SHOW IN SCHEDULE	Application
RAILING									
MTL-1	57000	STEEL TRLLIS WITH HORIZONTAL INFILLS	-	CUBE METAL PICKET RAILING SYSTEM	POWDER COAT STANDARD COLOR PC-22 MATTE BLACK		-	Yes	RAILING
RL-1	55213	METAL PICKET RAILING (1)	VIVA RAILINGS	CUBE METAL PICKET RAILING SYSTEM	POWDER COAT STANDARD COLOR PC-22 MATTE BLACK		-	Yes	RAILING
WD-1	074243	WOOD COMPOSITE	ALUMINUM	HORIZONTAL PLANK	WOOD TONE TBD, ALUMINUM WOOD TEXTURE		-	Yes	RAILING
SPECIALTIES									
SS-1	-	SHADE SAIL	TBD	-	PRE-FINISHED		N & E FAÇADES, RE: A300s	Yes	SPECIALTIES
V-1	74646	EXTERIOR VENT	TBD	LAP PLANK	ASTROID GRAY, SMOOTH TEXTURE 12 INCH		N & E FAÇADES, RE: A300s	Yes	SPECIALTIES
STOREFRONT									
GLS-1	88813	GLAZING	PILKINGTON	PYROSTOP	INSULATED LOW-E, CLEAR		-	Yes	STOREFRONT
SF-1	74646	ALUMINUM FRAMED STOREFRONTS	KAWNEER	TRIFAB 415T	BLACK, 2.5" x 5" MULLION		N & E FAÇADES, RE: A300s	Yes	STOREFRONT
WALL									
BRK-1	42000	FACE BRICK (1)	GLEN GERY	MODULAR FACE BRICK	EBONITE VELOUR, SMOOTH TEXTURE, FLEMISH BOND		N & E FAÇADES, RE: A300s	Yes	WALL
BRK-2	42000	FACE BRICK (2)	GLEN GERY	SOLDIER COURSE	EBONITE VELOUR, SMOOTH TEXTURE, SOLDIER COURSE		NESW FACADES, RE: A300s	Yes	WALL
BRK-3	42000	FACE BRICK (3)	GLEN GERY	ROWLOCK	EBONITE VELOUR, SMOOTH TEXTURE, ROWLOCK		N & E FAÇADES, RE: A300s	Yes	WALL
BRK-4	42000	FACE BRICK (4)	GLEN GERY	ROWLOCK + SOLDIER	EBONITE VELOUR, SMOOTH TEXTURE, SOLDIER+ROWLOCK COURSE		NESW FACADES, RE: A300s	Yes	WALL
BRK-5	42000	FACE BRICK (5)	GLEN GERY	FLEMISH BOND	EBONITE VELOUR, SMOOTH TEXTURE, FLEMISH BOND		NESW FACADES, RE: A300s	Yes	WALL
CNC-1	33000.01	EXPOSED CONCRETE	-	-	SIKA WOOD TEXTURE NO. 363		-	Yes	WALL
MTL-1	74213.23	METAL WALL PANEL (1)	CITADEL	WALL PANEL (RV) OR (RR)	BLACK, SMOOTH TEXTURE. RE: ELEVATIONS FOR SIZE		N & E FAÇADES, RE: A300s	Yes	WALL
S-1	74646	FIBER CEMENT (1)	JAMES HARDIE	LAP PLANK	WHITE BUNGALOW, SMOOTH TEXTURE 12 INCH		N & E FAÇADES, RE: A300s	Yes	WALL
S-2	74646	FIBER CEMENT (2)	JAMES HARDIE	LAP PLANK	WHITE BUNGALOW, SMOOTH TEXTURE, 4 INCH		N & E FAÇADES, RE: A300s	Yes	WALL
S-3	74646	FIBER CEMENT (3)	JAMES HARDIE	LAP PLANK	DARK SMOOTH TEXTURE 12 INCH		N & E FAÇADES, RE: A300s	Yes	WALL
S-4	74646	FIBER CEMENT (4)	JAMES HARDIE	LAP PLANK	ASTROID GRAY, SMOOTH TEXTURE 12 INCH		N & E FAÇADES, RE: A300s	Yes	WALL

S-1

J-Hardie Fiber Cement
Lap Siding 12" Light

S-3

J-Hardie Fiber Cement
Lap Siding 12" Dark

SF-1

Storefront
Black

S-2

J-Hardie Fiber Cement
Lap Siding 4" Light

S-4

J-Hardie Fiber Cement
Lap Siding 4" Dark

G-1

Window
Black

CNC-1

Concrete
Board form

CNC-2

Concrete
Regular form

SS-1

Amenity Deck Shade
Sail Shades

BRK-1
BRK-2
BRK-3

Masonry Veneer
Flemish bond

WD-1
RL-1

Juliette Balcony
Prefinished aluminum

V-1

X-Vent
Prefinished to match material it is placed in

BRK-5

Brick Punched Articulation
Within flemish bond. Color to match Masonry Veneer

MTL-1

Metal Panel
Matte finished panel

MATERIALS LEGEND

SAR+

1550 WYNKOOP ST. SUITE 100
DENVER CO 80202
PHONE: 303.436.9551

PENNROSE
Bricks & Mortar | Heart & Soul

1800 WAZEE STREET
SUITE 353
DENVER CO 80202
720.307.8151

LOT 21 BLOCK 1 DISCOVERY OFFICE PARK
FINAL DEVELOPMENT PLAN NO. 4
SUPERIOR, COLORADO

REVISIONS:

NO.	DESCRIPTION	DATE
1	TOWN COMMENTS	07/31/25

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 SuperiorMunicipal Code. The terms and conditions of such plan approval are contained in Resolution No._____ adopted by the Town Council on _____ and available at the , available at the Superior Town Hall, 124 East Coal Creek Drive, Superior, Colorado.

DESIGNED BY: XXX
DRAWN BY: LBJ
CHECKED BY: S
DATE: 2025.07.31
SCALE:
JOB NO.: 2066
DWG NAME: EXTERIOR FINISH SCHEDULE

EXTERIOR FINISH SCHEDULE

SHEET:
A2.1

NORTH WEST CORNER AERIAL PERSPECTIVE LOOKING EAST

NORTH CORNER AERIAL PERSPECTIVE LOOKING SOUTH

SAR+

1550 WYNKOOP ST. SUITE 100
DENVER CO 80202
PHONE: 303.436.9551

PENNROSE
Bricks & Mortar | Heart & Soul

1800 WAZEE STREET
SUITE 353
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LOT 21 BLOCK 1 DISCOVERY OFFICE PARK
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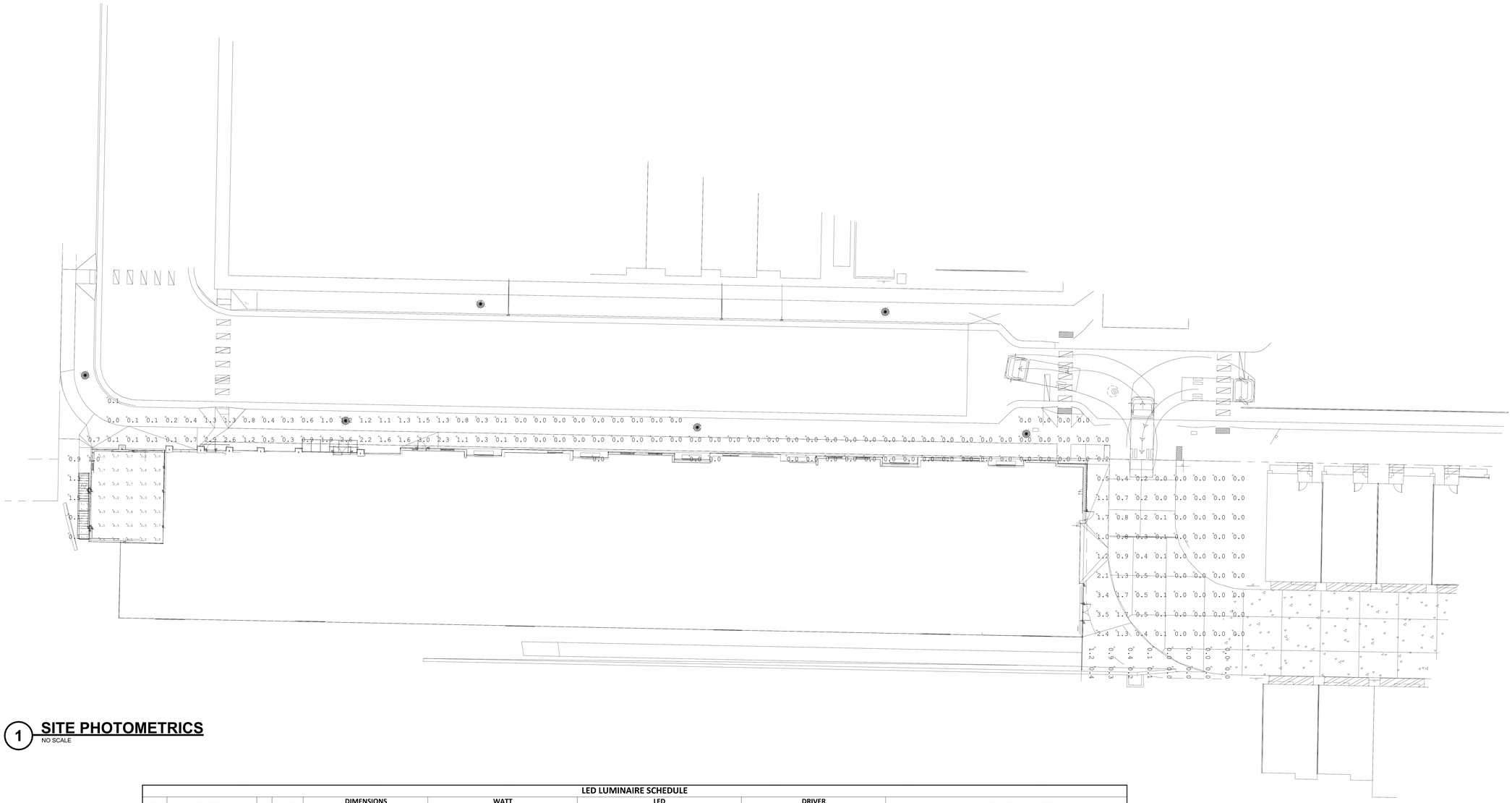
DESIGNED BY: Designer
DRAWN BY: Author
CHECKED BY: Checker
DATE: 2025.07.31
SCALE:
JOB NO.: 2066
DWG NAME: EXTERIOR PERSPECTIVE

EXTERIOR PERSPECTIVE

SHEET:
A3.1



1 SITE PHOTOMETRICS
NO SCALE

LED LUMINAIRE SCHEDULE

ITEM	DESCRIPTION	L/L	MTG	DIMENSIONS				WATT		LED			DRIVER		MANUFACTURER AND MODEL
				L	W	H	DIA.	ANSI WATTS	PER	TYPE	QTY	DELIVERED LUMENS (MIN)	VOLTS	TYPE	
W1	ARCHITECTURAL WALL...	O	WALL	-	11.5"	9"	-	18 W	FIX	LED	1	700 LUMENS	MVOLT	0-10V	WEDG2 LED P0 30K 80CRI MVOLT

SAR+
1550 WYNKOOP ST. SUITE 100
DENVER CO 80202
PHONE: 303.436.9551

KITE ROUTE CROSSING
0 Canary Lane
Superior CO 80027

NOT FOR CONSTRUCTION

Issue Date

Project Status

Revisions:
Date No. Remarks

IMEG 7600 E ORCHARD ROAD SUITE 210-S GREENWOOD VILLAGE, CO 80111 P: 303.796.6000
www.imegcorp.com

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0 1 2 3
REF. SCALE IN INCHES
PROJECT #25001913.00

SITE PHOTOMETRICS PLAN

E1.0

FOR REVIEW ONLY - NOT FOR CONSTRUCTION

7/21/2025 5:44:10 PM Autodesk Docs://2066 - Superior Affordable\MEP24_25001913.00_Kite Route Crossing_C.rvt

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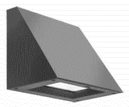


WDGE2 LED
Architectural Wall Sconce
Visual Comfort Optic

Catalog Number

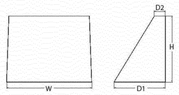
Notes

Type

Hit the Tab key or mouse over the page to see all interactive elements.

Specifications

Depth (D1): 7"
Depth (D2): 1.5"
Height: 9"
Width: 11.5"
Weight: (without options) 13.5 lbs



design select — Items marked by a shaded background qualify for the Design Select program and ship in 15 days or less. To learn more about Design Select, visit www.acuitybrands.com/designselect. *See ordering tree for details.

Introduction

The WDGE LED family is designed to meet specifier's every wall-mounted lighting need in a widely accepted shape that blends with any architecture. The clean rectilinear design comes in four sizes with lumen packages ranging from 1,200 to 25,000 lumens, providing a true site-wide solution. Embedded with nLight® AIR wireless controls, the WDGE family provides additional energy savings and code compliance.

WDGE2 delivers up to 6,000 lumens with a soft, non-pixelated light source, creating a visually comfortable environment. When combined with multiple integrated emergency battery backup options, including an 18W cold temperature option, the WDGE2 becomes the ideal wall-mounted lighting solution for pedestrian scale applications in any environment.

WDGE LED Family Overview

Luminaire	Optics	Standard EM, 0°C	Cold EM, -20°C	Sensor	Approximate Lumens (4000K, 80CRI)					
					P0	P1	P2	P3	P4	P5	P6
WDGE1 LED	Visual Comfort	4W		--	750	1,200	2,000	--	--	--	--
WDGE2 LED	Visual Comfort	10W	18W	Standalone / nLight	--	1,200	2,000	3,000	4,500	6,000	--
WDGE2 LED	Precision Refractive	10W	18W	Standalone / nLight	700	1,200	2,000	3,200	4,200	--	--
WDGE3 LED	Precision Refractive	15W	30W	Standalone / nLight	6,000	7,500	8,500	10,000	12,000	--	--
WDGE4 LED	Precision Refractive			Standalone / nLight	--	12,000	16,000	18,000	20,000	22,000	25,000

Ordering Information

EXAMPLE: WDGE2 LED P3 40K 80CRI VF MVOLT SRM DDBXD

Series	Package		Color Temperature		CRI	Distribution		Voltage	Mounting	
WDGE2 LED	P1[1]	P1SW	27K	2700K	80CRI	VF	Visual comfort forward throw	MVOLT	Shipped included	
	P2[1]	P2SW	30K	3000K	90CRI	VW	Visual comfort wide	347[2]	SRM	Surface-mounted back box
	P3[1]	P3SW	35K	3500K				480[2]	ICW	Indirect Canopy/Ceiling Washer bracket (dry/damp locations only)[3]
	P4[1]	Door with small window (SW) is required to accommodate sensors. See page 2 for more details.	40K	4000K						
	P5[1]		50K[4]	5000K						

Shipped separately	
AWS	3/8inch Architectural wall spacer[5]
PBBW	Surface-mounted back box (top, left, right conduit entry). Use when there is no junction box available.[5]

Options			
E4WH	Emergency battery backup, Certified in CA Title 20 MAED3; (4W, 4°C min)	**Standalone Sensors/Controls** (only available with P1SW, P2SW & P3SW)	DDBXD Dark bronze
E10WH	Emergency battery backup, Certified in CA Title 20 MAED3; (10W, 0°C min)	PIR Bi-level (100/35%) motion sensor for 8-15' mounting heights. Intended for use on switched circuits with external dusk to dawn switching.	DBLXD Black
E20WC	Emergency battery backup, Certified in CA Title 20 MAED3; (18W, -20°C min)	PIRH Bi-level (100/35%) motion sensor for 8-15' mounting heights with photocell pre-programmed for dusk to dawn operation.	DNAXD Natural aluminum
PE	Photocell, Button Type[1]	PIR1FC3V Bi-level (100/35%) motion sensor for 8-15' mounting heights with photocell pre-programmed for dusk to dawn operation.	DWHXD White
DS	Dual-switching (comes with 2 drivers and 2 light engines; see page 3 for details)[2]	PIRH1FC3V Bi-level (100/35%) motion sensor for 15-30' mounting heights with photocell pre-programmed for dusk to dawn operation.	DSSTD Sandstone
DMG	0-10V dimming wires pulled outside fixture (for use with an external control, ordered separately)[3]	**Networked Sensors/Controls** (only available with P1SW, P2SW & P3SW)	DDBTXD Textured dark bronze
BCE	Bottom conduit entry for back box (PBBW). Total of 4 entry points.	NLTAIR2 PIR Embedded wireless controls by nLight with Passive Infrared Occ sensor and on/off photocell for 8-15' mounting heights.	DBLBXD Textured black
DSLE	Dual Switching (T3 Driver, 2 Light Engines)	NLTAIR2 PIRH Embedded wireless controls by nLight with Passive Infrared Occ sensor and on/off photocell for 8-15' mounting heights.	DNATXD Textured natural aluminum
CCE	Coastal Construction[4]	NLTAIRE2 PIR Embedded wireless controls by nLight with UL924 listed emergency operation, Passive Infrared Occ sensor and on/off photocell for 8-15' mounting heights[2]	DWHGXD Textured white
		NLTAIRE2 PIRH Embedded wireless controls by nLight with UL924 listed emergency operation, Passive Infrared Occ sensor and on/off photocell for 15-30' mounting heights[2]	DSSTXD Textured sandstone
		See page 4 for out of box functionality	

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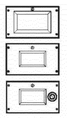
Accessories

Ordered and shipped separately

WDGEAWS DDBXD — WDGE3 36inch Architectural Wall Spacer (specify finish)
WDGE2PBBW DDBXD U — WDGE2 surface-mounted back box (specify finish)

NOTES
1 P1, P2 not available with sensors/controls. Sensors/controls only available with P3SW, P23W and P3SW.
2 50K not available in 90CRI.
3 347V and 480V not available with E4WH, E10WH, E20WC, DS or DSLE.
4 Not qualified for DLC. Not available with emergency battery backup or sensors/controls.
5 For PBBW and AWS with CCE option,require an RPA.
6 PE not available in 480V or with sensors/controls.
7 DS option not available with E4WH, E10WH, E20WC or sensors/controls.
8 DMG option not available with sensors/controls.
9 Available with MVOLT only and only rated to 25C ambient.



