

DENVER DESIGN DISTRICT GENERAL DEVELOPMENT PLAN

LOCATED IN NORTHWEST 1/4 OF SECTION 15, TOWNSHIP 4 SOUTH, RANGE 68 WEST OF THE SIXTH PRINCIPAL MERIDIAN
CITY AND COUNTY OF DENVER, STATE OF COLORADO
AT BROADWAY AND I-25

GENERAL NOTES

1. SITE IS ZONED B-4 and I-1. See Sheet 5.

2. VESTED PROPERTY RIGHTS

Section 59-314(o) of the Denver Revised Municipal Code states as follows:

An approved GDP shall constitute a site specific development plan which triggers a vested property right pursuant to CRS 24-68-102(4). Such property right which has been vested shall remain vested for a period of three (3) years. The applicant's vested rights are directly proportional to the level of detail approved in the general development plan. The applicant obtains vested rights only to the extent that the GDP specifically includes development program, architecture and engineering solutions and those solutions are specifically approved. The recorded GDP is binding upon the applicants, their successors and assigns and the City and County of Denver.

A. Sheet 6a

1. Parking - Overall Parking Reduction of 25% with an opportunity for a further reduction at the PBG/Site Plan stage of development approvals.
2. On-Site Circulation - a network of internal streets that extend Denver's grid system and link to existing roadways, no greater than two lanes wide, except at intersections where traffic studies indicate more than two lanes are required, and which have parking on both sides, except in locations where constrained right-of-way conditions indicate either no parking or parking on only one side.
3. Land Use Table
4. Land Use Map

B. Sheet 6b

1. Building Height Map
2. Maximum Building Heights as shown in Building Height Map and Building Height Table.

C. Sheet 7

1. Cherokee, Bannock, Dakota, Virginia, Center, and Exposition will be conveyed to the City for public rights-of-way.

D. Sheet 9

1. Open Space Map
2. Aggregated Open Space Types
3. Open Space Summary
4. Minimum Open Space Sizes

3. GDP AMENDMENTS

The determination of the zoning administrator under Section 59-214(n) of the Denver Revised Municipal Code of the City and County of Denver as to whether a proposed amendment to the GDP is a major or minor amendment shall be on based on criteria set forth in Section 59-314 and the notes below.

A. This GDP is a framework plan only and except as expressly provided herein does not specifically allocate building height, mix of uses, open space or density of the development. Changes to these items initiated by an owner/applicant at any time will not require any amendment, minor or major, to this GDP.

B. This GDP does not specifically design street widths or locations. Changes to these items will not require any amendment, minor or major, to this GDP.

APPROXIMATE PROJECT STATISTICS :

SQUARE FOOTAGES ARE APPROXIMATE

TOTAL GDP GROSS AREA 3,492,570 SQFT (80.18 AC)

Estimated ROW Deductions 534,400 SQFT (12.27 AC)
Existing Public Service Substation 57,000 SQFT (1.31 AC)

TOTAL GDP NET AREA 2,901,170 SQFT (66.6 AC)

NET GDP TRANSIT MIXED-USE AREA 2,411,140 SQFT (55.4 AC)

OPEN SPACE (Estimate)

AGGREGATED OPEN SPACE 249,200 SQFT (5.7 AC)
Percent of Net GDP Transit Mixed-Use Area (10% Required) 10.3 %
EXPANDED STREETSCAPES 28,700 SQFT (0.7 AC)
Percent of Net GDP Transit Mixed-Use Area 1.3%
TOTAL OPEN SPACE + STREETSCAPES 277,900 SQFT (6.4 AC)
Percent of Net GDP Transit Mixed-Use Area 11.6%

TOTAL PROPOSED DEVELOPMENT (Estimate) 7,936,581 SQFT - 10,016,352 SQFT

Commercial (including office, retail and hotel) 3,186,468 - 3,799,702 SF
Residential 4,508,365 - 6,012,986 SF
Residential Units 2,808 - 3,755 units
Educational 152,748 - 203,664 SF
Existing Industrial 89,000 SF

ESTIMATED DENSITY (FAR) 3.5 - 5.0 FAR

ESTIMATED DENSITY (Dwelling Units per Acre) 42 - 60 Total Units per Net GDP Acres
(average across entire GDP Area)

THE CITY AND COUNTY OF DENVER AND
CF PROPERTY MANAGEMENT, INC. C/O DENVER DESIGN DISTRICT

TRYBA ARCHITECTS
1620 Logan Street
Denver, Colorado 80203
303-831-4010

| DATE | REV | REMARKS | DRWN | CHKD | APRVD |
|----------|-----|----------------------|------|------|-------|
| 01.10.07 | | FIRST GDP SUBMITTAL | | | |
| 01.10.08 | | SECOND GDP SUBMITTAL | | | |
| 03.20.08 | | THIRD GDP SUBMITTAL | | | |
| 05.10.08 | | FOURTH GDP SUBMITTAL | | | |

