

NARRATIVE
SUPERIOR MEDICAL OFFICE BUILDING AND PARKING GARAGE
AT SUPERIOR TOWN CENTER

FINAL DEVELOPMENT PLAN DESCRIPTION

Lots 1A and 1B, Block 12, Subdivision Plat of Lot 1, Block 12 of the Superior Town Center Filing 1B. Part of NW ¼ of Section 19, Township 1 South, Range 69 West of the 6th Principal Meridian, Town of Superior, County of Boulder, State of Colorado, Superior Town Center Lot 1A, Block 12.

The Medical Office Building (MOB) and Parking Garage will be located on Superior Drive, north of Main Street. The project sits between Superior Drive and Highway 36. MOB property Lot 1A contains 41,742 SF and the parking garage Lot 1B contains 25,888 SF.

The MOB is a 4-story building of 62,006 total gross interior square feet. The main floor is 16,099 gross interior SF. The MOB was previously attached to Impact Sports and was part of the Boulder Valley Ice and Indoor Sports at Superior FDP. The proposed MOB will be owned and built by Superior Medical Investors, LLC (“MOB Owner”). The MOB Owner and the marketplace both demanded that the building be separated from the BVI structure to allow for natural light and glass to the exterior on all four sides of the MOB. This also allowed for a more enhanced four sided architecture and greatly reduced the bulk and mass of the previously approved BVI and MOB single building concept. The MOB will have an imaging center and an urgent care facility on the main floor. Medical offices will occupy floors 2-4.

The parking garage will be a 4-level garage with 244 spaces. The building dimensions are 122’ x 185’, a 22,570 SF footprint. The garage will be connected to the MOB by a pedestrian bridge on the 2nd, 3rd and 4th levels. Ground level access is by the MOB main door in the building’s southeast corner. The garage will also have an elevator located in the northwest corner. The parking garage will be on a separate Lot 1B and will be a minor subdivision plat processed at the same time as the MOB FDP. Included in the FDP packet is a the subdivision plat that shows both lots. Lot 1A is the front lot fronting Superior Drive and will be where the MOB is constructed. The STC Developer currently owns the entire property, but will be selling Lot 1A to the MOB owner after the FDP and Plat are approved and recorded. Immediately thereafter, the MOB will submit for building permit and will commence construction just as soon as the first building permit is available (i.e. Foundation Permit). The parking structure on Lot 1B will be constructed at the same time as the MOB building by the MOB Owner on the lot owned by the STC Developer. Lot 1B will be 25,888 SF and will be retained by the STC Developer. Upon completion of the construction of the garage, the STC Developer shall convey the lot and garage to the STC Metro District. Prior to the certificate of occupancy of the parking structure, the MOB owner, STC Developer, and the Metro District shall enter into a conveyance agreement and shared parking and maintenance agreement.

Subdivision Plat

The Subdivision Plat is to provide for two separate lots for the project. As mentioned, the MOB will be constructed on Lot 1A and owned by Superior Medical Investors, LLC. Lot 1B will have the parking garage constructed on it by the MOB owner and ownership of the land and garage will be maintained by the STC Developer until they transfer it to the STC Metro District. The Plat includes an access easement required for entry to the parking garage and six utility easements for various fire hydrant and fire line services for the MOB, parking garage and Impact Sports.

PARKING GARAGE SUMMARY INFORMATION

- 1) MOB owners and tenants will have equal rights to park anywhere within the Town Center project's public facilities including on-street parking and public parking lots.
- 2) The Parking Garage will be owned by the Metro District. MOB owners and tenants shall have the right to use all parking spaces constructed on the MOB parcel, Lot 1A, and in the Parking Garage as follows:
 - a. MOB owners and tenants shall have a preferred right to park in 160 dedicated and reserved stalls for the MOB (approximately 66% of the parking spaces in the Parking Garage). This will be structured as a perpetual auto-renewing lease to the MOB owner.
 - b. The MOB lease shall provide the MOB owner and tenants with the exclusive right to use 160 spaces (approximately 66% of the spaces in the Parking Garage) from 7:00 a.m. until 5:30 p.m. Monday through Friday for no charge.
- 3) STC Developer and the Metro District will allow signage to be placed on the structure's façade (assuming Town approval under its sign code) indicating that the structure is "Medical Office Parking", as well as project and tenant signage or other mutually agreeable verbiage. Additional signage directing vehicle traffic to "medical office parking" and additional signage for tenants or occupants of the MOB to be placed on the structure's facade will be allowed, subject to Town signage codes. There will be signage designated on the construction drawings for where and which parking spaces are reserved for the MOB Monday through Friday 7:00 am until 7:00 pm.
- 4) MOB owner or Metro District shall enter into a sublease with the owner of the adjoining recreation facility (aka "BVI") and allow public use of MOB's spaces in the STC-PS#1 on evenings (excluding the time 7:00 am to 7:00 pm Monday thru Friday) and anytime during weekends.
- 5) Any spaces not leased to the MOB or BVI shall be operated and maintained by the District in cooperation with MOB but in the exercise of the District's reasonable Discretion.
- 6) Metro District shall own and maintain the parking structure and will have an access easement thru Lot 1A thru the Subdivision Plat.