Default configuration with no sensors/controls.
Power Packages: P1, P2, P3, P4, P5

Small Window (SW) configuration
Power Packages: P15W, P25W, P35W

Configuration with sensors/controls
Power Packages: P15W, P25W, P35W

Performance Data

Lumen Output

Lumen values are from photometric tests performed in accordance with IESNA LM-79-08. Data is considered to be representative of the configurations shown, within the tolerances allowed by Lighting Facts. Contact factory for performance data on any configurations not shown here.

Performance Package	System Watts	Dist. Type	27K (2700K, 80 CRI)					30K (3000K, 80 CRI)					35K (3500K, 80 CRI)					40K (4000K, 80 CRI)					50K (5000K, 80 CRI)				
			Lumens	LPW	B	U	G	Lumens	LPW	B	U	G	Lumens	LPW	B	U	G	Lumens	LPW	B	U	G	Lumens	LPW	B	U	G
P1 / P15W	10W	VF	1,166	119	0	0	0	1,209	122	0	0	0	1,203	120	0	0	0	1,256	128	0	0	0	1,254	128	0	0	0
		VW	1,197	122	0	0	0	1,241	126	0	0	0	1,284	131	0	0	0	1,289	131	0	0	0	1,286	131	0	0	0
P2 / P25W	15W	VF	1,878	129	1	0	0	1,947	134	1	0	0	2,015	139	1	0	0	2,023	139	1	0	0	2,019	139	1	0	0
		VW	1,927	133	1	0	0	1,997	137	1	0	0	2,067	142	1	0	0	2,075	143	1	0	0	2,071	143	1	0	0
P3 / P35W	23W	VF	2,908	129	1	0	0	3,015	134	1	0	0	3,119	138	1	0	0	3,132	139	1	0	0	3,126	139	1	0	0
		VW	2,983	132	1	0	0	3,093	137	1	0	0	3,200	142	1	0	0	3,213	143	1	0	0	3,206	142	1	0	0
P4	35W	VF	4,096	117	1	0	1	4,247	121	1	0	1	4,394	126	1	0	1	4,412	126	1	0	1	4,403	126	1	0	1
		VW	4,202	120	1	0	0	4,357	125	1	0	1	4,508	129	1	0	1	4,526	129	1	0	1	4,517	129	1	0	1
P5	48W	VF	5,567	115	1	0	1	5,772	119	1	0	1	5,972	123	1	0	1	5,996	124	1	0	1	5,984	124	1	0	1
		VW	5,711	118	1	0	1	5,921	122	1	0	1	6,127	126	1	0	1	6,151	127	1	0	1	6,139	127	1	0	1

Electrical Load

Performance Package	System Watts	Current (A)					
		120V	208V	240V	277V	347V	480V
P1 / P15W	10W	0.082	0.049	0.043	0.038	--	--
	15W	--	--	--	--	0.046	0.033
P2 / P25W	15W	0.132	0.081	0.072	0.064	--	--
	18W	--	--	--	--	0.056	0.041
P3 / P35W	23W	0.195	0.114	0.100	0.088	--	--
	26W	--	--	--	--	0.079	0.058
P4	35W	0.302	0.175	0.152	0.134	--	--
	38W	--	--	--	--	0.115	0.086
P5	48W	0.434	0.241	0.211	0.184	--	--
	52W	--	--	--	--	0.157	0.119

Lumen Multiplier for 90CRI

CCT	Multiplier
27K	0.845
30K	0.867
35K	0.845
40K	0.885
50K	0.898

Lumen Output in Emergency Mode (4000K, 80 CRI)

Option	Dist. Type	Lumens
E4WH	VF	646
	VW	647
E10WH	VF	1,658
	VW	1,701
E20WC	VF	2,840
	VW	2,913

Lumen Ambient Temperature (LAT) Multipliers

Use these factors to determine relative lumen output for average ambient temperatures from 0-40°C (32-104°F).

Ambient	Lumen Multiplier
0°C	32°F	1.03
10°C	50°F	1.02
20°C	68°F	1.01
25°C	77°F	1.00
30°C	86°F	0.99
40°C	104°F	0.98

Projected LED Lumen Maintenance

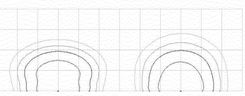
Data references the extrapolated performance projections for the platforma noted in a 25°C ambient, based on 10,000 hours of LED testing (tested per IESNA LM-80-08 and projected per IESNA TM-21-11).

To calculate L70, use the lumen maintenance factor that corresponds to the desired number of operating hours below. For other lumen maintenance values, contact factory.

Operating Hours	0	25,000	50,000	100,000
Lumen Maintenance Factor	1.0	>0.96	>0.95	>0.91

Photometric Diagrams

To see complete photometric reports or download .ies files for this product, visit the Lithonia Lighting WDGE LED homepage. Tested in accordance with IESNA LM-79 and LM-80 standards.



WDGE2 LED P3 40K 80CRI VW — WDGE2 LED P3 40K 80CRI VF

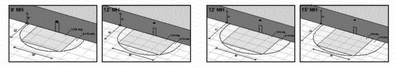
Emergency Egress Options

Emergency Battery Backup

The emergency battery backup is integral to the luminaire — no external housing required! This design provides reliable emergency operation while maintaining the aesthetics of the product. All emergency battery backup configurations include an independent secondary driver with an integral relay to immediately detect loss of normal power and automatically energize the luminaire. The emergency battery will power for a minimum duration of 90 minutes (maximum duration of three hours) from the time normal power is lost and maintain a minimum of 60% of the light output at the end of 90minutes.

Applicable codes: NFPA 70/NEC – section 700.16, NFPA 101 Life Safety Code Section 7.9

The examples below show illuminance of 1 fc average and 0.1 fc minimum in emergency mode with E10WH or E20WC and VF distribution.

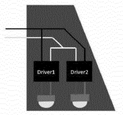


WDGE2 LED xx 40K 80CRI VF MVOLT E10WH — WDGE2 LED xx 40K 80CRI VF MVOLT E20WC

Dual Switching (DS) Option

The dual switching option offers operational redundancy that certain codes require. With this option the luminaire comes integrated with two drivers and two light engines. These work completely independent to each other so that a failure of any individual component does not cause the whole luminaire to go dark.

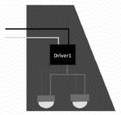
Applicable codes: NFPA 70/NEC – section 700.16, NFPA 101 Life Safety Code Section 7.9



Dual Switching Light Engine (DSLE) Option

The dual switching option offers operational redundancy that certain codes require. With this option the luminaire comes integrated with one driver and two light engines. These work completely independent to each other so that a failure of either light engine does not cause the whole luminaire to go dark.

Applicable codes: NFPA 70/NEC – section 700.16, NFPA 101 Life Safety Code Section 7.9



LITHONIA LIGHTING. COMMERCIAL OUTDOOR One Lithonia Way • Conyers, Georgia 30012 • Phone: 1-800-705-SERV (7378) • www.lithonia.com WDGE2 LED Rev. 04/02/25
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Control / Sensor Options

Motion/Ambient Sensor (PIR _, PIRH _)

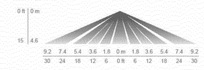
Motion/Ambient sensor (Sensor Switch MSCO) is integrated into the the luminaire. The sensor provides both Motion and Daylight based dimming of the luminaire. For motion detection, the sensor utilizes 100% Digital Passive Infrared (PIR) technology that is tuned for walking size motion while preventing false tripping from the environment. The integrated photocell enables additional energy savings during daytime periods when there is sufficient daylight. Optimize sensor coverage by either selecting PIR or PIRH option. PIR option comes with a sensor lens that is optimized to provide maximum coverage for mounting heights between 8-15ft; while PIRH is optimized for 15-40ft mounting height.

Networked Control (NLTAIR2)

nLight® AIR is a wireless lighting controls platform that allows for seamless integration of both indoor and outdoor luminaires. Five-tier security architecture, 900 MHz wireless communication and app (CLARITY™ Pro) based configurability combined together make nLight® AIR a secure, reliable and easy to use platform.

PIR

HIGH VIEW



PIRH

Option	Dim Level	High Level (when triggered)	Photocell Operation	Motion Time Delay	Ramp-down Time	Ramp-up Time
PIR or PIRH	Motion - 3V (37% of full output) Photocell - ON (turned off)	10V (100% output)	Enabled @ 5fc	5 min	5 min	Motion - 3 sec Photocell - 45 sec
PIR1FC3V, PIRH1FC3V	Motion - 3V (37% of full output) Photocell - ON (turned off)	10V (100% output)	Enabled @ 1fc	5 min	5 min	Motion - 3 sec Photocell - 45 sec
NLTAIR2 PIR, NLTAIR2 PIRH (out of box)	Motion - 3V (37% of full output) Photocell - ON (turned off)	10V (100% output)	Enabled @ 5fc	7.5 min	5 min	Motion - 3 sec Photocell - 45 sec

UL 924 Response – nLight AIR Devices with EM Option

- NLTAIREM2 devices will remain at their high-end trim and ignore wireless lighting control commands, unless a normal-power-sensed (NPS) broadcast is received at least every 8 seconds.
- Using the CLARITY+ mobile app, NLTAIREM2 devices must be associated with a group that includes a normal power sensing device to receive NPS broadcasts.
- The non-emergency devices, NLTAIR2 PIR and NLTAIR2 PIRH, with version 3.4 or later firmware can be used for normal power sensing.

LITHONIA LIGHTING. COMMERCIAL OUTDOOR One Lithonia Way • Conyers, Georgia 30012 • Phone: 1-800-705-SERV (7378) • www.lithonia.com WDGE2 LED Rev. 04/02/25
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Mounting, Options & Accessories

NLTAIR2 PIR – nLight AIR Motion/Ambient Sensor
D = 7"
H = 11"
W = 11.5"

PBBW – Surface-Mounted Back Box Use when there is no junction box available.
D = 1.75"
H = 9"
W = 11.5"

AWS – 3/8inch Architectural Wall Spacer
D = 0.38"
H = 4.4"
W = 7.5"

FEATURES & SPECIFICATIONS

INTENDED USE
Common architectural look, with clean rectilinear shape, of the WDGE LED was designed to blend with any type of construction, whether it be lit-up, frame or brick. Applications include commercial offices, warehouses, hospitals, schools, malls, restaurants, and other commercial buildings.

CONSTRUCTION
The single-piece die-cast aluminum housing integrates secondary heat sinks to optimize thermal transfer from the internal light engine heat sinks and promote long life. The driver is mounted in direct contact with the casting for a low operating temperature and long life. The die-cast door frame is fully gasketed with a one-piece solid silicone gasket to keep out moisture and dust, providing an IP66 rating for the luminaire.

FINISH
Exterior painted parts are protected by a zinc-infused Super Durable TGIC thermoset powder coat finish that provides superior resistance to corrosion and weathering. A tightly controlled multi-stage process ensures a 3 mils thickness for a finish that can withstand extreme climate changes without cracking or peeling. Standard Super Durable colors include dark bronze, black, natural aluminum, sandstone and white. Available in textured and non-textured finishes.

OPTICS
Well crafted reflector optics allow the light engine to be recessed within the luminaire, providing visual comfort, superior distribution, uniformity, and spacing in wall-mount applications. The WDGE LED has zero uplight and qualifies as a Nighttime Friendly™ product, meaning it is consistent with the LEED® and Green Globes™ criteria for eliminating wasteful uplight.

ELECTRICAL
Light engine consists of high-efficacy LEDs mounted to metal-core circuit boards to maximize heat dissipation and promote long life (up to L91/100,000 hours at 25°C). The electronic driver has a power factor of >90%, THD <20%. Luminaire comes with built in 6kV surge protection, which meets a minimum Category C low exposure (per ANSI/IEEE C62.41.2). Fixture ships standard with 0-10v dimmable driver.

INSTALLATION
A universal mounting plate with integral mounting support arms allows the fixture to hinge down for easy access while making wiring connections. The 3/8" Architectural Wall Spacer (AWS) can be used to create a floating appearance or to accommodate small imperfections in the wall surface. The ICW option can be used to mount the luminaire inverted for indirect lighting in dry and damp locations. Design can withstand up to a 3 G-vibration load rating per ANSI C136.31.

LISTINGS
CSA certified to U.S. and Canadian standards. Luminaire is IP66 rated. PIR options are rated for wet location. Rated for -40°C minimum ambient. DesignLights Consortium® (DLC) Premium qualified product and DLC qualified product. Not all versions of this product may be DLC Premium qualified or DLC qualified. Please check the DLC Qualified Products List at www.designlights.org/QPL to confirm which versions are qualified. International Dark-Sky Association (IDA) Fixture Seal of Approval (FSA) is available for all products on this page utilizing 2700K and 3000K color temperature only and SRM mounting only.

GOVERNMENT PROCUREMENT
BABA – Build America Buy America: Product qualifies as produced in the United States under the definitions of the Build America, Buy America Act.
Please refer to www.acuitybrands.com/buy-american for additional information.

WARRANTY
5-year limited warranty. This is the only warranty provided and no other statements in this specification sheet create any warranty of any kind. All other express and implied warranties are disclaimed. Complete warranty terms located at: www.acuitybrands.com/support/warranty/terms-and-conditions

Note: Actual performance may differ as a result of end-user environment and application. All values are design or typical values, measured under laboratory conditions at 25 °C. Specifications subject to change without notice.