PROJECT NO. 20071-00099

DATE: 2009.03.24

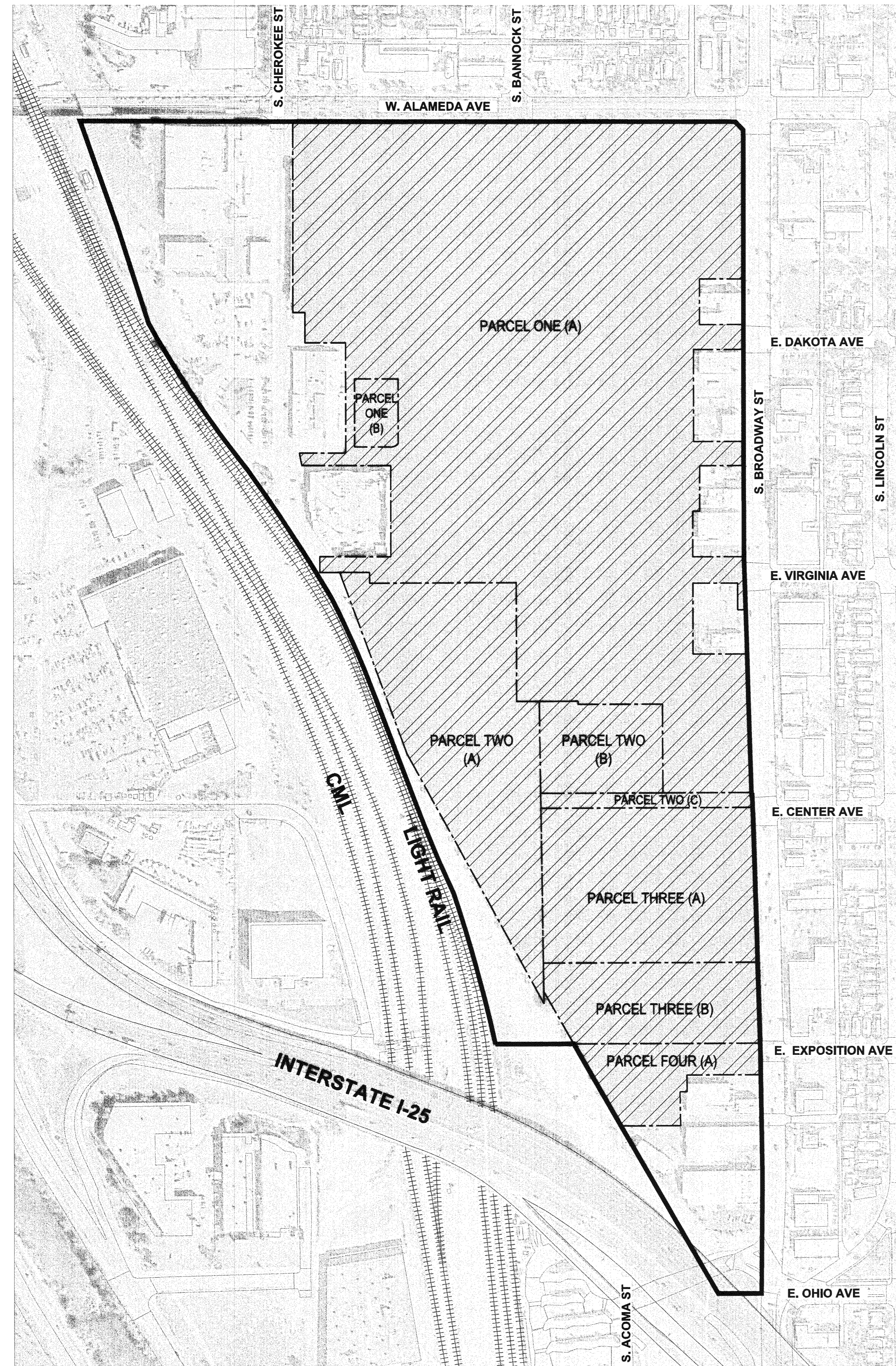
SHEET NUMBER:

GENERAL NOTES

02 OF 13

DENVER DESIGN DISTRICT GENERAL DEVELOPMENT PLAN

LOCATED IN NORTHWEST 1/4 OF SECTION 15, TOWNSHIP 4 SOUTH, RANGE 68 WEST OF THE SIXTH PRINCIPAL MERIDIAN
CITY AND COUNTY OF DENVER, STATE OF COLORADO
AT BROADWAY AND I-25



- LEGEND**
- GDP BOUNDARY
 - PARCEL BOUNDARY
 - LAND OWNED BY DENVER DESIGN DISTRICT

THE PROPERTY OWNED BY THE DENVER DESIGN DISTRICT AND INCLUDED IN THIS GDP IS LEGALLY DESCRIBED AS FOLLOWS:

