

May 7 2007

**Project: Superior Town Center (project #0717)/ Workshop #1- Visioning/ Clarification/ Site analysis**

The following notes are a synopsis of the decisions and directions agreed upon in the meeting held at Town of Superior, on May 7, 2007.

Notes distributed to attendees and other design team members listed below:

	Present: Team members	Affiliation	Email	Phone
X	Andrew Muckle	Town of Superior- Mayor		
X	Karen Imbierowitz	Town of Superior - Mayor Pro tem		
X	Dana D'Souza	Town of Superior- Town Board		
X	Elia Gourgouris	Town of Superior- Superior- Town Board		
X	Jeff Chu	Town of Superior- Town Board		
X	Lisa Skumatz	Town of Superior- Town Board		
X	Scott Randall	Town Manager, Town Of Superior		
X	Jay Wolffarth	Management Analyst, Town of Superior		
X	Tim Van Meter	Van Meter Williams Pollack	tim@vmwp.com	
X	Electra Fowler	Van Meter Williams Pollack	electra@vmwp.com	
X	Heather Korth	Van Meter Williams Pollack	heather@vmwp.com	
X	Cheney Ferguson	Van Meter Williams Pollack	cheney@vmwp.com	

**1. CONCERNS**

- Pedestrian Oriented
  - Easy to park, easy to walk
  - People!
  - Embrace creek
  - Existing popular biking area
    - Build on
    - More recreation
  - Pedestrian access to park n ride will be interesting
- What is Superior? Identity
  - Costco
  - Rock Creek
  - Different architectural styles / materials
  - Farmers Market
    - Has to be 'Ours'
- Sustainable
  - Food Miles
  - Preserving ponds
  - Hillside- Build into- Geothermal
  - LEED
    - Board passed a resolution requiring public buildings to be LEED Gold
    - Amending building codes
    - Already in action
  - Can be huge marketing tool by embracing it

1529 Market Street  
Second Floor  
Denver, CO 80202  
303.298.1480  
FAX.893.2595  
[www.vmwp.com](http://www.vmwp.com)

- Urban Standards
  - Re-write them
- Connectivity Road Issues
  - Trail Connectivity is important
  - Pedestrian and bike connectivity
  - Connectivity to 25 acres west of Mc Caslin and to tie that area into town in the future
  - McCaslin renovation is interesting
    - Spend the money, it's worth it.
    - Limited access from McCaslin– density might be a problem
    - Good connectivity if property owners can come to an agreement
    - Careful with traffic back-up on McCaslin
    - Ingress/Egress concerns on McCaslin
    - South connection to site
    - Analysis of Roadway impact
    - Recreate/ connect
    - McCaslin should be a walk able street- where people can push a baby strollers
- Favorite Places of Town Board:
  - Belmar
  - Market St. in San Francisco
  - Pearl St.
  - Arvada Four Winds
  - North Boulder – near Breadworks
- View Corridors – extremely important
  - Border Hwy 36 with buildings for noise mitigation
  - Mix of uses
  - Road connection, not frontage road
- Land Uses
  - Town Hall, Courthouse, Public/Civic Uses
    - Need outdoor place incorporated
    - Why move Town Hall?
    - Civic space needs to be used as an activator
  - Office as supporter
    - Restaurants need lunch crowd
    - Offices die at 5pm
    - Smaller business owners, not corporate
    - Slow moving real estate
  - Big Box / Medium Box
    - Flexibility to change overtime
    - Good tax revenue (short term)
    - Business based on productivity, oil – won't last long
  - Residential
    - Concerns about increase in housing because of transportation issues
    - 2,000 residential units – concerned that is 1/3 population growth for the town
    - No 'plexes'
    - Blend of residential
      - Work with topography
    - Senior Housing
      - Property Owner's request
      - Not Town Boards idea
  - Restaurants?
  - Transit
    - Pedestrian Connection to transit important
    - RTD said the buses could be directed through the Town Center and have a stop on-site
  - Parking
    - Parking is a significant public investment, why not make it beautiful?
    - Charge for parking
    - Parking districts

- Growth issues
  - Need to understand clearly what that kind of density means and what it looks like
  - 10 – 20 year growth estimate
    - Whatever fits!
    - What does 1/3 growth look like?
    - How does 2000+ residential units affect us? What does it look like?
      - 3-D models will help!
- Economically viable
  - Economic sustainability
  - Cash flow for town
- Misc
  - WiFi everywhere?

## 2. CLARIFICATION (SEE ATTACHED REVISED DESIGN PRIMER)

- 150' Hwy 36 Buffer
  - Board does not want this buffer. Could be good place for more height, bigger footprint, and box retail.
- Board questioned 40-Acre maximum office requirement – required by Biella-Menkick Annexation Agreement.
  - Board said 40-Acre maximum is flexible.
- Office zoning on Spicer-Schuck property is flexible.
- 30% minimum open space requirement on Biella-Menkick property is flexible.
- Height
  - More height along Hwy 36
  - Place height at critical points
- 300 ft. buffer on southern border (NOT FLEXIBLE)
  - Wildlife preserve
  - Designed around wildlife preserve idea
  - Not a hard concrete line- could be more permeable
  - Just no roads and no building on it
  -

## 3. PRINCIPLES

- CONNECTIVITY
  - INTERCONNECTED ROADWAYS
  - PEDESTRAIN & BIKE ORIENTATION
  - TRANSIT / MULTIMODAL CONNECTIONS
  - CONNECTION TO REGIONAL TRAILS
  - GREAT PEDESTRAIN ORIENTED STREETS
- A MIX OF USES
  - AN URBAN FORM THAT SUPPORTS A VARIETY OF USES AND IS SUSTAINABLE OVER TIME.
  - ECONOMICALLY SUSTAINABLE
- PLACEMAKING
  - SENSE OF IDENTITY AND PLACE FOR SUPERIOR- GATEWAY
  - DENSE & COMPACT DEVELOPMENT
  - CONNECTION TO NATURE TRAILS & OPEN SPACE
  - MAIN STREET / TOWN CENTER
  - PEDESTRAIN SCALE
  - VIBRANT NEIGHBORHOODS
  - CONNECTION TO TRANSIT
  - COMMUNITY/ PUBLIC SPACE
- SUSTAINABILITY
  - GREEN URBAN DESIGN & BUILDING PRINCIPLES (LEED)
  - CONNECTION TO NATURE AND PRESERVATION OF WILDLIFE CORRIDORS
  - GREEN INFRASTRUCTURE
  - ECONOMICALLY SUSTAINABLE