LITHONIA LIGHTING. COMMERCIAL OUTDOOR One Lithonia Way • Conyers, Georgia 30012 • Phone: 1-800-705-SERV (7378) • www.lithonia.com WDGE2 LED Rev. 04/02/25
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SAR+
1550 WYNKOOP ST. SUITE 100
DENVER, CO 80202
PHONE: 303.436.9551

KITE ROUTE CROSSING
0 Canary Lane
Superior CO 80027

NOT FOR CONSTRUCTION

Issue Date

Project Status

Revisions:

Date	No.	Remarks

IMEG
7600 E ORCHARD ROAD
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GREENWOOD VILLAGE, CO 80111
P: 303.796.6000
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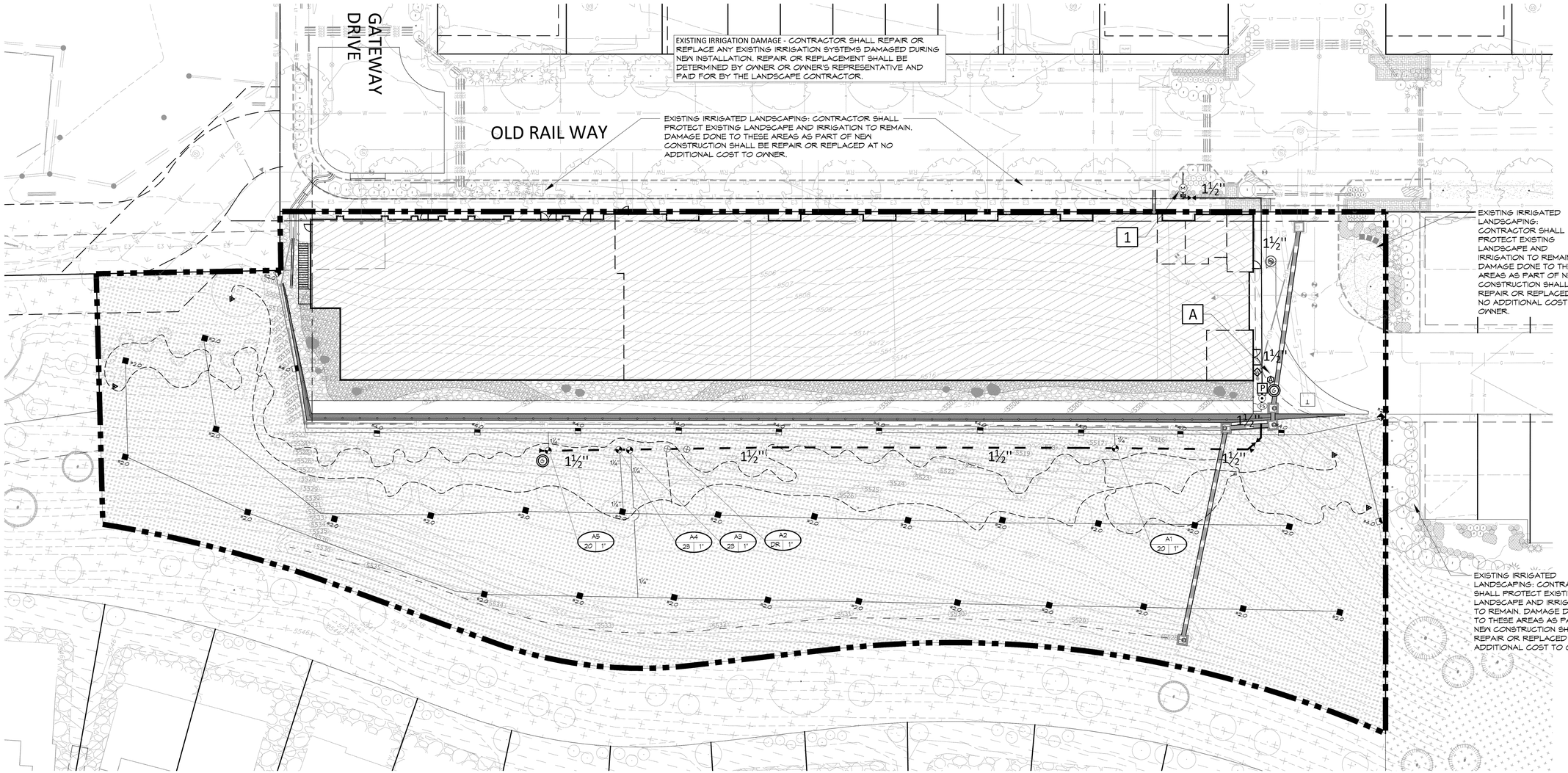
0 1 2 3
REF. SCALE IN INCHES PROJECT #25001913.00

LIGHTING CUTSHEETS

E1.1

FOR REVIEW ONLY - NOT FOR CONSTRUCTION



1 POINT OF CONNECTION #1 - 1" NON-POTABLE

PEAK FLOW REQUIREMENT: 26 GPM. REQUIRED STATIC PRESSURE: 65 PSI MIN. (BOOSTER PUMP WILL BE REQUIRED TO PRODUCE 95 PSI MIN. PSI).
TIE ONTO EXISTING 4" PVC NON-POTABLE STUB-OUT AT 54" DEPTH IN THIS APPROXIMATE LOCATION (RE:CIVIL PLANS). INSTALL ONE 1" CORP. STOP, ONE 1" METER AND METER PIT (PER TOWN OF SUPERIOR STANDARDS AND DETAILS) AND EXTEND 1" TYPE K SOFT COPPER AT 54" MINIMUM DEPTH TO ONE 1" STOP AND WASTE VALVE. AFTER S&W VALVE UPSIZE TO 1.5" AND RAISE PIPE DEPTH TO 24", INSTALL ONE 1.5" GATE VALVE AND EXTEND 1.5" HDPE POLY SERVICE LINE TO BOOSTER PUMP LOCATION, USE A CONTINUOUS LENGTH OF PIPE AND FUSION WELD ANY FITTINGS AS REQUIRED. INSTALL ONE BOOSTER PUMP ASSEMBLY 2 HP, 240V -1 PHASE), ONE QUICK COUPLING VALVE, ONE 1" FLOW SENSOR, ONE 1" MASTER VALVE (AT 24" DEPTH) AND EXTEND NEW 1.5" PVC MAINLINE AS SHOWN. 240 VOLT, SINGLE PHASE POWER IS AVAILABLE WITHIN 15 LF. OF PUMP LOCATION FROM METER. POWER PEDESTAL (REFER TO ELECTRICAL PLANS). ELECTRICAL METER, WIRE/CONDUIT, STEP-DOWN TRANSFORMER (IF REQUIRED) AND POWER CONNECTION TO PUMP IS BY CONTRACTOR WITH WORK CONFORMING TO LOCAL CODES. EXTEND ONE PE89 SHIELDED CABLE FROM FLOW SENSOR TO DATA RETRIEVAL UNIT LOCATED IN CONTROLLER "A". EXTEND 4 UFUL14# WIRE (TWO ORANGE AND TWO BLUE) AND CONNECT 2 OF THE WIRES FROM THE MASTER VALVE TO THE DATA RETRIEVAL BOARD IN CONTROLLER "A". SEE DETAIL SHEET FOR REQUIRED PIPE LENGTHS UPSTREAM AND DOWNSTREAM OF FLOW SENSING UNIT. WORK SHALL CONFORM TO LOCAL CODE. FEES AND PERMITS ASSOCIATED WITH WORK ARE TO BE OBTAINED AND PAID FOR BY CONTRACTOR.

A CONTROLLER LOCATION "A"

PEDESTAL MOUNT ONE TORO SENTINEL SBAPS1U CONTROLLER, AT INDICATED LOCATION. 120 VOLT POWER IS AVAILABLE WITHIN 15 LF. OF CONTROLLER LOCATION FROM METER. POWER PEDESTAL (REFER TO ELECTRICAL PLANS). ELECTRICAL METER, WIRE/CONDUIT, STEP-DOWN TRANSFORMER (IF REQUIRED) AND POWER CONNECTION TO CONTROLLER IS BY CONTRACTOR WITH WORK CONFORMING TO LOCAL CODES. EXTEND PE89 SHIELDED CABLE FROM THE FLOW SENSOR AND 4 #14 UFUL WIRES (TWO BLUE AND TWO ORANGE) FROM MASTER VALVE TO ASSOCIATED CONTROLLER. CONNECT WIRES TO THE APPROPRIATE SENSOR INPUT PORTS. FEES AND PERMITS ASSOCIATED WITH WORK ARE TO BE OBTAINED AND PAID BY CONTRACTOR. FINAL CONTROLLER LOCATION SHALL BE APPROVED BY CONSULTANT OR OWNER'S REPRESENTATIVE PRIOR TO INSTALLATION. MOUNT ONE RAIN/FREEZE SENSOR ON A POLE WHERE THERE IS 20 FT. OF CLEARANCE FROM ANY OVERHANG OR OBSTRUCTING FEATURE. INSTALL RAIN/FREEZE SENSOR RECEIVER IN CONTROLLER ENCLOSURE. FINAL RAIN/FREEZE SENSOR LOCATION SHALL BE APPROVED BY CONSULTANT OR OWNER'S REPRESENTATIVE PRIOR TO INSTALLATION.

NORTH

SCALE: 1" = 20'
0 10' 20' 40' 80'

REFER TO SHEET

IR1.1	IRRIGATION PLAN
IR1.2	IRRIGATION NOTES & SCHEDULE
IR1.3 TO IR1.5	IRRIGATION DETAILS

BENJAMIN JAMES TRUMAN 011099 REGISTERED LANDSCAPE ARCHITECT

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LOT 21 BLOCK 1 DISCOVERY OFFICE PARK
FINAL DEVELOPMENT PLAN NO. 4
SUPERIOR, COLORADO

REVISIONS

NO.	DESCRIPTION	DATE
1	TOWN COMMENTS	07/31/25

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. The terms and conditions of such plan approval are contained in Resolution No._____ adopted by the Town Council on _____ and available at the , available at the Superior Town Hall, 124 East Coal Creek Drive, Superior, Colorado.

DESIGNED BY:	KJD	DATE: 5/22/2025	
DRAWN BY:	KJD	SCALE:NONE	
CHECKED BY:	JSB		
JOB NO.:	365.001		
DWG NAME:			

IRRIGATION PLAN

SHEET: IR1.1

IRRIGATION CONSTRUCTION NOTES

1. DRAWINGS AND BASE INFORMATION – ALL BASE AND PLANTING INFORMATION HAVE BEEN PROVIDED BY TEXTURE GREEN. THE CONTRACTOR IS RESPONSIBLE TO NOTIFY HYDROSYSTEMS*KDI OF ANY DISCREPANCIES BETWEEN THE UTILITY OR PLANTING PLANS AND THE IRRIGATION PLAN. IF CONTRACTOR FAILS TO NOTIFY HYDROSYSTEMS*KDI AND MAKES CHANGES TO THE IRRIGATION SYSTEM DESIGN, HE ASSUMES ALL COSTS AND LIABILITIES ASSOCIATED WITH THOSE FIELD CHANGES. REFER TO SPECIFICATIONS FOR ADDITIONAL PROJECT REQUIREMENTS.

2. SYSTEM PRESSURE - HYDROSYSTEMS*KDI HAS CONTACTED THE LOCAL WATER DISTRICT THAT SERVES THIS SITE AND THEY HAVE BEEN TOLD THAT THE STATIC WATER PRESSURE IN THIS AREA SHOULD BE **65** PSI. THE CONTRACTOR IS RESPONSIBLE TO FIELD VERIFY PRESSURE PRIOR TO COMMENCING ANY CONSTRUCTION AND NOTIFY HYDROSYSTEMS*KDI OF ANY VARIANCE FROM THE STATED PRESSURE IMMEDIATELY. WRITTEN DOCUMENTATION OF PRESSURE TEST AND RESULTS SHALL BE PROVIDED TO HYDROSYSTEMS*KDI AT CONSTRUCTION ONSET. IF CONTRACTOR FAILS TO FIELD VERIFY PRESSURE AND/OR NOTIFY HYDROSYSTEMS*KDI OR ANY VARIATIONS FROM THIS PRESSURE, THEN HE ASSUMES ALL CONSTRUCTION AND ENGINEERING COSTS ASSOCIATED WITH SYSTEM MODIFICATIONS REQUIRED TO ACCOMMODATE ACTUAL SITE PRESSURE. THIS SYSTEM HAS BEEN DESIGNED FOR A REQUIRED STATIC PRESSURE OF **65** PSI MINIMUM AND A BOOSTER PUMP WILL BE REQUIRED, REFER TO POC NOTES FOR BOOST REQUIREMENTS.

3. IRRIGATION SYSTEM OPERATION INTENT - THIS IRRIGATION SYSTEM HAS BEEN DESIGNED TO IRRIGATE THE ESTABLISHED LANDSCAPE WITHIN A SIX NIGHT PER WEEK, SIX HOUR PER NIGHT WATERING WINDOW. ESTABLISHMENT WATERING WILL REQUIRE UP TO TWICE AS MUCH IRRIGATION FOR A FOUR TO SIX WEEK PERIOD. THE DESIGN IS BASED ON THE FOLLOWING PROJECTED WEEKLY APPLICATION RATES AFTER ESTABLISHMENT. THESE FIGURES ARE BASED ON A 30-YEAR AVERAGE WEATHER DATA AND WILL NEED TO BE ADJUSTED DUE TO SEASONAL CHANGES AND WEATHER CONDITIONS ABOVE AND BELOW THE AVERAGE VALUES UTILIZED.

ORNAMENTAL PLANTINGS	0.74" PER WEEK PEAK SEASON
NATIVE SEED MIXES	0.95" PER WEEK PEAK SEASON (TWO SEASONS)

IT IS THE INTENT OF THIS DESIGN THAT NATIVE AREAS WOULD ONLY BE IRRIGATED FOR ESTABLISHMENT.

4. EQUIPMENT INSTALLATION - IT IS THE INTENT OF THIS DESIGN THAT ALL IRRIGATION EQUIPMENT BE INSTALLED WITHIN PROPERTY LIMITS AND WITHIN LANDSCAPED AREAS. ANY EQUIPMENT OTHER THAN VALVE BOXES OR SLEEVING THAT CONTAINS PIPE OR WIRES SHOWN OUTSIDE OF THESE LIMITS IS SHOWN IN THAT LOCATION FOR GRAPHICAL CLARITY ONLY. ALL VALVE BOXES SHALL BE INSTALLED A MINIMUM OF 2'-0" FROM EDGE OF ANY PAVED SURFACES UNLESS INDICATED ON PLANS. ALL VALVE BOXES SHALL BE PLACED A MINIMUM OF 3'-0" FROM THE CENTERLINE OF ANY DRAINAGE SWALE. ALL VALVE BOXES WITHIN PAVEMENT SHALL BE TIER 15 RATED BOXES FOR HEAVY DUTY NON-DELIBERATE TRAFFIC. BOX LID COLOR SHALL MATCH ADJACENT MATERIALS, I.E. GREEN IN TURF, TAN IN WOOD MULCH, GREY IN STONE MULCH, PURPLE FOR RECLAIMED WATER SYSTEMS (IF REQUIRED). REFER TO LANDSCAPE PLANS FOR MATERIAL COLORS AND TYPES.

5. MANUAL DRAIN VALVES - CONTRACTOR TO INSTALL ONE MANUAL DRAIN VALVE ON PRESSURE SUPPLY LINE DIRECTLY DOWNSTREAM OF BACKFLOW PREVENTER AND AT ALL LOW POINTS AND DEAD ENDS OF PRESSURE SUPPLY PIPING TO INSURE COMPLETE DRAINAGE OF SYSTEM. CONTRACTOR SHALL BE RESPONSIBLE FOR DETERMINING THESE LOCATIONS IN-FIELD AND INSTALLATION LOCATIONS SHALL BE NOTED ON AS-BUILTS.

6. POP-UP SPRAY NOZZLES - CONTRACTOR TO INSTALL PLASTIC NOZZLES ON ALL POP-UP SPRAY HEADS. INSTALL 15 SERIES NOZZLES ON ALL HEADS SPACED AT 12' TO 14'. INSTALL 12 SERIES NOZZLES ON ALL HEADS SPACED 10' TO 11'. INSTALL 10 SERIES NOZZLES ON ALL HEADS SPACED AT 8' TO 9'. INSTALL 8 SERIES NOZZLES ON ALL HEADS SPACED AT 6' TO 7'. INSTALL 5' NOZZLES ON ALL HEADS SPACED AT 5'. INSTALL SIDE STRIP NOZZLES ON ALL HEADS WITH AN "S" DESIGNATION AND RIGHT AND LEFT CORNER STRIP NOZZLES ON ALL HEADS WITH AN "L" OR "R" DESIGNATION. VARIABLE ARC NOZZLES SHOULD BE UTILIZED ADJACENT TO CURVILINEAR SHRUB BEDS OR FOR ANY ANGLES THAT ARE NOT A STANDARD NOZZLE ANGLE. WHERE INDICATED, INSTALL LOW FLOW SQ SERIES SQUARE NOZZLES AT SPACING SHOWN.