- 7) Repair, maintenance and snow removal for the parking structure will be managed by the Metro District. All repair and maintenance and snow removal for the driveway and the 28 on-site street parking stalls will be maintained by the MOB's property management team. The MOB's property management team will coordinate snow removal with the Metro District so that the parking garage, driveway and on-site parking stalls are cleared at the same time.

CHANGES FROM APPROVED BVI FDP

The MOB was originally approved as part of the BVI FDP and was physically attached to the north end of the building. Surface parking was located on the east side and some on the north where the current access drive is located.

An ownership change in the MOB led to the building being detached from BVI and placed on Lot 1A. With that, also came the plan for a four level parking garage, capable of providing the required parking for the MOB during business hours and parking for the BVI facility in the evenings and weekends. Parking requirements for the MOB are substantially less after 5:30 p.m. Monday thru Friday and on Saturdays and Sundays.

Because of the size and configuration of Block 12, the MOB and garage were placed as close as possible to the north property line. With the MOB and garage to the north side, we were able to place the 26' access drive between the MOB/Garage and BVI Soccer/Impact buildings. The drive contains easements for utilities, water and storm sewer for the development. On-site parking, 27 spaces, were also added on both sides of the drive for MOB parking.

The location of the parking structure on the east side of the MOB and the access drive location necessitated the MOB main entry to be located adjacent to both instead of on Superior Drive. The entry is located on the southeast corner of the building and is identified by a two story glass entry wall. An additional man door is located on the southwest corner and on the west elevation as secondary/emergency egress locations. Building signage will be used at the main entry to help identify the entrance. Because of the glazing on the corner tower entry, we request a variance for the building signage to be raised above STC PD standards to a level above the two story glazing at 26' above grade.

With the MOB being detached, the added parking structure, the Owner chose a new design for both. The Owner and design team worked with the STC developer, Ranch Capital, on an alternate design that meets the STC Design Guidelines. Preliminary elevations, as submitted, have been approved by Ranch Capital.

Currently, the Superior Medical Office Building will consist of the following tenant mix. An urgent care/primary care clinic will be taking approximately 7,000 SF on the first floor space. The balance of the first floor consisting of 6,000 SF will be a medical imaging practice which will provide MRI, X-ray, CT/PET, and ultrasound services. The entire second floor totaling 14,590 SF will be occupied by an orthopedic medical group which will also provide physical therapy services.

The 3rd and 4th floor will have tenants of associated medical uses. The building hours will be M-F 7:00 a.m. – 7:00 p.m. and 7:00 a.m. – 12:00 p.m. on Saturdays.

FDP PLAN DESIGN

The MOB is 4-stories. We have copied modulated wall plans and entry recess from the original approved elevations. We have included vertical and horizontal masonry bands, entry element on the southeast corner, awnings, recessed 4th floor walls, roof overhands and (7) EA wall materials. Wall materials are: Ground face CMU, split face CMU, sand blast precast concrete, brick, (2) EA colors EIFS, dark bronze metal panel, clear anodized storefront with tinted glazing. The walls have a high parapet height on 60'-8" and a low parapet of 58'-0". A variance for this height will need to be requested as part of the FDP for the MOB since the allowed building height is 55'-0" per the STD PD. We do not have a roof plan height or mechanical design for the building. A note has been added to elevations that indicate that "any roof top mechanical units that can be seen from adjacent street level will be screened." Material for screening will match building elements. Elevations show preliminary locations of screening for RTU's. Building colors used are consistent with those in Appendix C and compliment the BVI project. The Lakewood Brick Red Grain is what is used on the main BVI structure and also on the MOB and garage.

The adjacent 4-level parking structure will be constructed with pre-stressed concrete design. Similar exterior finishes and colors to match the MOB will be used. The garage towers will be split face CMU and brick to match the MOB. The (2) EA EIFS colors will be matched on the remainder of the exterior structure per the elevations. These will be painted surfaces.

COVER SHEET

The Site Data Table has been revised to include the subdivision plat square footage for the parking garage.

Building setback has also been revised to include a height variance request for the MOB at 62'-0". The STC PD is 55'-0" maximum. The additional building height is requested to allow for 15' floor levels. The first floor will have an imaging center that will require a 12' bottom of structure clear height for equipment. Preliminary design allows for 2'-0" of floor structure and concrete deck, 2'-0" of space above a 10' ceiling height for HVAC, plumbing and electrical equipment. This cross section makes up our 14' floor level. Top of main MOB structure will be +/- 56 and when we add roof top HVAC screening and the corner tower elements, we are at the requested 62' height.