PARCEL ONE (A): A PART OF THE NORTHWEST 1/4 OF SECTION 15, TOWNSHIP 4 SOUTH, RANGE 68 WEST OF THE SIXTH PRINCIPAL MERIDIAN AND ALSO INCLUDING PART OF BLOCK 37 AND BLOCK 39, BYER'S RESUBDIVISION OF BLOCK 37 AND BLOCK 39, BYER'S SUBDIVISION AS PER THE PLAT RECORDED NOVEMBER 14, 1988 IN PLAT BOOK 6 AT PAGE 21A, AND PART OF BLOCK 38, PART OF BLOCK 40, PART OF BLOCK 41, PART OF BLOCK 42, PART OF BLOCK 43 AND PART OF BLOCK 44, PRESENTLY PLATTED AS BYER'S SUBDIVISION, AS PER THE PLAT RECORDED MAY 8, 1974 IN PLAT BOOK 2 AT PAGE 56, CITY AND COUNTY OF DENVER, STATE OF COLORADO, BEING MORE PARTICULARLY DESCRIBED AS FOLLOWS: BEGINNING AT A POINT 2.00 FEET WEST OF THE WEST RIGHT OF WAY LINE OF S. BROADWAY ST. AS PLATTED, WHENCE THE NORTH 1/4 CORNER OF SAID SECTION 15 BEARS N01°55'12"E 98.47 FEET; THENCE S00°00'50"W AND 2.00 FEET WEST OF AND PARALLEL WITH SAID RIGHT OF WAY LINE OF S. BROADWAY ST. AS PLATTED, 420.58 FEET TO THE NORTH LINE OF LOT 48 OF SAID BLOCK 38; THENCE N89°59'20"W ALONG THE NORTH LINE OF LOTS 44 THRU 48 OF SAID BLOCK 38 A DISTANCE OF 123.05 FEET TO THE NORTHWEST CORNER OF SAID LOT 44; THENCE S00°00'50"W ALONG THE WEST LINE OF SAID LOT 44 A DISTANCE OF 123.05 FEET TO THE SOUTHWEST CORNER OF SAID LOT 44; THENCE S89°59'15"E ALONG THE SOUTH LINE OF SAID BLOCK 38 A DISTANCE OF 123.05 FEET TO A POINT 2.00 FEET WEST OF SAID WEST RIGHT OF WAY LINE OF S. BROADWAY ST. AS PLATTED, 70.00 FEET TO THE NORTH LINE OF SAID BLOCK 39 AND ALSO BEING OF AND PARALLEL WITH SAID RIGHT OF WAY LINE OF S. BROADWAY ST. AS PLATTED; THENCE S00°00'50"W AND 2.00 FEET WEST OF AND PARALLEL WITH SAID RIGHT OF WAY LINE OF S. BROADWAY ST. AS PLATTED, 70.00 FEET TO THE NORTH LINE OF SAID BLOCK 39 AND ALSO BEING THE NORTH LINE OF A PARCEL DESCRIBED AT RECEPTION NO. 9400009822; THENCE N89°59'08"W ALONG SAID NORTH LINE 140.00 FEET TO THE NORTHWEST CORNER OF SAID PARCEL DESCRIBED AT RECEPTION NO. 9400009822; THENCE S00°00'50"W PARALLEL WITH THE WEST RIGHT OF WAY LINE OF S. BROADWAY ST. AND ALONG THE WEST LINE OF PARCELS DESCRIBED AT RECEPTION NO. 9400009822 AND AT RECEPTION NO. 9400012528 AND RECEPTION NO. 9400012528 A DISTANCE OF 258.06 FEET; THENCE S89°59'04"E ALONG THE SOUTH LINE OF SAID PARCEL DESCRIBED AT RECEPTION NO. 9400012528 A DISTANCE OF 140.00 FEET TO A POINT LYING 2.00 FEET WEST OF SAID WEST RIGHT OF WAY LINE OF S. BROADWAY ST.; THENCE S00°00'50"W PARALLEL WITH AND 2.00 FEET WEST OF SAID WEST RIGHT OF WAY LINE OF S. BROADWAY ST. 68.00 FEET TO A POINT ON THE NORTH LINE OF SAID BLOCK 40; THENCE N89°59'04"W ALONG THE NORTH LINE OF LOTS 1 - 5 OF SAID BLOCK 40 A DISTANCE OF 123.05 FEET TO THE NORTHWEST CORNER OF SAID LOT 5; THENCE S00°00'50"W ALONG THE WEST LINE OF SAID LOT 5 A DISTANCE OF 128.03 FEET TO THE SOUTHWEST CORNER OF SAID LOT 5 ALSO BEING THE NORTHEAST CORNER OF LOT 43 OF SAID BLOCK 40; THENCE N89°58'59"W ALONG THE NORTH LINE OF SAID LOT 43 A DISTANCE OF 19.62 FEET; THENCE S00°00'50"W PARALLEL WITH THE WEST LINE OF SAID LOT 43 AND ALONG THE EAST LINE OF A PARCEL DESCRIBED AT RECEPTION NO. 9400066631 A DISTANCE OF 128.03 FEET TO THE SOUTH LINE OF SAID LOT 43; THENCE S89°58'54"E ALONG THE SOUTH LINE OF SAID BLOCK 40 A DISTANCE OF 143.39 FEET TO A POINT 2.00 FEET WEST OF SAID WEST RIGHT OF WAY LINE OF S. BROADWAY ST. AS PLATTED; THENCE S01°44'52"E 149.13 FEET TO THE NORTH LINE OF A PARCEL DESCRIBED AT RECEPTION NO. 9300179094; THENCE THE FOLLOWING FIVE (5) COURSES ALONG AND COINCIDENT WITH THE RELATIVE LINES OF SAID PARCEL: (1) THENCE N89°59'10"W 22.32 FEET; (2) THENCE N00°00'50"E 75.00 FEET; (3) THENCE N89°59'10"W 125.67 FEET; (4) THENCE S00°00'50"W 198.00 FEET; (5) THENCE S89°59'10"E 151.76 FEET; THENCE S01°44'52"E 387.39 FEET; THENCE S89°47'50"W 42.00 FEET NORTH OF AND PARALLEL WITH THE SOUTH LINE OF THE NORTHWEST 1/4 OF THE SOUTHWEST 1/4 OF THE NORTHWEST 1/4 OF SAID SECTION 15 A DISTANCE OF 248.42 FEET; THENCE N00°14'15"W ALONG THE EASTERLY FACE OF AN EXISTING BUILDING AND ITS EXTENSION 248.69 FEET; THENCE THE FOLLOWING THREE (3) COURSES ALONG AND COINCIDENT WITH THE RELATIVE LINES OF A PARCEL DESCRIBED AT RECEPTION NO. 9300103272; (1) THENCE S89°49'47"W 237.65 FEET; (2) THENCE N00°13'32"W 8.75 FEET; (3) THENCE S89°49'47"W 173.05 FEET TO THE EAST FACE OF AN EXISTING BUILDING; THENCE N00°10'23"W ALONG SAID EAST FACE AND ITS EXTENSION 331.72 FEET; THENCE S89°45'45"W ALONG THE NORTHERLY FACE OF AN EXISTING BUILDING AND ITS EXTENSION 412.71 FEET; THENCE N00°50'51"W 30.00 FEET TO A POINT ON SAID NORTH LINE OF THE SOUTHWEST 1/4 OF THE NORTHWEST 1/4; THENCE S89°45'45"W ALONG SAID NORTH LINE 139.99 FEET; THENCE N00°00'50"E 44.89 FEET TO A POINT ON THE SOUTH LINE OF SAID BLOCK 41; THENCE S89°58'54"E ALONG SAID SOUTH LINE 200.08 FEET TO THE SOUTHEAST CORNER OF LOT 35 OF SAID BLOCK 41; THENCE N00°00'50"E ALONG THE EAST LINE OF LOTS 35 AND 14 OF SAID BLOCK 41 A DISTANCE OF 256.01 FEET TO THE NORTHEAST CORNER OF SAID LOT 14; THENCE N89°59'04"W ALONG THE NORTH LINE OF SAID BLOCK 41 A DISTANCE OF 250.11 FEET; THENCE N11°02'31"W 35.66 FEET TO THE CENTERLINE OF VACATED W. ALASKA PL.; THENCE S89°59'04"E ALONG SAID CENTERLINE A DISTANCE OF 130.64 FEET; THENCE N00°00'50"E 35.00 FEET TO A POINT ON THE SOUTH LINE OF SAID BLOCK 42; THENCE N00°04'32"W ALONG THE EAST LINE OF A PARCEL DESCRIBED AT RECEPTION NO. 9300113239 AND ITS NORTHERLY EXTENSION A DISTANCE OF 256.01 FEET TO THE NORTH LINE OF SAID BLOCK 42; THENCE N00°00'50"E 19.00 FEET; THENCE N89°59'15"W AND PARALLEL WITH THE SOUTH LINE OF SAID BLOCK 42 A DISTANCE OF 114.41 FEET; THENCE N00°00'50"E 85.00 FEET; THENCE N89°59'15"W PARALLEL WITH THE SOUTH LINE OF SAID BLOCK 43 A DISTANCE OF 34.00 FEET TO A POINT ON THE EAST RIGHT OF WAY LINE OF S. CHEROKEE ST.; THENCE N00°00'50"E ALONG THE WEST LINE OF SAID BLOCKS 43 AND 44 AND ALSO BEING THE EAST RIGHT OF WAY LINE OF S. CHEROKEE ST. A DISTANCE OF 538.00 FEET TO A POINT 10.00 FEET SOUTH OF THE SOUTH RIGHT OF WAY LINE OF W. ALAMEDA AVE. AS PLATTED; THENCE S89°59'35"E AND 10.00 FEET SOUTH OF AND PARALLEL WITH THE SOUTH RIGHT OF WAY LINE OF W. ALAMEDA AVE. AS PLATTED A DISTANCE OF 1233.83 FEET; THENCE S87°34'01"E 12.66 FEET; THENCE S43°46'41"E 31.83 FEET, MORE OR LESS, TO THE POINT OF BEGINNING, EXCEPTING THEREFROM ANY PART THEREOF LYING WITHIN THAT PROPERTY DESCRIBED IN SPECIAL WARRANTY DEED RECORDED OCTOBER 15, 1997 AT RECEPTION NUMBER 9700138247. CITY AND COUNTY OF DENVER, STATE OF COLORADO. AND

