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.