Floor elevations will also align with the parking garage elevations for skywalks at each floor. Parking garage elevation will be at 48'-0".

The parking calculation table has been revised to reflect the STC PD parking requirement of 188 spaces required by STC PD for the building.

CONTEXT PLAN

The Context Plan has been updated and revised per staff comments. Improvements on BVI Lots 2A and 2C are currently under construction and will be part of the Amended FDP for BVI which is currently being prepared. The plan shows that half of the paving on the north drive of BVI is by BVI.

BVI will pave half of the complete drive (14' wide) for fire access to the east side of BVI. Shared costs/scope will be between BVI and MOB. The paving will be completed before MOB and garage construction begins.

SITE PLAN

The Site Plan has been updated and revised per staff comments.

This project does not have any work in the R.O.W. or Parcel H. All work outside the property line will be by the STC Developer. We have included that scope of work for a complete overview of the project, but we have shaded all work outside of this FDP.

Since the parking garage needs to be built over the existing 60" storm line and in the easement, a Perpetual Garage Encroachment Agreement is needed between the STC Developer/Metro District and Town. This document will be a separate document and condition for release of the garage building permit. Final approval of the foundation design over the 60" line will be by the Town Engineering and Building Department. The contractor will work with the Town to provide a foundation system that is agreeable to all parties.

DRAINAGE PLAN

The drainage plan has been updated and revised per staff comments.

All drainage for the building and parking garage and south drive drains into the existing 60" RCP storm line that is in the 30' U.E. Easement in the drive. This line was installed by the STC Developer and drains into the pond in Tract D, east of BVI. All site and off-site main line storm work has already been completed and we will only be doing tie-ins to the main lines for the MOB and garage. The site drainage outside the buildings and drive drain to the north, south and east, as shown by drainage arrows on the plan. Drainage between the MOB and garage drains to the north in Superlot 1 and a Drainage Easement by separate document will address this drainage.

UTILITY PLAN

The Utility Plan has been updated and revised per staff comments.

As mentioned previously, all site and off-site main-line water, sewer and storm utility lines have been installed. This includes the 60" RCP storm line in the drive, sanitary sewer in Superior Drive and the water line with fire hydrants in the access drive. The 5' Type R inlet in the southeast corner has been installed as part of BVI work. All work relating to a US36 bikeway tie-in is by

others and is shown as shaded. An agreement with Rocky Mountain Fire District and Louisville Fire Protection District to provide additional Class III manual dry fire protection to the north side of the MOB and garage has been reached. This added protection will be provided by an added fire hydrant near the southwest corner of the garage (shown on Utility Plan) and a dry standpipe system inside the garage. An equipment room to house necessary firefighting equipment has also been added adjacent to the elevator on the ground level in the garage as part of this Agreement.

BUILDING ELEVATIONS

As stated earlier, the MOB was separated from the BVI structure and re-designed from the approved BVI/MOB Plan.

The building is now a 4-sided structure with added glazing on all elevations. The finish legend shows 12 exterior finishes with the percentage of each on the building. The 3 major finishes are: EIFS – 2 colors, glazing and brick. Brick matches the BVI building.

Each elevation has façade articulation to meet STC Guidelines. The west has 4 articulations with the 4th floor having a 3' setback. Design guidelines require a 10' setback which could not be achieved. Floor plan requirements for leasable space allow a 3' setback. We request that all 4th floor setbacks be approved at 3' as shown on elevations.

The south elevation is the building's entry elevation and has 5 articulations, north has 3 and the east that is adjacent to the parking garage has 3.

The south elevation has corner tower elements with elevations of 60'-8" and 61'-8". The southwest tower has a feature roof design. The main roof line is 56'-8" on the south elevation. Both corner towers have glazing and metal awnings above the first level.

Because the height of the towers exceed the 55' height allowed in the STD PC, we are asking for a variance to 62'-0".

We have shown proposed building signage on the north, south and west elevations per square footage allowed by the STC PD. Sign design will be by tenants under Construction Plan Approval. We request a variance for signage to be above the STC PD below the second floor because of glazing and awnings on the south and west elevations, north elevation below roof line for building name and visibility for traffic on Hwy. 36.

The parking garage elevations have been updated and revised per staff comments. The garage finishes use the same brick, split face brick, metal cladding and EIFS colors (2) as the MOB.

The dumpster enclosure adjacent to the east side is constructed of matching split face block. The vehicle entry on the south side has been identified by entry signage. We have also added a 4' concrete island in the entry to separate traffic flows.