PARCEL ONE (B): A PARCEL OF LAND LYING IN BROADWAY MARKETPLACE, A PLANNED BUILDING GROUP, RECORDED IN THE RECORDS OF THE CITY AND COUNTY OF DENVER, AT BOOK 11 AT PAGES 45 THROUGH 50, RECEPTION NUMBER 950022667, BEING MORE PARTICULARLY DESCRIBED AS FOLLOWS: BEGINNING AT A POINT ON THE SOUTHWEST CORNER OF AN EXISTING BUILDING WHENCE THE NORTH ONE-QUARTER CORNER OF SECTION 15, TOWNSHIP 4 SOUTH, RANGE 68 WEST OF THE 6TH P.M., BEARS N55°38'33"E 1389.69 FEET; THENCE S00°04'32"E 191.50 FEET; THENCE S89°59'10"E 101.66 FEET TO A POINT OF TANGENT CURVE; THENCE ALONG THE ARC OF SAID CURVE TO THE LEFT HAVING A RADIUS OF 27.50 FEET, A CENTRAL ANGLE OF 49°22'46", A DISTANCE OF 23.70 FEET; THENCE N00°00'50"E, 181.91 FEET; THENCE N89°59'15"W, ALONG THE SOUTH LINE OF AN EXISTING BUILDING AND ITS EXTENSION EASTERLY, A DISTANCE OF 122.83 FEET, MORE OR LESS, TO A POINT OF BEGINNING, COUNTY OF DENVER, STATE OF COLORADO.

PARCEL ONE-A: THE RIGHTS AND BENEFITS OF THAT CERTAIN RECIPROCAL EASEMENT AGREEMENT RECORDED OCTOBER 6, 1988 AT RECEPTION NO. 88-0318598, PARTIAL RELEASE OF CERTAIN PROPERTY AND SECOND AMENDMENT TO RECIPROCAL EASEMENT AGREEMENT RECORDED JUNE 28, 1990 AT RECEPTION NO. 90-0056770, DECEMBER 21, 1992 AT RECEPTION NO. 92-0151494; THIRD AMENDMENT TO RECIPROCAL EASEMENT AGREEMENT RECORDED AUGUST 26, 1993 AT RECEPTION NO. 9300115235, CITY AND COUNTY OF DENVER, STATE OF COLORADO

PARCEL ONE-B: THE RIGHTS AND BENEFITS OF THAT CERTAIN ACCESS, ENCROACHMENT AND EASEMENT AGREEMENT RECORDED DECEMBER 21, 1992 AT RECEPTION NO. 92-0151499, FIRST AMENDMENT TO AND PARTIAL RELEASE OF ACCESS, ENCROACHMENT AND EASEMENT AGREEMENT RECORDED NOVEMBER 18, 1994 AT RECEPTION NO. 9400174330, CITY AND COUNTY OF DENVER, STATE OF COLORADO.

PARCEL ONE-C: THE RIGHTS AND BENEFITS OF THAT CERTAIN RECIPROCAL EASEMENT AGREEMENT RECORDED DECEMBER 30, 1993 AT RECEPTION NO. 9300179096, CITY AND COUNTY OF DENVER, STATE OF COLORADO.

PARCEL ONE-D: THE RIGHTS AND BENEFITS OF THAT CERTAIN RECIPROCAL EASEMENT AGREEMENT RECORDED JANUARY 19, 1994 AT RECEPTION NO. 9400009824, CITY AND COUNTY OF DENVER, STATE OF COLORADO.

PARCEL ONE-E: THE RIGHTS AND BENEFITS OF CERTAIN RECIPROCAL EASEMENT AGREEMENT RECORDED JANUARY 24, 1994 AT RECEPTION NO. 9400012529, CITY AND COUNTY OF DENVER, STATE OF COLORADO.