7. DRIP IRRIGATION - REFER TO IRRIGATION DETAIL SHEET FOR DRIP EMITTER QUANTITIES AND PLACEMENT.

8. UNLABELED PIPING - ALL UNLABELED LATERAL PIPING SHALL BE 1" MINIMUM UNLESS OTHERWISE NOTED.

9. SLEEVING - ALL SLEEVING UNDER PAVED SURFACES SHOWN ON PLANS IS BY CONTRACTOR UNLESS OTHERWISE NOTED. SLEEVING SHALL BE INSTALLED IN THE SIZES AND QUANTITIES SHOWN ON PLANS OR BASED ON THE SCHEDULE BELOW. WHERE SLEEVES ARE SHOWN, BUT NOT LABELED, FOLLOW THE SCHEDULE BELOW. ALL MAINLINE, CONTROL WIRES AND DRIP LINES UNDER PAVED SURFACES ARE TO BE INSTALLED IN SLEEVING. ALL MAINLINE SLEEVE LOCATIONS TO INCLUDE A SEPARATE WIRE SLEEVE.

SLEEVED PIPE SIZE/WIRE QUANTITY	REQUIRED SLEEVE SIZE & (QUANTITY)
¾" - 1¼" PIPING	2" PVC (1)
1½" - 2.5 " PIPING	4" PVC (1)
2-WIRE CABLE	2" PVC (1)

10. ADJUSTMENT - CONTRACTOR SHALL FINE TUNE/ADJUST THE IRRIGATION SYSTEM TO REDUCE/AVOID OVERSPRAY ONTO HARD SURFACES BY ADJUSTING NOZZLE DIRECTION AND NOZZLE RADIUS.

11. 2-WIRE SYSTEM NOTES - CONTRACTOR SHALL INSTALL ALL TWO-WIRE COMPONENTS PER MANUFACTURES RECOMMENDATIONS AND STANDARDS.
    - 11.1. CONTRACTOR SHALL USE ONLY MANUFACTURED 2-WIRE DECODER CABLE (SEE SCHEDULE FOR SPECIFIC 2-WIRE CABLE).
    - 11.2. ONLY USE SINGLE STATION DECODERS (SEE SCHEDULE FOR SPECIFIC MODEL).
    - 11.3. ONLY USE SENSOR DECODER FOR FLOW SENSOR (SEE SCHEDULE FOR SPECIFIC MODEL) IF INDICATED ON PLANS.
    - 11.4. LOOP 5' OF 2-WIRE DECODER CABLE INTO ALL VALVE BOXES (WITH DECODERS AND SPLICES) FOR MAINTENANCE.
    - 11.5. USE ONLY 3M DBR-6 WATERPROOF CONNECTORS ON ALL WIRE SPLICES AND ALL WIRE SPLICES ARE TO BE MADE WITHIN A VALVE BOX WITH CONTROL VALVES OR A SEPARATE 10" ROUND VALVE BOX FOR WIRE SPLICES.
    - 11.6. INSTALL SURGE PROTECTOR RODS OR PLATES 8 LF. FROM VALVES, DECODERS, AND COMMUNICATION WIRE.
    - 11.7. GROUND ALL DECODERS AND DECODER WIRE A MINIMUM OF EVERY 600' OF WIRE OR EVERY 8TH DECODER AND AT ALL ENDS OF 2-WIRE DECODER CABLE RUN.
    - 11.8. LOOP EXTRA 10' OF 2-WIRE DECODER CABLE INTO A VALVE BOX AT PHASING LINES FOR FUTURE CONNECTION (IF INDICATED ON PLANS).

12. SIMULTANEOUS ZONE OPERATION - THIS IRRIGATION SYSTEM HAS BEEN DESIGNED TO OPERATE MULTIPLE ZONES SIMULTANEOUSLY BASED ON INDIVIDUAL ZONE FLOW. THE DESIGN IS INTENDED TO OPERATE MULTIPLE VALVES, UP TO THE MAXIMUM FLOW IN THE POINT OF CONNECTION NOTE. REFER TO CONTROLLER SPECIFICATION FOR MAXIMUM SIMULTANEOUS VALVE COUNT.

IRRIGATION SCHEDULE - CITY ROW

SYMBOL	MANUFACTURER	MODEL NO.	DESCRIPTION	DETAIL NO.
#2.0 #4.0 #4.0 #2.0	RAIN BIRD	5012-PL-PC-SAM-R-NP WITH #NOZ	HI-POP GEAR DRIVEN ROTOR	14
	RAIN BIRD	PESB-R W/ SB-DAC-1	ELECTRIC CONTROL VALVE W/ DECODER	11 & 12
	RAIN BIRD	44-NP	QUICK COUPLING VALVE	7
N/S	MATCO	201X	MANUAL DRAIN VALVE	8
A	TORO	SBAPS1U & SHHR	ELECTRIC CONTROLLER & HAND HELD REMOTE	1 & 2
R	TORO	TWRFS	RAIN/FREEZE SHUT-OFF DEVICE	3
	RAIN BIRD	PESB-R	1" MASTER CONTROL VALVE	4
FS	TORO	TFS-200	1" FLOW SENSOR	5
		LINE SIZE - 2½" AND SMALLER	GATE VALVE	6
		CLASS 200 BE - 2½" & SMALLER	PVC MAINLINE -PURPLE	9
		CLASS 200 BE	PVC LATERAL -PURPLE	9
		CLASS 160	PVC SLEEVING	10
	TORO	BLUE STRIPE	POLY DRIP TUBING -¾" MIN. WIDTH -PURPLE	18
	RAIN BIRD	XCZ-100-PRF-R W/ SB-DAC-1	DRIP VALVE ASSEMBLY W/ DECODER	15 & 12
			DRIP LINE BLOW-OUT STUB	16
N/S	RAIN BIRD	XERI-BUG	DRIP EMITTERS	17
B	TORO	SB-BLA	SURGE PROTECTION	13
N/S	PAIGE	P7350D	2-WIRE DECODER CABLE	N/S
M			WATER METER	DWG.B.4 & DWG.B.5.
			STOP-N-WASTE	N/S
		DR11	HDPE POLY -SERVICE LINE	9
P	PRECISION PUMPING SYSTEMS	(POC#2) MODEL ##V1C002X00023-045XXXK2410N5, 23 GPM @ 45 PSI BOOST, 2 HP, 240V -SINGLE PHASE	BOOSTER PUMP ASSEMBLY	18-20

CONTROLLER & STATION NO.
CONTROL VALVE SIZE

POINTS OF CONNECTION & CONTROLLER DATA

TAP NO.	TAP SIZE (INCH)	ASSOCIATED CONTROLLER	CONTROLLER STATION COUNT	PEAK FLOW REQUIREMENT (GPM)	REQUIRED STATIC PRESSURE (PSI)	PRESSURE REDUCING VALVE SETTING (PSI)	BOOSTER PUMP REQUIRED
1	1"	A	200	23	65 MIN.	N/A	YES

PUMP DATA

TAP & PUMP NUMBER	FLOW RATE (GPM)	POWER REQUIREMENTS	PRESSURE BOOST (PSI)
3	23	240V, 1 PHASE	45

Reclaimed Water Notes

THE OWNER/DEVELOPER, THEIR SUCCESSORS AND ASSIGNS, AGREE TO PERFORM THE FOLLOWING CONDITIONS RECLAIMED WATER CONDITIONS:

1. THIS SITE WILL USE RECLAIMED WATER FOR IRRIGATION.
2. THE OWNER/DEVELOPER IS RESPONSIBLE FOR DESIGNING, BUILDING, OPERATING AND MAINTAINING THE RECLAIMED FACILITIES AT THIS SITE IN COMPLIANCE WITH; THE COLORADO DEPARTMENT OF PUBLIC HEALTH AND ENVIRONMENT'S RECLAIMED WATER CONTROL REGULATION NO. 84.
3. APPROVED SIGNS SHALL BE POSTED ON THE SITE TO NOTIFY THE PUBLIC THAT RECLAIMED WATER WILL BE USED FOR IRRIGATION AND IS NOT SAFE TO DRINK.
4. ALL PIPING INCLUDING PRIVATE IRRIGATION SYSTEM PIPING SHALL BE PURPLE (PANTONE PURPLE 522C) TO DIFFERENTIATE RECLAIMED WATER PIPING FROM POTABLE WATER OR OTHER PIPING SYSTEMS. ALL IRRIGATION BOXES AND COVERS, CONTROL VALVES, SPRINKLER HEADS AND OTHER APPURTENANCES ASSOCIATED WITH THE RECLAIMED WATER SYSTEM SHALL BE PURPLE AND LABELED "RECLAIMED" OR "NON-POTABLE" WATER. RECLAIMED METERS SHALL BE PURPLE, HAVE PURPLE REGISTERS AND BE STAMPED "RECLAIM" ON THE MAIN CASE.
5. RECLAIMED WATER HAS A HIGHER LEVEL OF DISSOLVED SOLIDS THAN POTABLE WATER. PLANTS TOLERANT OF HIGH SALINITY SHOULD BE SELECTED FOR USE IN AREAS IRRIGATED WITH, OR THAT MAY POTENTIALLY BE SUPPLIED WITH RECLAIMED WATER. IF PLANT MATERIALS WITH LOWER TOLERANCES ARE USED, THE DEVELOPER SHALL TAKE THOSE STEPS NECESSARY TO PREVENT SALT BUILD-UP IN THE SOIL SURROUNDING THESE PLANTS. PLANTING LOCATIONS. FOR SALT SENSITIVE SPECIES SHOULD HAVE GOOD DRAINAGE AND SOIL PERCOLATION.

REFER TO SHEET

IR1.1	IRRIGATION PLAN
IR1.2	IRRIGATION NOTES & SCHEDULE
IR1.3 TO IR1.5	IRRIGATION DETAILS

KDI HydroSystems
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LOT 21 BLOCK 1 DISCOVERY OFFICE PARK
FINAL DEVELOPMENT PLAN NO. 4
SUPERIOR, COLORADO

REVISIONS

NO.	DESCRIPTION	DATE
1	TOWN COMMENTS	07/31/25

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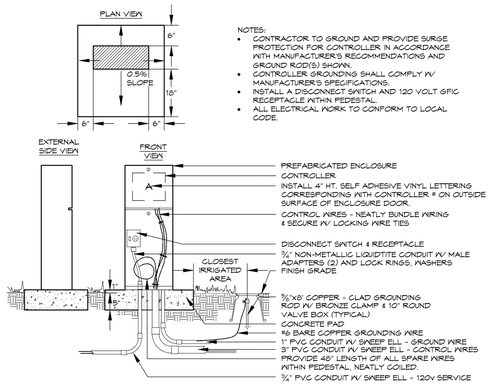
DESIGNED BY: KJD DATE: 5/22/2025
DRAWN BY: KJD SCALE:NONE
CHECKED BY: JSB
JOB NO.: 365.001
DWG NAME:

IRRIGATION NOTES & SCHEDULE

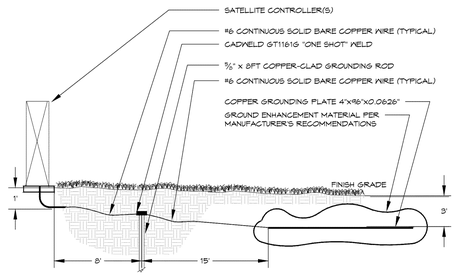
SHEET: IR1.2



ELECTRIC CONTROLLER

PEDESTAL

1



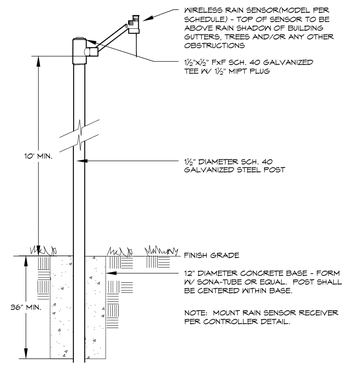
GROUNDING PLATE DESIGN CONSISTS OF ONE VERTICAL 8-FOOT COPPER CLAD GROUNDING ROD (AT LEAST EIGHT FEET FROM THE EQUIPMENT), AND ONE COPPER GROUNDING PLATE PER 40 STATIONS REQUIRING GROUNDING. INSTALL GROUNDING PLATE HORIZONTALLY, THREE FEET DEEP AND 15' FROM THE GROUNDING ROD. SHOULD MULTIPLE RODS/PLATES BE REQUIRED, THEY SHALL BE PLACED A MINIMUM OF 3 LINEAR FEET FROM EACH OTHER. REFER TO ASIC STANDARDS FOR MORE INFORMATION.

NOTE: PERFORM CADWELD CONNECTION TO GROUNDING ROD(S) AND PLACEMENT OF GROUNDING PLATE(S) IN OWNER'S PRESENCE PRIOR TO BACKFILL.

CONTROLLER GROUNDING

TWO-WIRE SYSTEM

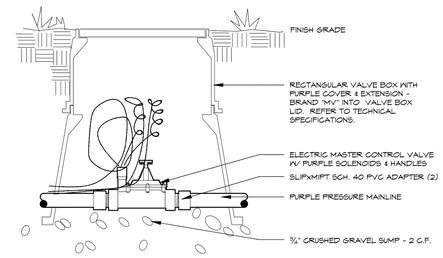
2



WEATHER SENSOR

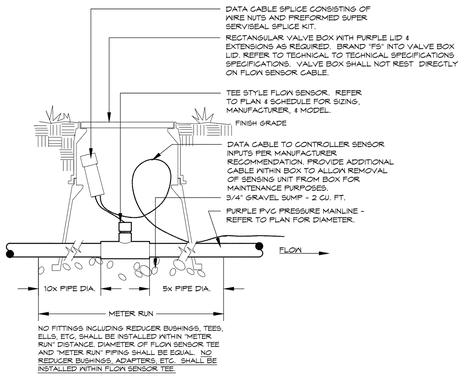
Wireless - Pole Mounted

3



MASTER VALVE

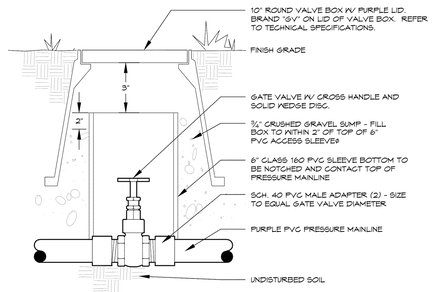
4



FLOW SENSOR

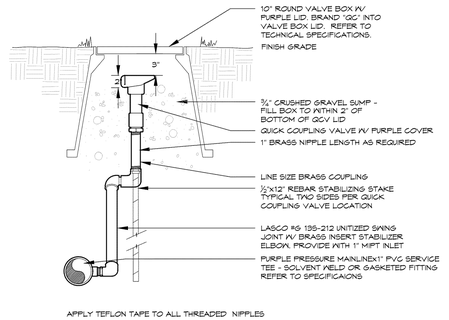
(CITY ONLY) -TEE STYLE

5



GATE VALVE

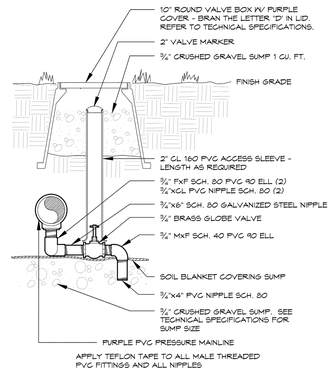
6



APPLY TEFLON TAPE TO ALL THREADED NIPPLES

QUICK COUPLING VALVE

7



APPLY TEFLON TAPE TO ALL MALE THREADED PVC FITTINGS AND ALL NIPPLES

MANUAL DRAIN VALVE

8

REFER TO SHEET

IR1.1	IRRIGATION PLAN
IR1.2	IRRIGATION NOTES & SCHEDULE
IR1.3 TO IR1.5	IRRIGATION DETAILS

KENNETH JAMES DEPAOLO 011099 DESIGNER COLORADO

KDI HydroSystems

Irrigation Consulting & Water Management

13949 W. Colfax Ave, Suite 260 Lakewood, Colorado 80401

o: 303.980.5327 www.hydrosystemskdi.com

LOT 21 BLOCK 1 DISCOVERY OFFICE PARK
FINAL DEVELOPMENT PLAN NO. 4
SUPERIOR, COLORADO

REVISIONS

NO.	DESCRIPTION	DATE
1	TOWN COMMENTS	07/31/25

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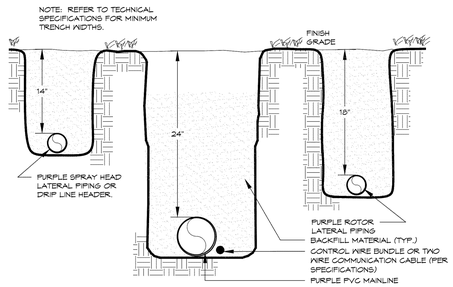
DESIGNED BY:	KJD	DATE:	5/22/2025
DRAWN BY:	KJD	SCALE:	NONE
CHECKED BY:	JSB		
JOB NO.:	365.001		
DWG NAME:			

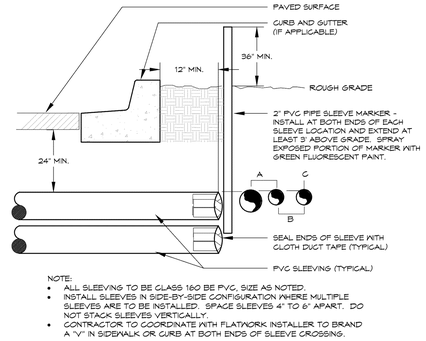
IRRIGATION DETAILS

SHEET: IR1.3



TRENCH

9

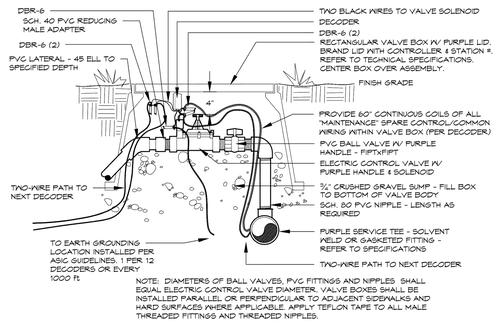


NOTE.