Stairways in the northeast and northwest corner have a feature roof element to match the MOB design. The new northwest roof will also provide shelter at the elevator entry. Signage square

footage is shown on the north and east stairway elevations. Reveals in the precast panels (rectangular detail) are a change in depth of the panels. This feature, along with metal cladding bands on the stairways, adds depth and interest to the panels.

LANDSCAPE PLAN

The landscape design follows the design for the BVI site. Plantings are similar.

Plantings on the west elevations/Superior Drive, match plantings along the street frontage at BVI. They are shown for information only since work in the R.O.W. is by others and not part of this FDP.

The plan deviates from the required standards for planting quantities, but we feel the plan is acceptable based on these clarifications. We added (27) EA foundation plantings around the building.

The MOB south landscaping has had understory landscaping added where it is visible to the walking public. Similarly (27) EA plantings are on the north side of the MOB office. At the same time, we chose to select larger varieties of shrubs further away from the local street, but visible from the highway, as smaller plantings along the detention pond would be obscured by native plantings in the pond. The calculation for perimeter plantings is skewed because, although there are two buildings with a 10' concrete pan separating them, they read as one. The garage itself has (62) EA plantings on 3-exposed elevations to cover lower building panels and (5) EA Conifers on the east side at property line.

Plantings on the east are limited to mostly coniferous trees to provide all season screening from the highway. Shrubs would not help the overall effort. There is also an easement so we placed most of the trees on the edge of the easement.

LIGHTING PLAN

Lighting fixtures on the MOB and parking garage match fixtures used on the BVI building.

All lighting is provided by wall packs except for the upper parking deck where metal halide pole lights will be used. The fixture schedule calls out all fixtures used. The foot candles on the upper level parking is below the 5.0 max allowed per code.

STREETSCAPE PLAN

Streetscape Plan has been updated and revised per staff comments.

As stated earlier, all work along Superior Drive in Tract H and the R.O.W. is by the STC Developer. It is shown for information only and is shaded as work not included in this FDP. Streetscape amenities match BVI design and color. The pathways on the south side of the MOB match the design of the pathways along the north side of BVI and Impact Sports. They are a combination of pavers and concrete. We have shown (1) EA bench and (1) EA trash receptacle

along the garage west wall by the MOB entry. (5) EA bike racks are also shown between the MOB and garage in the 10' wide concrete paved area.

SIGNAGE AND STRIPING

The plan has been updated and revised per staff comments. Preliminary garage floor plans showing parking layout, access routes, and ADA parking spaces have been included for all levels. A complete garage interior graphic and signage package will be submitted with construction drawings for permit.

Directional bike signage has been added by Superior Drive for the US36 bikeway, but there is not a striped bike lane on Superior Drive or at the southeast property corner to connect to. We have shown our ADA/Pedestrian route to these 2 points on the Concept Plan.

We feel that the FDP package meets the standards of the STC P.D. and look forward to review and comment by the Town.

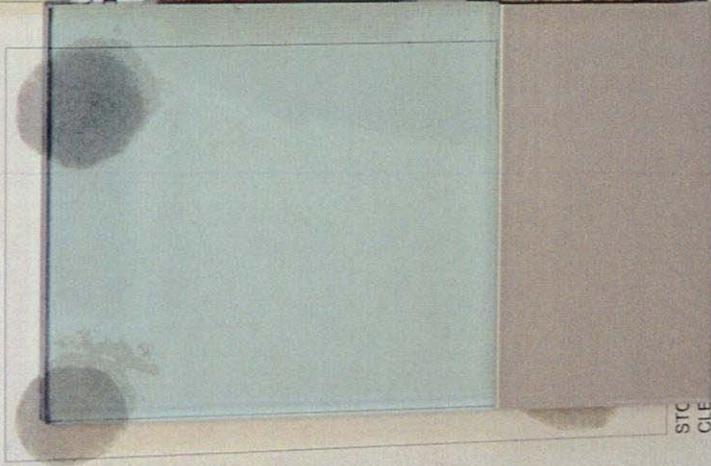
Sincerely,

SUPERIOR MEDICAL OFFICE BUILDING, DESIGN TEAM

SUPERIOR MEDICAL OFFICE BUILDING

PROSPECT | MEDICAL REAL ESTATE SOLUTIONS

GLAZING - PPG SOLEXIA



STC
CLE



AWNING ABOVE STOREFRONT -
DARK BRONZE



LANDSCAPE BRICK
RED GRAIN



SPLIT
PADRE REDSTONE



SANDBLAST PRECAST CONCRETE -
LIGHT GRAY



EIFS - MIMIC WHITE
(PARKING GARAGE
COLOR TO MATCH)



EIFS - MIMIC LIGHT BROWN
(PARKING GARAGE
COLOR TO MATCH)



GROUND FLOOR UMD
SAVIO TAN



INTERGROUP
ARCHITECTS

04/01/2016