PARCEL ONE-F: NON-EXCLUSIVE EASEMENTS FOR INGRESS AND EGRESS AS MORE PARTICULARLY DEFINED IN THAT CERTAIN EASEMENT AGREEMENT RECORDED JUNE 29, 1993 AT RECEPTION NO. 9300112939, CITY AND COUNTY OF DENVER, STATE OF COLORADO.

PARCEL TWO (A): THAT PART OF THE W1/2 OF THE SE1/4 OF THE NW1/4 OF SECTION 15, TOWNSHIP 4 SOUTH, RANGE 68 WEST OF THE 6TH P.M., CITY AND COUNTY OF DENVER, STATE OF COLORADO, BEING MORE PARTICULARLY DESCRIBED AS FOLLOWS: COMMENCING AT THE NE CORNER OF THE W1/2 OF THE SE1/4 OF THE NW1/4 OF SAID SECTION 15; THENCE S00°50'51"E ALONG THE EAST LINE OF SAID W1/2 OF THE SE1/4 OF THE NW1/4 A DISTANCE OF 361.82 FEET TO THE TRUE POINT OF BEGINNING; THENCE CONTINUING S00°50'51"E ALONG SAID EAST LINE 848.63 FEET TO A POINT WHICH LIES N00°50'51"W 112.50 FEET FROM THE SE CORNER OF SAID W1/2 OF THE SE1/4 OF THE NW1/4; THENCE N28°46'15"W ALONG THE EASTERLY RIGHT OF WAY LINE OF THE RAILROAD 801.85 FEET; THENCE N20°25'44"W CONTINUING ALONG SAID EASTERLY RIGHT OF WAY 539.04 FEET TO A POINT ON THE NORTH LINE OF SAID W1/2 OF THE SE1/4 OF THE NW1/4; THENCE N89°45'45"E ALONG SAID NORTH LINE A DISTANCE OF 83.84 FEET; THENCE S00°50'51"E 30.00 FEET TO THE NORTH FACE OF A BRICK BUILDING; THENCE N89°45'45"E ALONG SAID NORTH FACE AND ITS EASTERLY EXTENSION 412.71 FEET; THENCE S00°10'23"E ALONG THE EASTERLY FACE OF SAID BRICK BUILDING AND ITS NORTHERLY EXTENSION 331.72 FEET; THENCE N89°49'47"E 63.54 FEET MORE OR LESS TO THE TRUE POINT OF BEGINNING, CITY AND COUNTY OF DENVER, STATE OF COLORADO. AND

PARCEL TWO (B): THAT PART OF THE W1/2 OF THE SE1/4 OF THE NW1/4 OF SECTION 15, TOWNSHIP 4 SOUTH, RANGE 68 WEST OF THE 6TH P.M., CITY AND COUNTY OF DENVER, STATE OF COLORADO, BEING MORE PARTICULARLY DESCRIBED AS FOLLOWS: COMMENCING AT THE SW CORNER OF THE NE1/4 OF THE SE1/4 OF THE NW1/4 OF SECTION 15; THENCE N00°50'51"W ALONG THE WEST LINE OF SAID NE1/4 OF THE SE1/4 OF THE NW1/4 OF SECTION 15 A DISTANCE OF 42.00 FEET TO A POINT ON THE NORTHERLY LINE OF A 42 FOOT NON-EXCLUSIVE ACCESS EASEMENT, AS RECORDED NOVEMBER 15, 1984 AT RECEPTION NO. 042737, IN THE CITY AND COUNTY OF DENVER CLERK AND RECORDERS' OFFICE, SAID POINT BEING THE TRUE POINT OF BEGINNING; THENCE CONTINUING N00°50'51"W ALONG SAID WEST LINE OF THE NE1/4 OF THE NW1/4, A DISTANCE OF 257.65 FEET; THENCE N89°49'47"E A DISTANCE OF 109.51 FEET; THENCE S00°13'32"E A DISTANCE OF 8.75 FEET; THENCE N89°49'47"E 237.65 FEET; THENCE S00°14'15"E ALONG THE EASTERLY FACE OF DESIGN CENTER II AND ITS EXTENSION A DISTANCE OF 248.69 FEET TO A POINT ON THE NORTHERLY RIGHT OF WAY LINE OF SAID 42 FOOT NON-EXCLUSIVE ACCESS EASEMENT; THENCE S89°47'50"W AND ALONG SAID NORTHERLY LINE, A DISTANCE OF 344.41 FEET MORE OR LESS TO THE TRUE POINT OF BEGINNING. CITY AND COUNTY OF DENVER, STATE OF COLORADO. AND

PARCEL LOCATION
1" = 200'

LEGAL DESCRIPTION

THE CITY AND COUNTY OF DENVER AND
CF PROPERTY MANAGEMENT, INC. C/O DENVER DESIGN DISTRICT

TRYBA ARCHITECTS
1620 Logan Street
Denver, Colorado 80203
303.691.4010

| REV | DATE | REMARKS | FIRST GDP SUBMITTAL | SECOND GDP SUBMITTAL | THIRD GDP SUBMITTAL | FOURTH GDP SUBMITTAL | DRWN | CHKD | APPRD |
|-----|----------|---------|---------------------|----------------------|---------------------|----------------------|------|------|-------|
| | 10.19.07 | | | | | | | | |
| | 04.18.08 | | | | | | | | |
| | 10.22.08 | | | | | | | | |
| | 02.10.09 | | | | | | | | |