- ALL SLEEVING TO BE CLASS 160 BE PVC, SIZE AS NOTED.
- INSTALL SLEEVES IN SIDE-BY-SIDE CONFIGURATION WHERE MULTIPLE SLEEVES ARE TO BE INSTALLED. SPACE SLEEVES 4" TO 6" APART. DO NOT STACK SLEEVES VERTICALLY.
- CONTRACTOR TO COORDINATE WITH FLATWORK INSTALLER TO BRAND A "V" IN SIDEWALK OR CURB AT BOTH ENDS OF SLEEVE CROSSING.

IRRIGATION SLEEVING

10

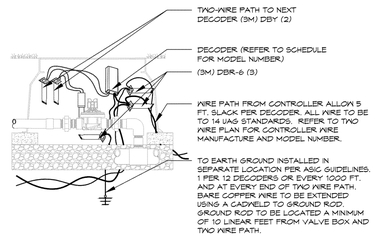


NOTE. DIAMETERS OF BALL VALVES, PVC FITTINGS AND NIPPLES SHALL EQUAL ELECTRIC CONTROL VALVE DIAMETER. VALVE BOXES SHALL BE INSTALLED PARALLEL OR PERPENDICULAR TO ADJACENT SIDEWALKS AND HARD SURFACES WHERE APPLICABLE. APPLY TEFLON TAPE TO ALL MALE THREADED FITTINGS AND THREADED NIPPLES.

ELECTRIC CONTROL VALVE

TWO WIRE SYSTEM

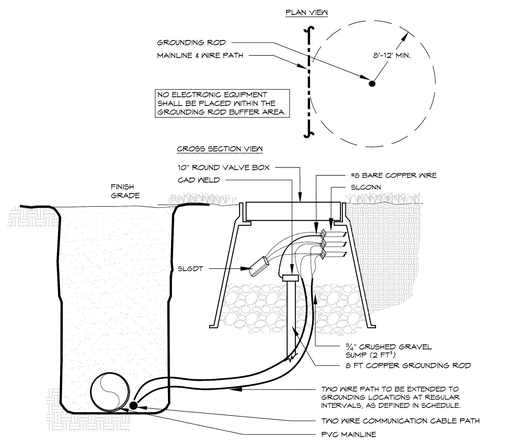
11



2-WIRE DECODER

WIRING DIAGRAM

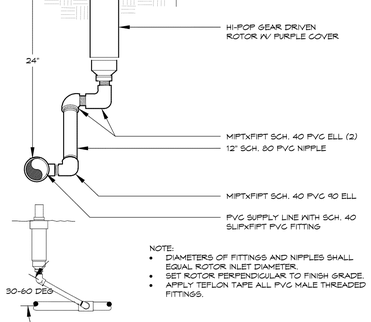
12



DECODER GROUNDING

VIA GROUNDING ROD

13



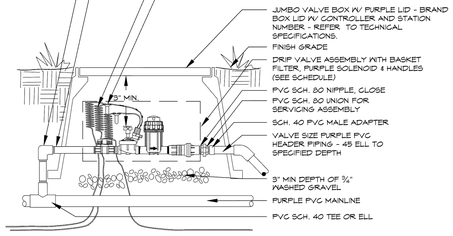
NOTE:

- DIAMETERS OF FITTINGS AND NIPPLES SHALL EQUAL ROTOR INLET DIAMETER.
- SET ROTOR PERPENDICULAR TO FINISH GRADE.
- APPLY TEFLON TAPE ALL PVC MALE THREADED FITTINGS.

HI-POP GEAR DRIVEN ROTOR

PVC - NON-POTABLE

14



NOTE:
INSTALL ASSEMBLY TO REST ON GRAVEL SUMP. CONTAIN ENTIRE ASSEMBLY WITHIN BOX. NO VALVE BOX EXTENSIONS WILL BE ACCEPTED. PROVIDE 3"-4" CLEARANCE BETWEEN TOP OF CONTROL VALVE SOLENOID AND BOTTOM OF VALVE BOX LID. TOP OF VALVE BOX TO BE FLUSH WITH FINISH GRADE. VALVE BOX SHALL NOT REST ON DRIP TUBING.

DRIP VALVE

TWO-WIRE SYSTEM

15

REFER TO SHEET

IR1.1	IRRIGATION PLAN
IR1.2	IRRIGATION NOTES & SCHEDULE
IR1.3 TO IR1.5	IRRIGATION DETAILS

JAMES D. PFEIFFER 011099 REGISTERED COLORADO

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LOT 21 BLOCK 1 DISCOVERY OFFICE PARK
FINAL DEVELOPMENT PLAN NO. 4
SUPERIOR, COLORADO

REVISIONS

NO.	DESCRIPTION	DATE
1	TOWN COMMENTS	07/31/25

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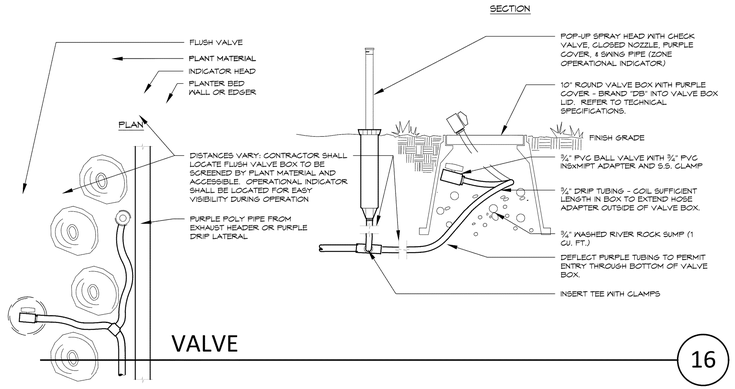
DESIGNED BY: KJD
DRAWN BY: KJD
CHECKED BY: JSB
DATE: 5/22/2025
SCALE:NONE
JOB NO.: 365.001
DWG NAME:

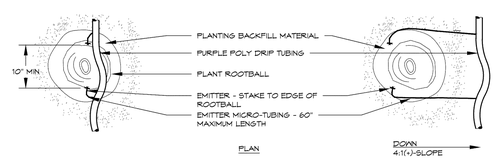
IRRIGATION DETAILS

SHEET: IR1.4



VALVE

16



PLANT SIZE	EMITTER FLOW RATE	EMITTER QTY. AT MULCHED BED LOCATIONS	EMITTER QTY. AT NATIVE SEED LOCATIONS
1 - 2 GALLON MATERIAL	0.5 GPH	ONE EACH	ONE EACH
5 GALLON MATERIAL	0.5 GPH	TWO EACH	TWO EACH
½" CALIPER TREE	1.0 GPH	THREE EACH	FOUR EACH
2" CALIPER TREE	1.0 GPH	FOUR EACH	SIX EACH
2½" CALIPER TREE	1.0 GPH	SIX EACH	EIGHT EACH
3" CALIPER TREE	1.0 GPH	EIGHT EACH	TEN EACH
3½" CALIPER TREE	1.0 GPH	NINE EACH	ELEVEN EACH
4" CALIPER TREE	1.0 GPH	TEN EACH	TWELVE EACH
6 FT. CONIFEROUS TREE	1.0 GPH	FOUR EACH	SIX EACH
8 FT. CONIFEROUS TREE	1.0 GPH	SIX EACH	NINE EACH
10 FT. CONIFEROUS TREE	1.0 GPH	EIGHT EACH	TWELVE EACH
12 FT. CONIFEROUS TREE	1.0 GPH	TEN EACH	FOURTEEN EACH

NOTES:
- INSTALL EMITTERS ON OPPOSING SIDES OF ROOTBALL. THREE OR MORE EMITTERS SHALL BE EQUALLY SPACED AROUND ROOT BALL.
- EMITTERS ARE TO BE INSTALLED TO CLEAR SURFACE BY A MINIMUM OF 1" AND A MAXIMUM OF 2".
- FLUSH ALL LINES THOROUGHLY, INCLUDING EMITTER MICRO-TUBING PRIOR TO EMITTER INSTALLATION.
- IF PLANTING ON A 4:1 SLOPE OR STEEPER, INSTALL BOTH EMITTERS ON UPHILL SIDE OF ROOT BALL.
- EMITTERS SHALL BE SELF-FLUSHING, PRESSURE COMPENSATING-TYPE UNLESS NOTED OTHERWISE WITHIN TECHNICAL SPECIFICATIONS.
- DRIP VALVE ZONES ARE DESIGNED TO ACCOUNT FOR DIFFERENCES IN PLANT REQUIREMENTS (HYDROZONES) AND SUN EXPOSURE.
- CONTRACTOR SHALL ENSURE HYDROZONES ARE VALVED SEPARATELY AS SHOWN ON PLAN.
- SITE CONDITIONS MAY DICTATE THAT MULTIPLE SUN EXPOSURES ARE VALVED TOGETHER DURING THE DESIGN PROCESS. CONTRACTOR SHALL ADJUST EMITTER SCHEDULE AS FOLLOWS:
  - EMITTER QUANTITIES SHALL REMAIN THE SAME BUT EMITTER GALLONAGES SHALL BE DOUBLED FOR PLANTS WITH SOUTH AND WEST EXPOSURES.
  - EMITTER QUANTITIES AND GALLONAGE SHALL BE AS SHOWN IN SCHEDULE FOR PLANTS WITH NORTH AND EAST EXPOSURES.
  - PLANTINGS WITH NORTH AND EAST EXPOSURE SHALL DICTATE VALVE RUN-TIMES AND CONTRACTOR SHALL ADJUST SCHEDULING ACCORDINGLY.

DRIP EMITTER

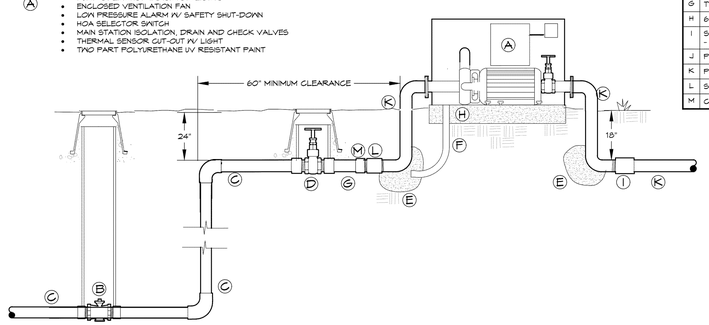
BELOW GRADE - PURPLE PIPE

17

DRIP FLUSH

PREFABRICATED BOOSTER PUMP STATION - PUMP MODEL, HORSEPOWER, INPUT POWER, DISCHARGE PRESSURE AND FLOW CAPACITY PER SCHEDULE. BOOSTER PUMP SHALL BE ACTIVATED/DEACTIVATED VIA FLOW SWITCH. MOUNT BOOSTER PUMP ASSEMBLY TO CONCRETE PAD PER MANUFACTURER'S RECOMMENDATIONS. PUMP STATIONS SHALL BE EQUIPPED WITH FOLLOWING COMPONENTS:

- 14 GA. STEEL ENCLOSURE W/ STAINLESS STEEL HINGE LOCKABLE ACCESS COVER (CONTRACTOR TO PROVIDE KEYED LOCK TO OWNER)
- EXTERNAL, LOCKABLE ELECTRICAL DISCONNECT (CONTRACTOR TO PROVIDE KEYED LOCK TO OWNER)
- INTERNAL BYPASS
- FLOW SWITCH
- INTERNAL NON-REVERSABLE MAGNETIC STARTER
- 0-200 PSI LIQUID FILLED PRESSURE GAUGE ON DISCHARGE MANIFOLD
- LIGHTNING AND SURGE PROTECTION ON CONTROLS
- PUMP OPERATION INDICATOR LIGHTS
- ENCLOSED VENTILATION FAN
- LOW PRESSURE ALARM W/ SAFETY SHUT-DOWN
- HOA SELECTOR SWITCH
- MAIN STATION ISOLATION, DRAIN AND CHECK VALVES
- THERMAL SENSOR CUT-OUT W/ LIGHT
- TWO PART POLYURETHANE UV RESISTANT PAINT

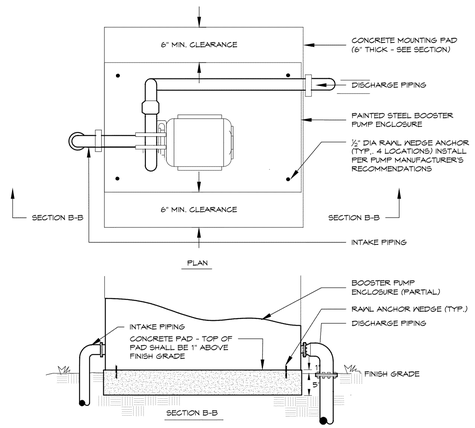


PUMP SCHEMATIC KEY	
A	BOOSTER PUMP - SEE LEFT
B	STOP-N-WASTE VALVE -LINE SIZE
C	TYPE K RIGID COPPER - TAP SIZE
D	GATE VALVE - FxF (QTY. 1) - PUMP INLET SIZE
E	CONCRETE THRUST BLOCK - 1 C.F.
F	2" CARLON ELECTRICAL CONDUIT 4 SWEEP ELL - EXTEND 12" BEYOND EDGE OF CONCRETE PAD - 120V POWER TO PUMP DISCONNECT
G	TYPE K RIGID COPPER - PUMP INLET SIZE
H	6" THICK CONCRETE PAD - REFER TO DETAIL
I	SCH. 80 PVC SLIP COUPLING WITH SLIPXFIPT BUSHING - PUMP INLET SIZE x MAINLINE SIZE
J	PVC IRRIGATION MAINLINE - MAINLINE SIZE
K	PUMP DROP PIPE - PUMP INLET SIZE
L	SCH. 80 PVC FIPTXFIPT COUPLING - PUMP INLET SIZE
M	GxM ADAPTER (4) - PUMP INLET SIZE