PROJECT NO:
20071-00099

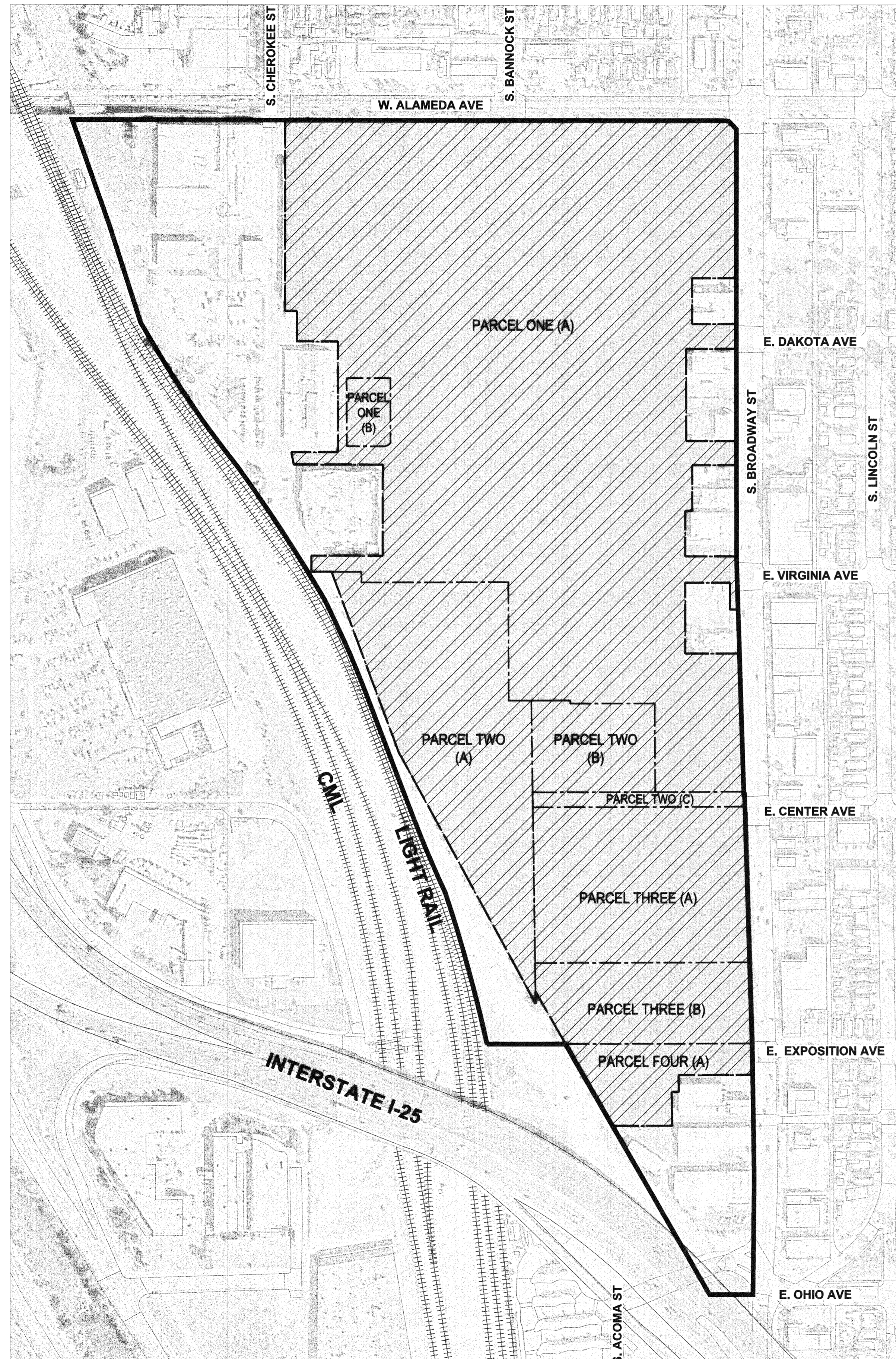
DATE:
2009.03.24

SHEET NUMBER:
03 OF **13**

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DENVER DESIGN DISTRICT GENERAL DEVELOPMENT PLAN

LOCATED IN NORTHWEST 1/4 OF SECTION 15, TOWNSHIP 4 SOUTH, RANGE 68 WEST OF THE SIXTH PRINCIPAL MERIDIAN
CITY AND COUNTY OF DENVER, STATE OF COLORADO
AT BROADWAY AND I-25



- LEGEND**
- GDP BOUNDARY
 - - - PARCEL BOUNDARY
 - ▨ LAND OWNED BY DENVER DESIGN DISTRICT

LEGAL DESCRIPTION OF DENVER DESIGN DISTRICT-OWNED LAND CONTINUED:

PARCEL TWO (C): THE SOUTH 42.00 FEET OF THE NE1/4 OF THE SE1/4 OF THE NW1/4 OF SECTION 15, TOWNSHIP 4 SOUTH, RANGE 68 WEST OF THE 6TH P.M., EXCEPT ANY PORTION THEREOF LYING WITHIN THE RIGHT OF WAY FOR S. BROADWAY ST., CITY AND COUNTY OF DENVER, STATE OF COLORADO.

PARCEL TWO-A: EASEMENT CREATED BY THE FOLLOWING: (A) THAT CERTAIN RECIPROCAL EASEMENT AGREEMENT RECORDED OCTOBER 6, 1988 AT RECEPTION NO. 88-0318598, AS MODIFIED BY FIRST AMENDMENT TO RECIPROCAL EASEMENT AGREEMENT RECORDED JUNE 28, 1990 AT RECEPTION NO. 90-0056770, AND BY PARTIAL RELEASE OF CERTAIN PROPERTY AND SECOND AMENDMENT TO RECIPROCAL EASEMENT AGREEMENT RECORDED DECEMBER 21, 1992 AT RECEPTION NO. 92-0151494 AND THE THIRD AMENDMENT TO RECIPROCAL EASEMENT AGREEMENT RECORDED AUGUST 26, 1993 AT RECEPTION NO. 93-00115235; AND (B) THAT CERTAIN ACCESS, ENCROACHMENT AND EASEMENT AGREEMENT RECORDED DECEMBER 21, 1992 AT RECEPTION NO. 0151499, AND PARTIAL RELEASE OF CERTAIN PROPERTY UNDER THE ACCESS, ENCROACHMENT AND EASEMENT AGREEMENT RECORDED OCTOBER 14, 1993 AT RECEPTION NO. 9300141911 AND AMENDED BY AMENDMENT RECORDED NOVEMBER 18, 1994 AT RECEPTION NO. 9400174330, ALL IN THE CITY AND COUNTY OF DENVER, STATE OF COLORADO. (C) NON-EXCLUSIVE EASEMENTS FOR VEHICULAR AND PEDESTRIAN INGRESS AND EGRESS, AS MORE PARTICULARLY DESCRIBED IN THE EASEMENT AGREEMENT RECORDED NOVEMBER 19, 2004 AT RECEPTION NO. 2004239781, CITY AND COUNTY OF DENVER, STATE OF COLORADO.

PARCEL THREE (A): A PART OF THE SE1/4 OF THE NW1/4 OF SECTION 15, TOWNSHIP 4 SOUTH, RANGE 68 WEST OF THE 6TH P.M., DESCRIBED AS FOLLOWS: BEGINNING AT A POINT WHERE THE WEST LINE OF THE STREET DESIGNATED AS "S. BROADWAY ST.," AS NOW ESTABLISHED, INTERSECTS THE SOUTH LINE OF THE N1/2 OF THE E1/2 OF THE SE1/4 OF THE NW1/4 OF SAID SECTION 15; THENCE WESTERLY ALONG THE SAID SOUTH LINE A DISTANCE OF 595.65 FEET, (595.51 FEET AS MEASURED), MORE OR LESS, TO THE WEST LINE OF THE E1/2 OF THE SE1/4 OF THE NW1/4 OF SAID SECTION 15; THENCE SOUTH ALONG THE SAID WEST LINE A DISTANCE OF 434.67 FEET, (435.40 FEET AS MEASURED), MORE OR LESS, TO THE NORTH LINE OF THE LAND CONVEYED BY DEED RECORDED AUGUST 22, 1917 IN BOOK 2627 AT PAGE 138; THENCE EAST ALONG THE SAID NORTH LINE 602.86 FEET, (602.80 FEET AS MEASURED), MORE OR LESS, TO THE SAID WEST LINE OF S. BROADWAY ST.; THENCE NORTHERLY ALONG THE WEST LINE OF S. BROADWAY ST. 435.55 FEET, (435.74 FEET AS MEASURED), MORE OR LESS, TO THE TRUE POINT OF BEGINNING, CITY AND COUNTY OF DENVER, STATE OF COLORADO. AND

PARCEL THREE (B): A PARCEL OF LAND LOCATED IN THE SE1/4 OF THE SE1/4 OF THE NW1/4 OF SECTION 15, TOWNSHIP 4 SOUTH, RANGE 68 WEST OF THE 6TH P.M., DESCRIBED AS FOLLOWS: BEGINNING AT THE INTERSECTION OF THE WEST LINE OF S. BROADWAY ST. AND THE SOUTH LINE OF THE SAID SE1/4 OF THE SE1/4 OF THE NW1/4, WHICH POINT IS 50.00 FEET WEST OF THE SOUTHEAST CORNER OF THE SE1/4 OF THE NW1/4; THENCE N01°35'00"W ALONG THE WEST LINE OF S. BROADWAY ST., A DISTANCE OF 226.25 FEET (226.23 FEET AS MEASURED); THENCE S89°30'05"W, (S89°57'41"W AS MEASURED), AND PARALLEL TO THE SOUTH LINE OF SAID SE1/4 OF THE NW1/4, A DISTANCE OF 602.66 FEET (602.80 FEET AS MEASURED), MORE OR LESS, TO THE EAST RIGHT OF WAY LINE OF LAND OWNED BY THE COLORADO AND SOUTHERN RAILWAY COMPANY AS DESCRIBED IN EXHIBIT "A-2" IN QUITCLAIM DEED RECORDED NOVEMBER 8, 1993 AT RECEPTION NO. 9300155214; THENCE S00°39'05"E, (S00°39'05"E AS MEASURED), ALONG SAID EAST RIGHT OF WAY LINE OF LAND OWNED BY THE COLORADO AND SOUTHERN RAILWAY COMPANY, A DISTANCE OF 79.99 FEET; THENCE S29°54'00"E, (S29°55'39"E AS MEASURED), ALONG THE NORTHEASTERLY RIGHT OF WAY LINE OF LAND OWNED BY THE COLORADO AND SOUTHERN RAILWAY COMPANY, A DISTANCE OF 168.58 FEET (168.55 FEET DEEDED), MORE OR LESS, TO THE SOUTH LINE OF SAID SE1/4 OF THE SE1/4 OF THE NW1/4 OF SAID SECTION 15; THENCE N89°30'05"E (N89°57'41"E AS MEASURED), ALONG SAID SOUTH LINE OF THE SE1/4 OF THE NW1/4 OF SECTION 15, A DISTANCE OF 523.84 FEET (523.92 FEET DEEDED), TO THE POINT OF BEGINNING, CITY AND COUNTY OF DENVER, STATE OF COLORADO.

PARCEL THREE-A: (A) EASEMENT RIGHTS AS CONTAINED IN RECIPROCAL EASEMENT AGREEMENT RECORDED OCTOBER 6, 1988 AT RECEPTION NO. 88-0318598, AS MODIFIED BY FIRST AMENDMENT TO RECIPROCAL EASEMENT AGREEMENT RECORDED JUNE 28, 1990 AT RECEPTION NO. 90-0056770, PARTIAL RELEASE AND SECOND AMENDMENT TO RECIPROCAL EASEMENT AGREEMENT RECORDED DECEMBER 21, 1992 AT RECEPTION NO. 920151494 AND THIRD AMENDMENT TO RECIPROCAL EASEMENT AGREEMENT RECORDED AUGUST 26, 1993 AT RECEPTION NO. 9300115235 AND FOURTH AMENDMENT TO RECIPROCAL EASEMENT AGREEMENT RECORDED MAY 30, 1997 AT RECEPTION NO. 9700069092, AND, (B) EASEMENT RIGHTS AS CONTAINED IN ACCESS, ENCROACHMENT AND EASEMENT AGREEMENT RECORDED DECEMBER 21, 1992 AT RECEPTION NO. 92-0151499, PARTIAL RELEASE OF CERTAIN PROPERTY UNDER THE ACCESS, ENCROACHMENT AND EASEMENT AGREEMENT RECORDED OCTOBER 14, 1993 AT RECEPTION NO. 9300141911, AND AS AMENDED BY AMENDMENT RECORDED NOVEMBER 18, 1994 AT RECEPTION NO. 9400174330, CITY AND COUNTY OF DENVER, STATE OF COLORADO.