BOOSTER PUMP 2" & SMALLER

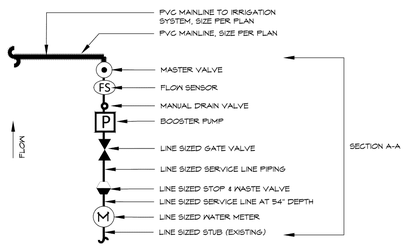
TYPICAL

18



BOOSTER PUMP CONCRETE PAD

20



POINT OF CONNECTION & PUMP

PIPING SCHEMATIC PLAN VIEW - NOT TO SCALE

20

REFER TO SHEET

IR1.1	IRRIGATION PLAN
IR1.2	IRRIGATION NOTES & SCHEDULE
IR1.3 TO IR1.5	IRRIGATION DETAILS

KENNETH JAMES DURSO — COLORADO — 011099 — PROFESSIONAL ENGINEER — COLORADO

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Irrigation Consulting & Water Management

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REVISIONS

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DRAWN BY: KJD
CHECKED BY: JSB
DATE: 5/22/2025
SCALE:NONE
JOB NO.: 365.001
DWG NAME:

IRRIGATION DETAILS

SHEET: IR1.5

KITE ROUTE CROSSING

PENNROSE
Bricks & Mortar | Heart & Soul

Contents

1. The Team

2. Development Summary

3. Project Approach

THE TEAM

PENNROSE
Bricks & Mortar | Heart & Soul

SAR+

CIVIL RESOURCES
STRONG DESIGN. ENDURING VALUE.

innova

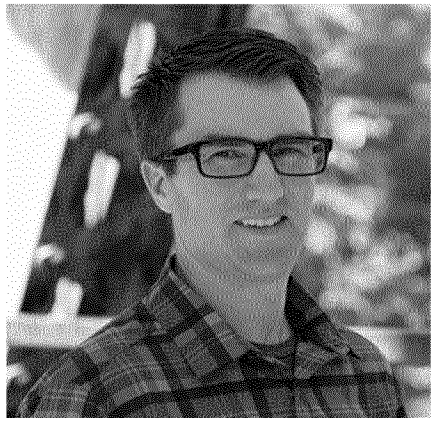
Shannon Cox Baker
Regional Vice President

Brad Weinig
Developer

Michael Kimmelman
Associate Developer

Marsha Blunt
President, PMC

Andy Rockmore
Principal, SAR+



Sean Jursnick
Associate, SAR+

Jim Brzostowicz
Principal, Civil Resources

Ben Blackburn
Principal, Innova

NATIONAL STRENGTH, LOCAL EXPERTISE

PENNROSE
Bricks & Mortar | Heart & Soul

KITE ROUTE CROSSING – DEVELOPMENT SUMMARY

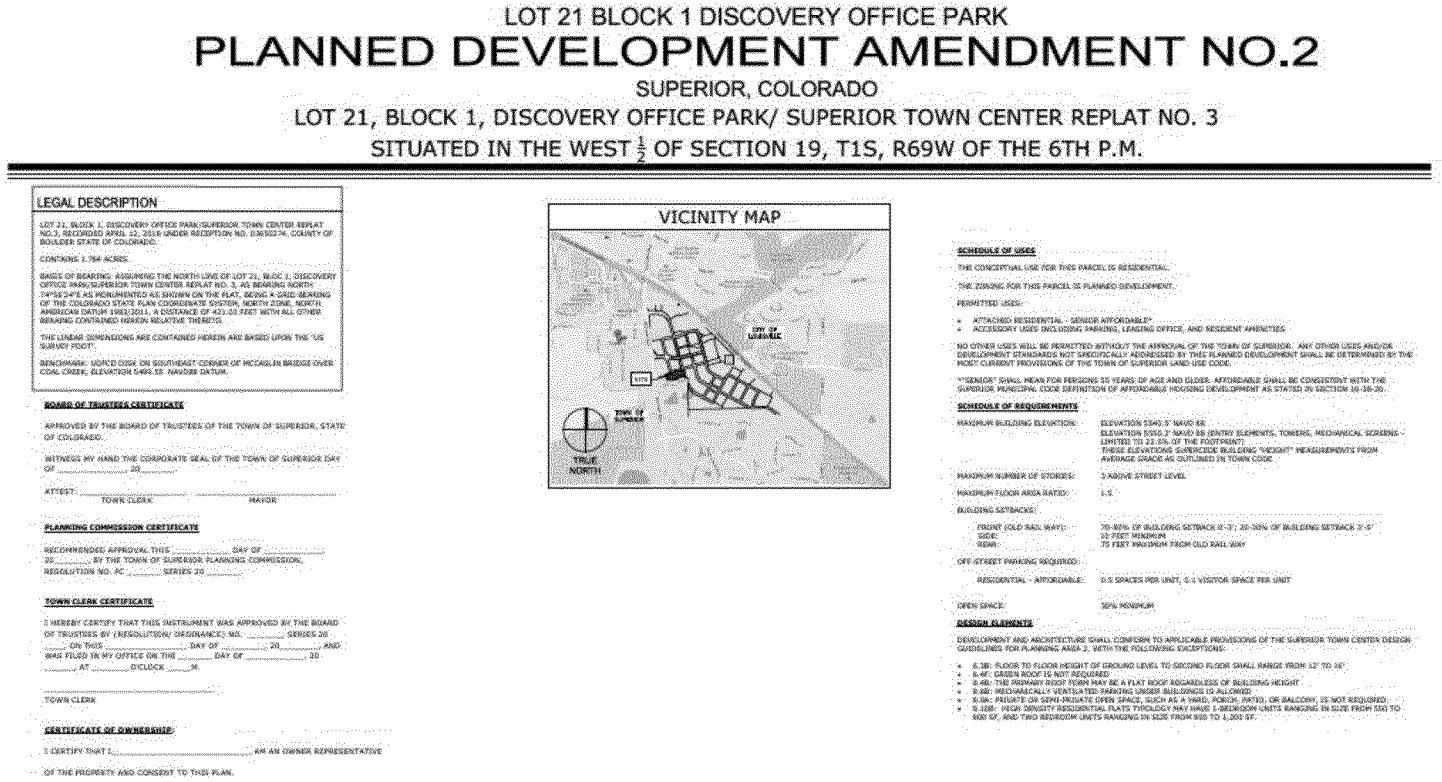
PENNROSE
Bricks & Mortar | Heart & Soul

PD Amendment Approved April 8, 2024:

- Affordable Housing for Seniors
- 5540.5’ maximum building elevation
- 0.60 spaces/unit parking ratio
- 70-80% front building setback 0-3’
- 3 stories maximum above street level

Milestones/Schedule:

- Awarded CHFA Tax Credits: 05/2025
- Anticipated FDP Approval: 09/2025
- Anticipated Permit Approval: 12/2025
- Anticipated construction start: 01/2026
- Anticipated completion: 08/2027



LOT 21 BLOCK 1 DISCOVERY OFFICE PARK

PLANNED DEVELOPMENT AMENDMENT NO.2

SUPERIOR, COLORADO

LOT 21, BLOCK 1, DISCOVERY OFFICE PARK/ SUPERIOR TOWN CENTER REPLAT NO. 3

SITUATED IN THE WEST ½ OF SECTION 19, T1S, R69W OF THE 6TH P.M.

LEGAL DESCRIPTION

LOT 21, BLOCK 1, DISCOVERY OFFICE PARK/SUPERIOR TOWN CENTER REPLAT NO.3, RECORDED APRIL 12, 2016 UNDER RECEPTION NO. 03830274, COUNTY OF BOULDER STATE OF COLORADO.

CONTAINS 1.764 ACRES

BASIS OF BEARING: ASSUMING THE NORTH LINE OF LOT 21, BLOC 1, DISCOVERY OFFICE PARK/SUPERIOR TOWN CENTER REPLAT NO. 3, AS BEARING NORTH 39°56'24"E AS MONUMENTED AS SHOWN ON THE PLAT, BEING A GRID BEARING OF THE COLORADO STATE PLAN COORDINATE SYSTEM, NORTH ZONE, NORTH AMERICAN DATUM 1983/2011, A DISTANCE OF 421.03 FEET WITH ALL OTHER BEARING CONTAINED HEREIN RELATIVE THERETO.

THE LINEAR DIMENSIONS ARE CONTAINED HEREIN ARE BASED UPON THE "US SURVEY FOOT".

BENCHMARK: NGVD DISK ON SOUTHEAST CORNER OF MCCASLIN BRIDGE OVER COAL CREEK, ELEVATION 5486.15 NAVD88 DATUM.

BOARD OF TRUSTEES CERTIFICATE

APPROVED BY THE BOARD OF TRUSTEES OF THE TOWN OF SUPERIOR, STATE OF COLORADO.

WITNESS MY HAND THE CORPORATE SEAL OF THE TOWN OF SUPERIOR DAY OF _____, 20____.

ATTEST: _____ _____
TOWN CLERK MAYOR

PLANNING COMMISSION CERTIFICATE

RECOMMENDED APPROVAL THIS _____ DAY OF _____, 20_____, BY THE TOWN OF SUPERIOR PLANNING COMMISSION, RESOLUTION NO. PC _____, SERIES 20 _____.

TOWN CLERK CERTIFICATE

I HEREBY CERTIFY THAT THIS INSTRUMENT WAS APPROVED BY THE BOARD OF TRUSTEES BY (RESOLUTION/ ORDINANCE) NO. _____, SERIES 20 _____, ON THIS _____ DAY OF _____, 20_____, AND WAS FILED IN MY OFFICE ON THE _____ DAY OF _____, 20 _____, AT _____ O'CLOCK ____M.

_____
TOWN CLERK

CERTIFICATE OF OWNERSHIP

I CERTIFY THAT I, _____, AM AN OWNER REPRESENTATIVE OF THE PROPERTY AND CONSENT TO THIS PLAN.

VICINITY MAP

CITY OF LOUISVILLE
KITE
TOWN OF SUPERIOR
TRUE NORTH

SCHEDULE OF USES

THE CONCEPTUAL USE FOR THIS PARCEL IS RESIDENTIAL.

THE ZONING FOR THIS PARCEL IS PLANNED DEVELOPMENT.

PERMITTED USES:

- ATTACHED RESIDENTIAL - SENIOR AFFORDABLE*
- ACCESSORY USES INCLUDING PARKING, LEASING OFFICE, AND RESIDENT AMENITIES

NO OTHER USES WILL BE PERMITTED WITHOUT THE APPROVAL OF THE TOWN OF SUPERIOR. ANY OTHER USES AND/OR DEVELOPMENT STANDARDS NOT SPECIFICALLY ADDRESSED BY THIS PLANNED DEVELOPMENT SHALL BE DETERMINED BY THE MOST CURRENT PROVISIONS OF THE TOWN OF SUPERIOR LAND USE CODE.

*"SENIOR" SHALL MEAN FOR PERSONS 55 YEARS OF AGE AND ELDER. AFFORDABLE SHALL BE CONSISTENT WITH THE SUPERIOR MUNICIPAL CODE DEFINITION OF AFFORDABLE HOUSING DEVELOPMENT AS STATED IN SECTION 16-16-20.

SCHEDULE OF REQUIREMENTS

MAXIMUM BUILDING ELEVATION:	ELEVATION 5540.5' NAVD 88 ELEVATION 5550.2' NAVD 88 (ENTRY ELEMENTS, TOWERS, MECHANICAL SCREENS - LIMITED TO 21.5% OF THE FOOTPRINT) THESE ELEVATIONS SUPERCEDE BUILDING "HEIGHT" REQUIREMENTS FROM AVERAGE GRADE AS OUTLINED IN TOWN CODE
MAXIMUM NUMBER OF STORIES:	3 ABOVE STREET LEVEL
MAXIMUM FLOOR AREA RATIO:	1.5
BUILDING SETBACKS:	
FRONT (OLD RAIL WAY):	70-80% OF BUILDING SETBACK 0'-3'; 20-30% OF BUILDING SETBACK 3'-5'
SIDE:	10 FEET MINIMUM
REAR:	75 FEET MAXIMUM FROM OLD RAIL WAY
OFF-STREET PARKING REQUIRED:	
RESIDENTIAL - AFFORDABLE:	0.5 SPACES PER UNIT, 0.1 VISITOR SPACE PER UNIT
OPEN SPACE:	30% MINIMUM

DESIGN ELEMENTS

DEVELOPMENT AND ARCHITECTURE SHALL CONFORM TO APPLICABLE PROVISIONS OF THE SUPERIOR TOWN CENTER DESIGN GUIDELINES FOR PLANNING AREA 2, WITH THE FOLLOWING EXCEPTIONS:

- 6.3B: FLOOR TO FLOOR HEIGHT OF GROUND LEVEL TO SECOND FLOOR SHALL RANGE FROM 12' TO 16'
- 6.4F: GREEN ROOF IS NOT REQUIRED
- 6.6B: THE PRIMARY ROOF FORM MAY BE A FLAT ROOF REGARDLESS OF BUILDING HEIGHT
- 6.6E: MECHANICALLY VENTILATED PARKING UNDER BUILDINGS IS ALLOWED
- 6.9A: PRIVATE OR SEMI-PRIVATE OPEN SPACE, SUCH AS A YARD, PORCH, PATIO, OR BALCONY, IS NOT REQUIRED
- 6.10B: HIGH DENSITY RESIDENTIAL FLATS TYPOLOGY MAY HAVE 1-BEDROOM UNITS RANGING IN SIZE FROM 550 TO 800 SF, AND TWO BEDROOM UNITS RANGING IN SIZE FROM 800 TO 1,200 SF.

Design Key Objectives:

1. Contribute to Superior Town Center, Planning Area 1
2. Minimize height impact to neighboring sites
3. Solve for current topographic constraints
4. Celebrating the site's history

KITE ROUTE CROSSING – PROJECT APPROACH

PENNROSE
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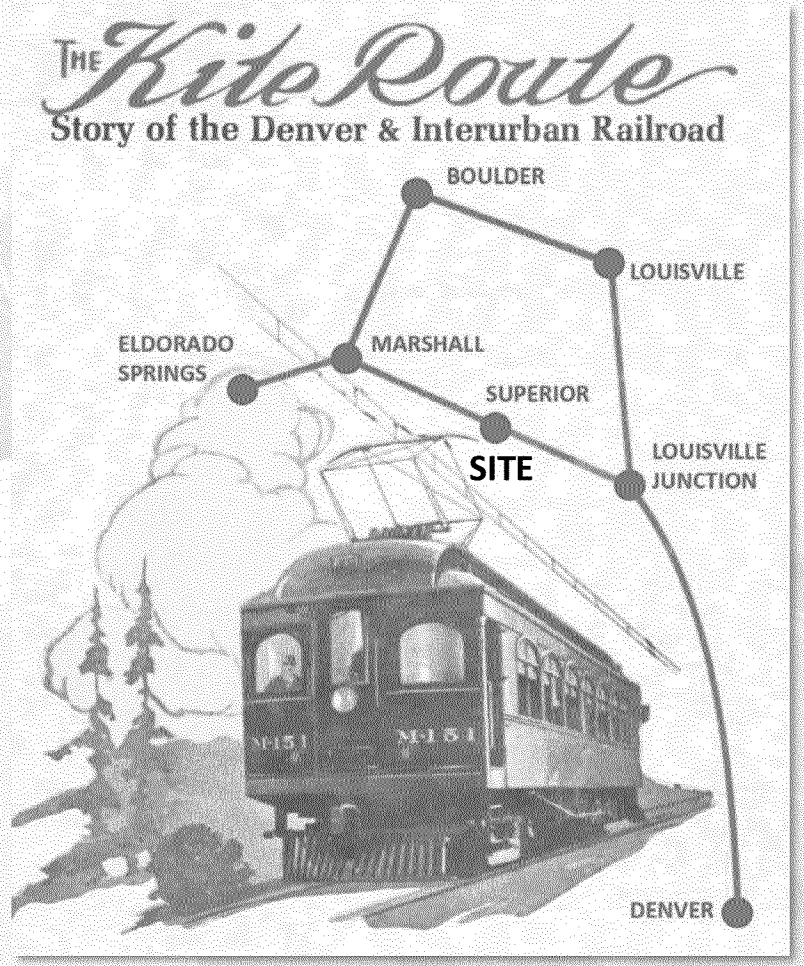
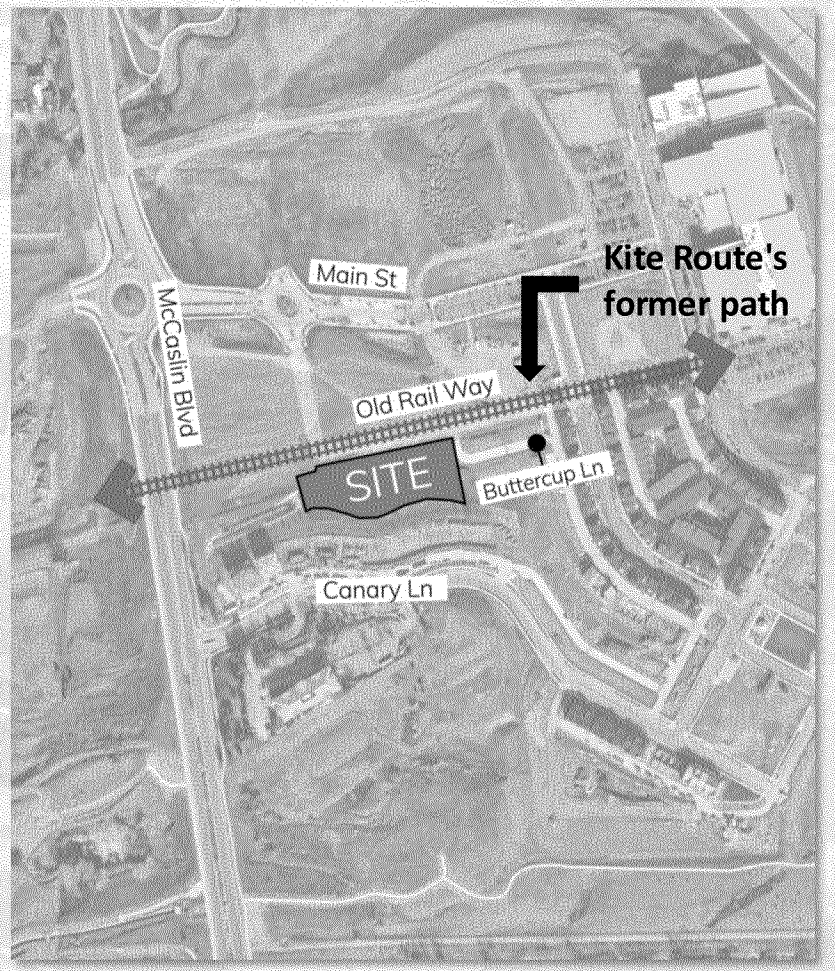
Site History:



The "Kite Route" train, officially the Denver & Interurban Railroad, was a passenger service from the early 1900s connecting Denver, Boulder, and Eldorado Springs. Nicknamed for its unique, kite-shaped loop.

Kite Route Crossing is directly connected to this original rail line, a part of the site's history we aim to honor.

Relation to site:



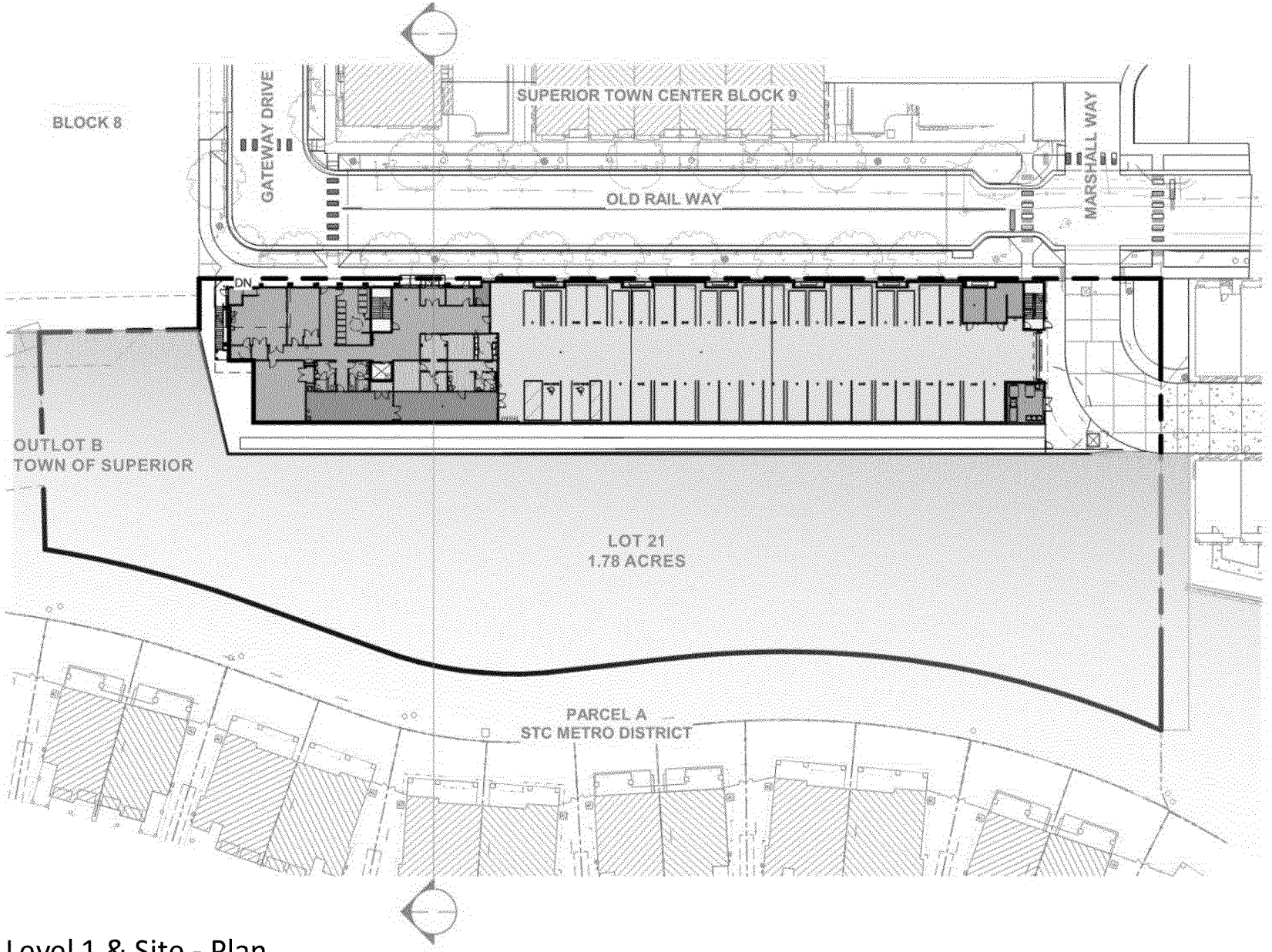
KITE ROUTE CROSSING – PROJECT APPROACH

PENNROSE
Bricks & Mortar | Heart & Soul

West perspective looking East

KITE ROUTE CROSSING – PROJECT APPROACH

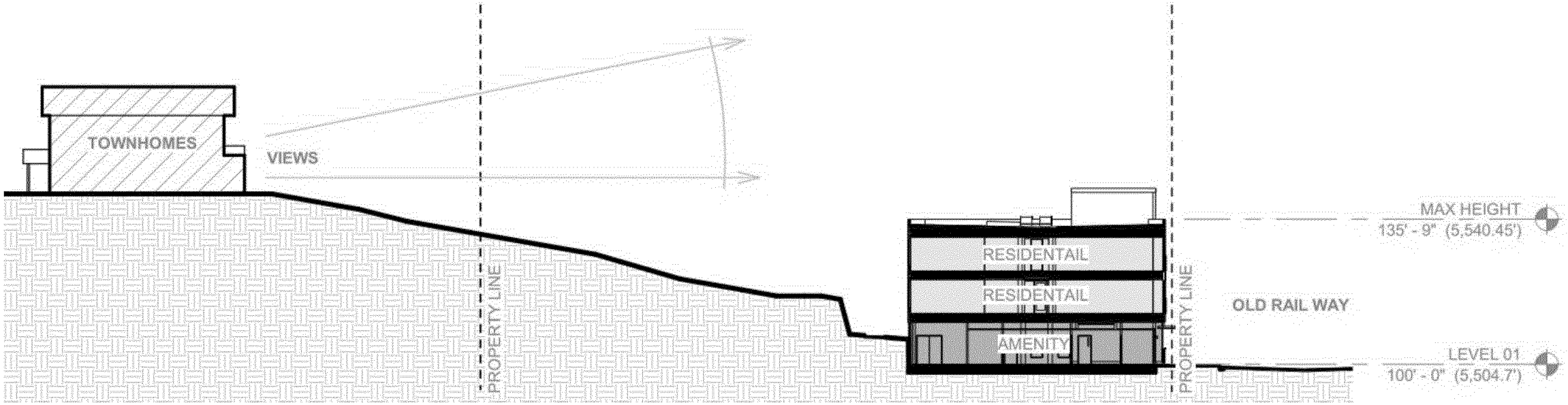
PENNROSE
Bricks & Mortar | Heart & Soul



Level 1 & Site - Plan

KITE ROUTE CROSSING – PROJECT APPROACH

PENNROSE
Bricks & Mortar | Heart & Soul



Site Section

KITE ROUTE CROSSING – PROJECT APPROACH

PENNROSE
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Perspective from townhomes looking North

KITE ROUTE CROSSING – PROJECT APPROACH

PENNROSE
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North perspective looking South

KITE ROUTE CROSSING – PROJECT APPROACH

PENNROSE
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Street perspective looking West

KITE ROUTE CROSSING – PROJECT APPROACH

PENNROSE
Bricks & Mortar | Heart & Soul

Street perspective looking at exterior amenity deck

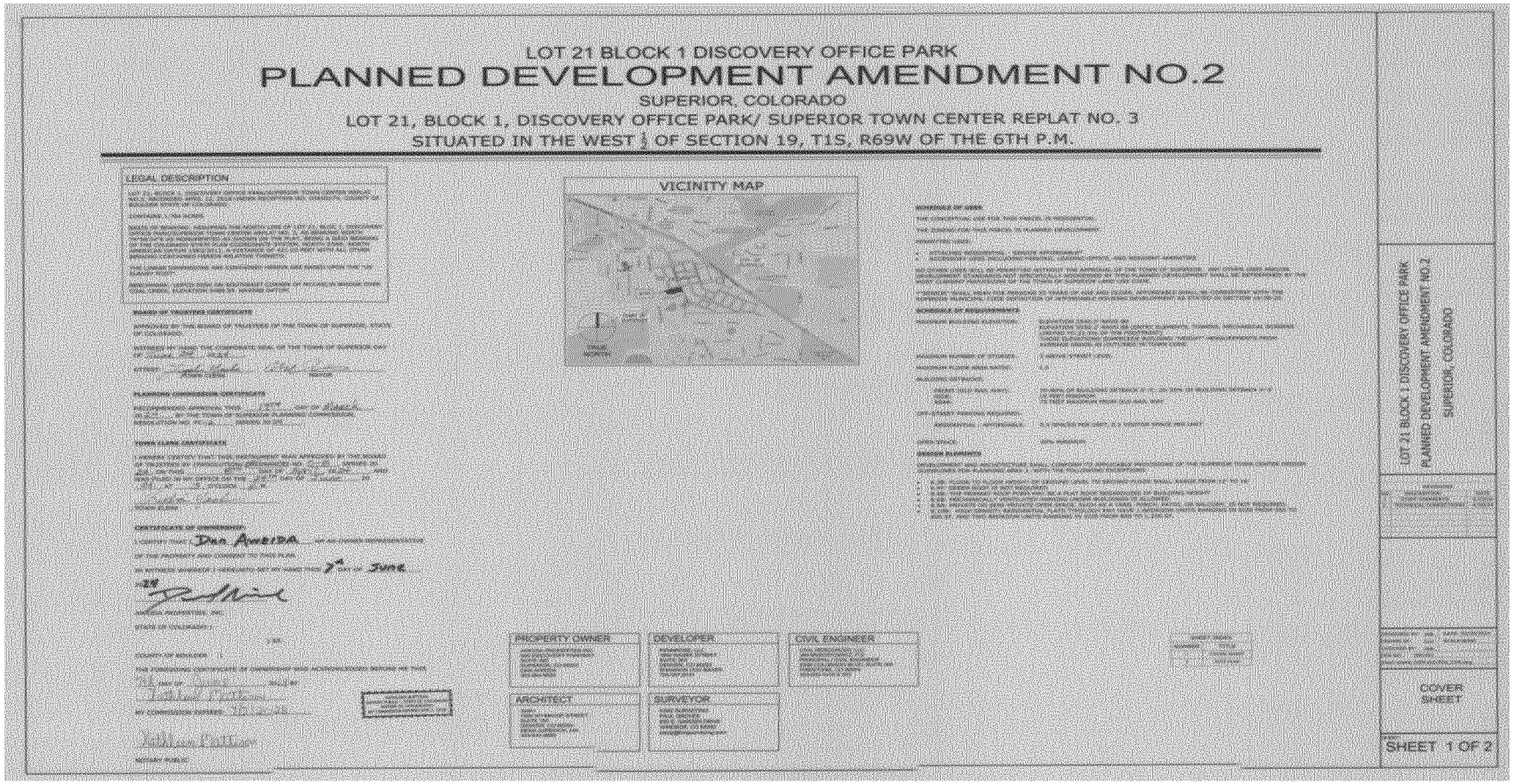
Thank you

Final Development Plan for Kite Route Crossing

Presented by Geoffrey Weathers, Planner II

Vicinity Map

Background Site Development History



LOT 21 BLOCK 1 DISCOVERY OFFICE PARK

PLANNED DEVELOPMENT AMENDMENT NO.2

SUPERIOR, COLORADO

LOT 21, BLOCK 1, DISCOVERY OFFICE PARK/ SUPERIOR TOWN CENTER REPLAT NO. 3

SITUATED IN THE WEST ½ OF SECTION 19, T1S, R69W OF THE 6TH P.M.

LEGAL DESCRIPTION

VICINITY MAP

BOARD OF TRUSTEES CERTIFICATE

PLANNING COMMISSION CERTIFICATE

TOWN CLERK CERTIFICATE

CERTIFICATE OF OWNERSHIP

PROPERTY OWNER

DEVELOPER

CIVIL ENGINEER

ARCHITECT

SURVEYOR

LOT 21 BLOCK 1 DISCOVERY OFFICE PARK
PLANNED DEVELOPMENT AMENDMENT NO.2
SUPERIOR, COLORADO

COVER SHEET

SHEET 1 OF 2

Background – Senior Affordable Housing

Town commitments:

- 12% affordable by 2025
- 15% of new housing affordable
- 22 affordable units by 2027
- Promote development of missing middle housing
- Promote housing choice for seniors

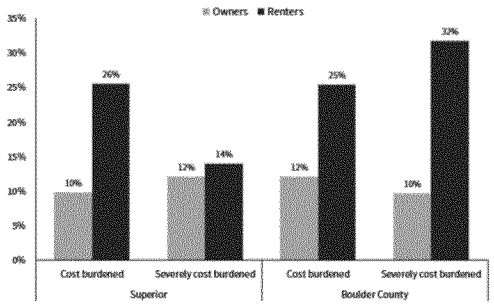
Exhibit 18. Change in Superior's Age Distribution, 2011-2021

Source: American Community Survey (ACS) 2011 and 2021 5-year estimates

	2011	2021	2011-2021 Change	
			Number	Percent
Under 19 years	3,616	3,983	367	10%
20 to 24 years	1,200	605	-595	-50%
25 to 44 years	4,092	3,830	-262	-6%
45 to 64 years	2,915	3,656	741	25%
Over 65 years	349	1,209	860	246%

Exhibit 36. Cost Burden by Tenure, Superior and Boulder County, 2021

Source: American Community Survey (ACS) 2021 5-year estimates



Background – Site Suitability

- ✓ Walkability
- ✓ Transportation Options
- ✓ Social Connections

DEVELOPMENT PLAN – SITE DESIGN

Setbacks	Minimum	Maximum	Proposed
Front	0'- 70-80% 3' - 20-30%	3' - 70-80% 5' - 20-30%	0'-3' – 100% (358.9') 1' – 48% (173.4') 1.7' – 5% (17.5') 3' – 47% (168')
Rear	None	75' from Old Rail Way	64.2' form Old Rail Way
East Side	10'	None	50.4'
West Side	10'	None	11.7'*
Height	**Maximum**	**Stories**	**Proposed**
Main Building	5540.5' NAVD 88	3 stories above street	5440.45' NAVD 88 3 story
Protrusions	5550.2' NAVD 88	N/A	5546.25' NAVD 88

DEVELOPMENT PLAN – PARKING

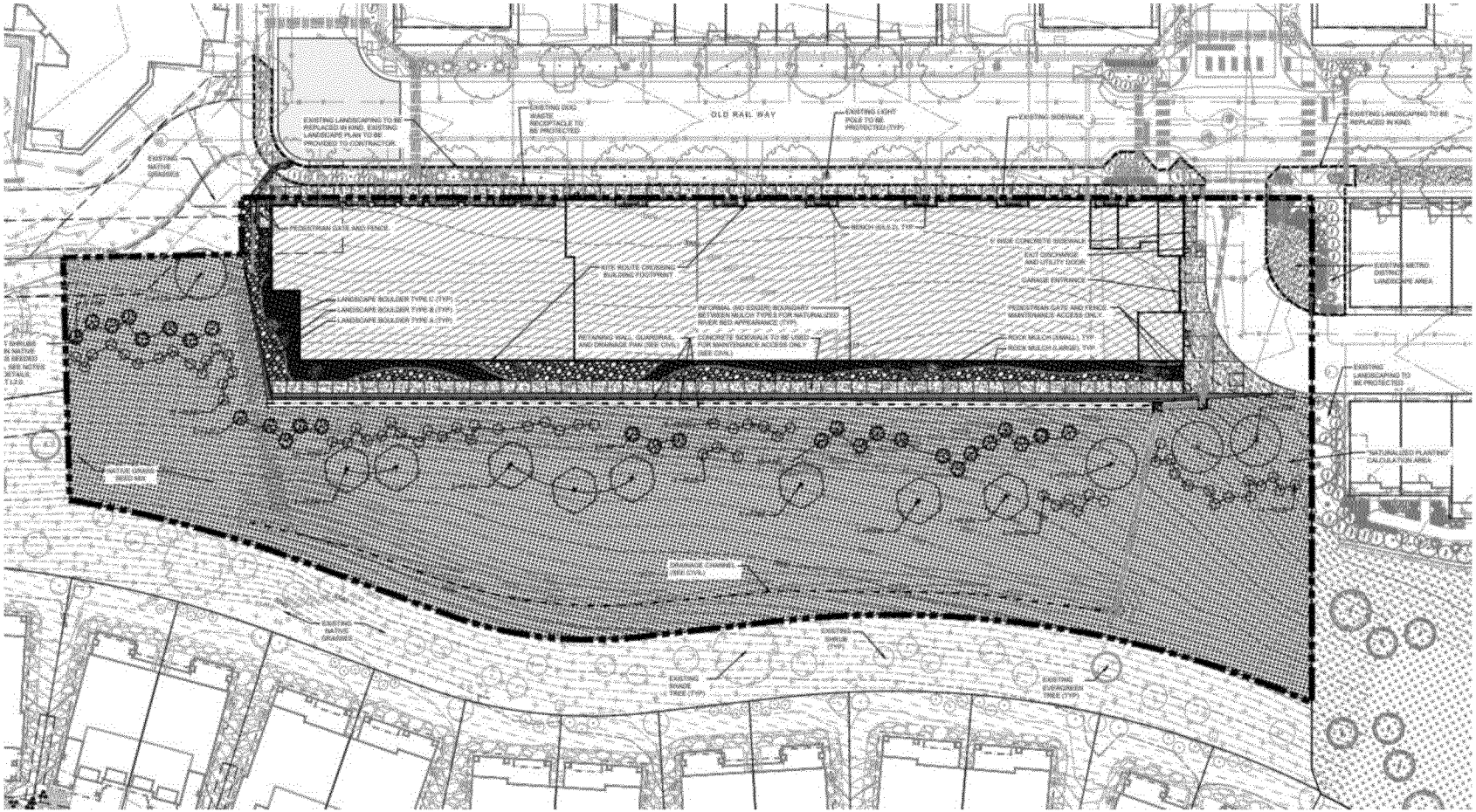
PARKING REQUIRED			
	REQUIRED RATIO	NUMBER OF UNITS	REQUIRED PARKING
UNIT	0.5	50	25
VISITOR	0.1	50	5
		TOTAL	**30**

PARKING PROVIDED					
LOCATION	STANDARD SPACES	ACCESSIBLE SPACES	ACCESSIBLE AS PERCENT OF TOTAL	COMPACT	**TOTAL**
GARAGE	28	2	5%	10	**40**

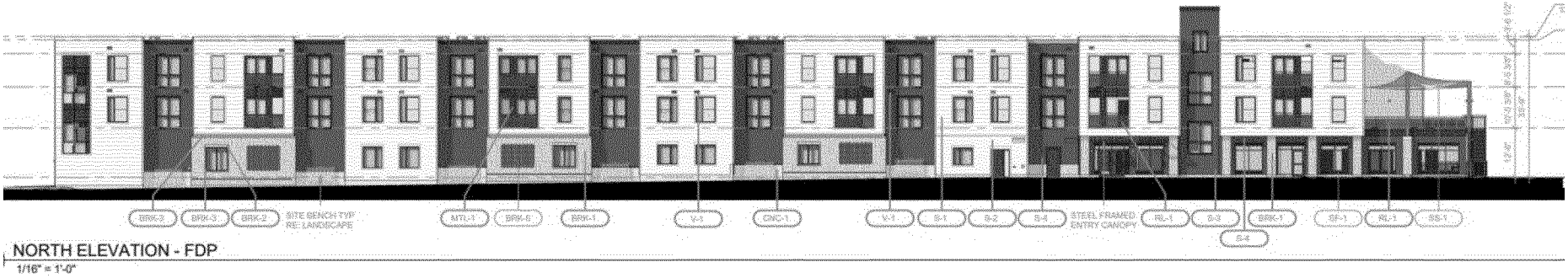
EV PARKING SUMMARY						
EV READY SPACES		EV CAPABLE SPACES		EV INSTALLED		
				ACCESSIBLE	STANDARD	
NUMBER	% OF TOTAL	NUMBER	% OF TOTAL	NUMBER	NUMBER	% OF TOTAL
8	20%	8	20%	2	2	10%

BICYCLE PARKING						
REQUIRED*			PROVIDED**			
COVERED	UNCOVERED	TOTAL	COVERED STANDARD	COVERED ACCESSIBLE	UNCOVERED	TOTAL
25	0.0	25	19	7	0	26

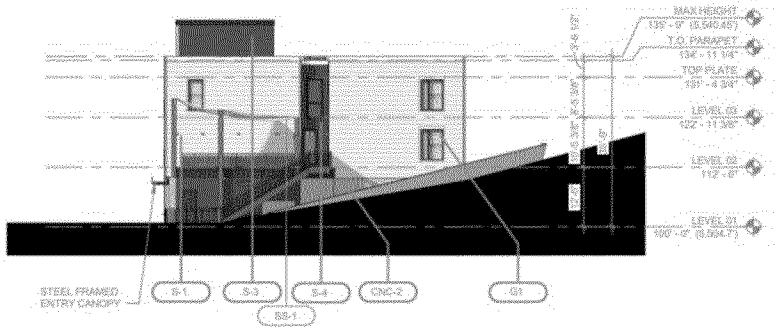
Development Plan – Landscaping



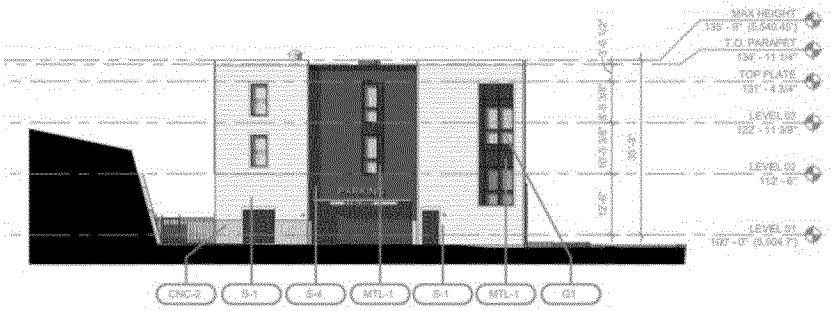
Architecture and Design



NORTH ELEVATION - FDP
1/16" = 1'-0"



3 A1.1 WEST ELEVATION - FDP
1/16" = 1'-0"



2 A1.1 EAST ELEVATION - FDP
1/16" = 1'-0"

Site Amenities

- ✓ On-site property management
- ✓ Recreation room
- ✓ Fitness room
- ✓ Dog wash
- ✓ Sundeck

SUSTAINABILITY

SUSTAINABILITY / ENERGY USE

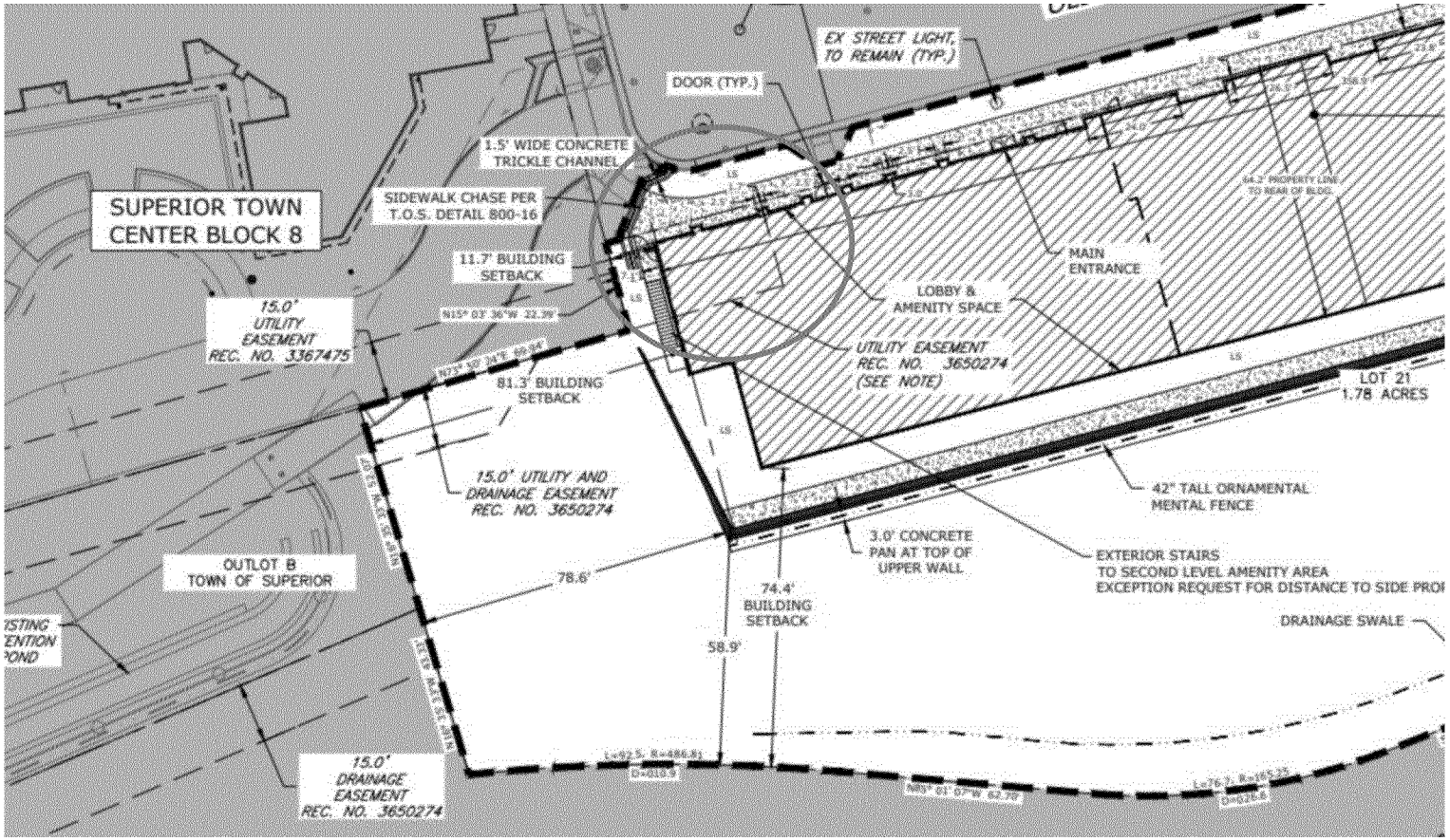
THE KITE ROUTE CROSSING PROJECT IS COMMITTED TO INTEGRATING SUSTAINABILITY THROUGHOUT BOTH THE DESIGN AND CONSTRUCTION PHASES. A COMPREHENSIVE SET OF STRATEGIES WILL BE EMPLOYED TO MINIMIZE THE BUILDING'S CARBON FOOTPRINT AND PROMOTE ENVIRONMENTAL STEWARDSHIP:

- GREEN CERTIFICATIONS: THE PROJECT WILL PURSUE CERTIFICATIONS UNDER ENTERPRISE GREEN COMMUNITIES AND ENERGY STAR MULTIFAMILY NEW CONSTRUCTION STANDARDS.
- ENERGY MODELING: WHOLE-BUILDING ENERGY MODELING WILL BE UTILIZED TO ENSURE COMPLIANCE WITH APPLICABLE CODES AND TO DETERMINE THE MOST ENERGY-EFFICIENT DESIGN FOR THE BUILDING.
- ALL-ELECTRIC SYSTEMS: THE BUILDING WILL FEATURE ALL-ELECTRIC MECHANICAL SYSTEMS, INCLUDING COLD CLIMATE AIR-SOURCE HEAT PUMPS AND ELECTRIC RESISTANCE WATER HEATERS.
- INDOOR AIR QUALITY: BALANCED VENTILATION SYSTEMS WILL BE IMPLEMENTED TO ENHANCE INDOOR AIR QUALITY FOR OCCUPANTS.
- HIGH-PERFORMANCE BUILDING ENVELOPE: THE DESIGN WILL INCORPORATE AN ENVELOPE COMPLIANT WITH THE 2021 INTERNATIONAL ENERGY CONSERVATION CODE (IECC).
- EFFICIENT LIGHTING AND APPLIANCES: ENERGY STAR-RATED APPLIANCES AND LED LIGHTING WILL BE INSTALLED THROUGHOUT THE BUILDING TO REDUCE ENERGY CONSUMPTION.
- WATER EFFICIENCY: WATER USAGE WILL BE MINIMIZED THROUGH THE USE OF LOW-FLOW PLUMBING FIXTURES AND NATIVE OR ADAPTIVE, DROUGHT-TOLERANT LANDSCAPING. AN EFFICIENT IRRIGATION SYSTEM, COMPLIANT WITH ENTERPRISE GREEN COMMUNITIES GUIDELINES, WILL SUPPORT SUSTAINABLE WATER MANAGEMENT.
- TARGETED TURF GRASS USE: IRRIGATED TURF GRASS WILL BE LIMITED TO AREAS THAT PROVIDE RECREATIONAL VALUE TO THE COMMUNITY OR SERVE AS INTEGRAL COMPONENTS OF VEGETATED OR STRUCTURAL STORMWATER MANAGEMENT SYSTEMS.
- RESILIENT LANDSCAPING: THE SITE'S LANDSCAPING STRATEGY WILL EMPHASIZE PASSIVE DESIGN FEATURES THAT ENHANCE STORMWATER MANAGEMENT AND INCREASE OVERALL CLIMATE RESILIENCE.

TRASH/RECYCLING/COMPOST

BUILDING MANAGEMENT WILL PROVIDE TRASH AND RECYCLING SERVICE THAT IS ACCESSED INTERNALLY VIA A TRASH ROOM WITH A TRASH CHUTE. DUMPSTERS WILL BE PICKED UP VIA SCHEDULED SERVICE VIA THE ALLEY.

EXCEPTION REQUESTS



Recommendation

Planning Commission Resolution 5 approving the Discovery Office Park Final Development Plan No. 4

Condition: the Applicants shall make minor technical and redline corrections to plans as identified by Town staff and directed by the Town Board.

Discussion and Questions