PARCEL FOUR (A): THAT PART OF THE SW1/4 OF SECTION 15, TOWNSHIP 4 SOUTH, RANGE 68 WEST OF THE 6TH P.M., DESCRIBED AS FOLLOWS: BEGINNING ON THE WEST LINE OF ST. BROADWAY ST. AT ITS POINT OF INTERSECTION WITH THE NORTH LINE OF SAID SW1/4, SAID POINT BEING 50 FEET WEST OF THE CENTER OF SAID SECTION 15; THENCE SOUTH ALONG SAID WEST LINE OF S. BROADWAY ST. 88 FEET TO THE CENTER LINE OF A PRIVATE ROADWAY DESCRIBED IN DEED RECORDED DECEMBER 19, 1941 IN BOOK 5552 AT PAGE 503; THENCE WEST ALONG SAID CENTER LINE 207.1 FEET; THENCE SOUTH 47 FEET; THENCE WEST 20 FEET; THENCE SOUTH 95 FEET; THENCE WEST TO THE NORTHEASTERLY LINE OF THE RIGHT OF WAY OF THE COLORADO AND SOUTHERN RAILROAD; THENCE NORTHWESTERLY ALONG SAID LINE OF THE RIGHT OF WAY TO ITS POINT OF INTERSECTION WITH THE NORTH LINE OF SAID SW1/4 OF SECTION 15; THENCE EAST ALONG SAID NORTH LINE 523.82 FEET TO THE POINT OF BEGINNING, CITY AND COUNTY OF DENVER, STATE OF COLORADO, TOGETHER WITH A NON-EXCLUSIVE ACCESS EASEMENT FOR INGRESS AND EGRESS RECORDED FEBRUARY 16, 1946 IN BOOK 6005 AT PAGE 442, OVER A PART OF THE NE1/4 OF THE SW1/4 OF SECTION 15, TOWNSHIP 4 SOUTH, RANGE 68 WEST OF THE 6TH P.M., DESCRIBED AS FOLLOWS: BEGINNING AT A POINT ON THE WEST LINE OF S. BROADWAY ST., 73 FEET SOUTH OF THE NORTH LINE OF THE SW1/4 OF SECTION 15; THENCE WEST 227.1 FEET; THENCE SOUTH 157 FEET; THENCE EAST 20 FEET; THENCE NORTH 127 FEET; THENCE EAST 207.1 FEET TO THE WEST LINE OF S. BROADWAY ST.; THENCE NORTH 30 FEET TO THE POINT OF BEGINNING, CITY AND COUNTY OF DENVER, STATE OF COLORADO. PARCEL FOUR-A: (A) EASEMENT RIGHTS AS CONTAINED IN RECIPROCAL EASEMENT AGREEMENT RECORDED OCTOBER 6, 1988 AT RECEPTION NO. 88-0318598 AND AS MODIFIED AND AMENDED BY INSTRUMENTS RECORDED JUNE 28, 1990 AT RECEPTION NO. 90-0056770, DECEMBER 21, 1992 AT RECEPTION NO. 920151494, AUGUST 26, 1993 AT RECEPTION NO. 9300115235 AND MAY 30, 1997 AT RECEPTION NO. 9700069092. (B) ACCESS, ENCROACHMENT AND EASEMENT AGREEMENT RECORDED DECEMBER 21, 1992 AT RECEPTION NO. 92-0151499, AS AFFECTED BY PARTIAL RELEASE OF CERTAIN PROPERTY RECORDED OCTOBER 14, 1993 AT RECEPTION NO. 9300141911 AND AMENDMENT RECORDED NOVEMBER 18, 1994 AT RECEPTION NO. 9400174330, CITY AND COUNTY OF DENVER, STATE OF COLORADO.

THE DENVER DESIGN DISTRICT GENERAL DEVELOPMENT PLAN IS WITHIN THE FOLLOWING GENERALLY DESCRIBED AREA: BEGINNING AT A POINT BEING THE INTERSECTION OF THE CENTERLINE OF ALAMEDA AVE. AND THE CENTERLINE OF S. BROADWAY; THENCE SOUTH ALONG THE SAID CENTERLINE OF S. BROADWAY TO THE PROLONGATION OF THE CENTERLINE OF E. OHIO AVE.; THENCE WEST ALONG THE SAID PROLONGATION OF OHIO AVE. TO THE CENTERLINE OF THE RTD LIGHT RAIL TRACKS; THENCE NORTHWESTERLY ALONG SAID LIGHT RAIL TRACKS TO THE CENTERLINE OF W. ALAMEDA AVE.; THENCE EAST ALONG THE SAID CENTERLINE OF ALAMEDA AVE. TO THE POINT OF BEGINNING. EXCEPT THE AREA OF LAND DESIGNATED AS THE CHEROKEE REDEVELOPMENT OF THE FORMER GATES RUBBER FACTORY GENERAL DEVELOPMENT PLAN, CLERK AND RECORDER NUMBER P987 RECORDED 3/22/2005.

PARCEL LOCATION
1" = 200'

THE CITY AND COUNTY OF DENVER AND
C/O PROPERTY MANAGEMENT, INC. C/O DENVER DESIGN DISTRICT

TRYBA ARCHITECTS
1620 Logan Street
Denver, Colorado 80203
303.831.4010

| DATE | REV | REMARKS | DRWN | CHKD | APPVD |
|----------|-----|----------------------|------|------|-------|
| 10.18.07 | | FIRST GDP SUBMITTAL | | | |
| 04.18.08 | | SECOND GDP SUBMITTAL | | | |
| 10.22.08 | | THIRD GDP SUBMITTAL | | | |
| 02.10.09 | | FOURTH GDP SUBMITTAL | | | |

PROJECT NO.
20071-00099

DATE:
2009.03.24

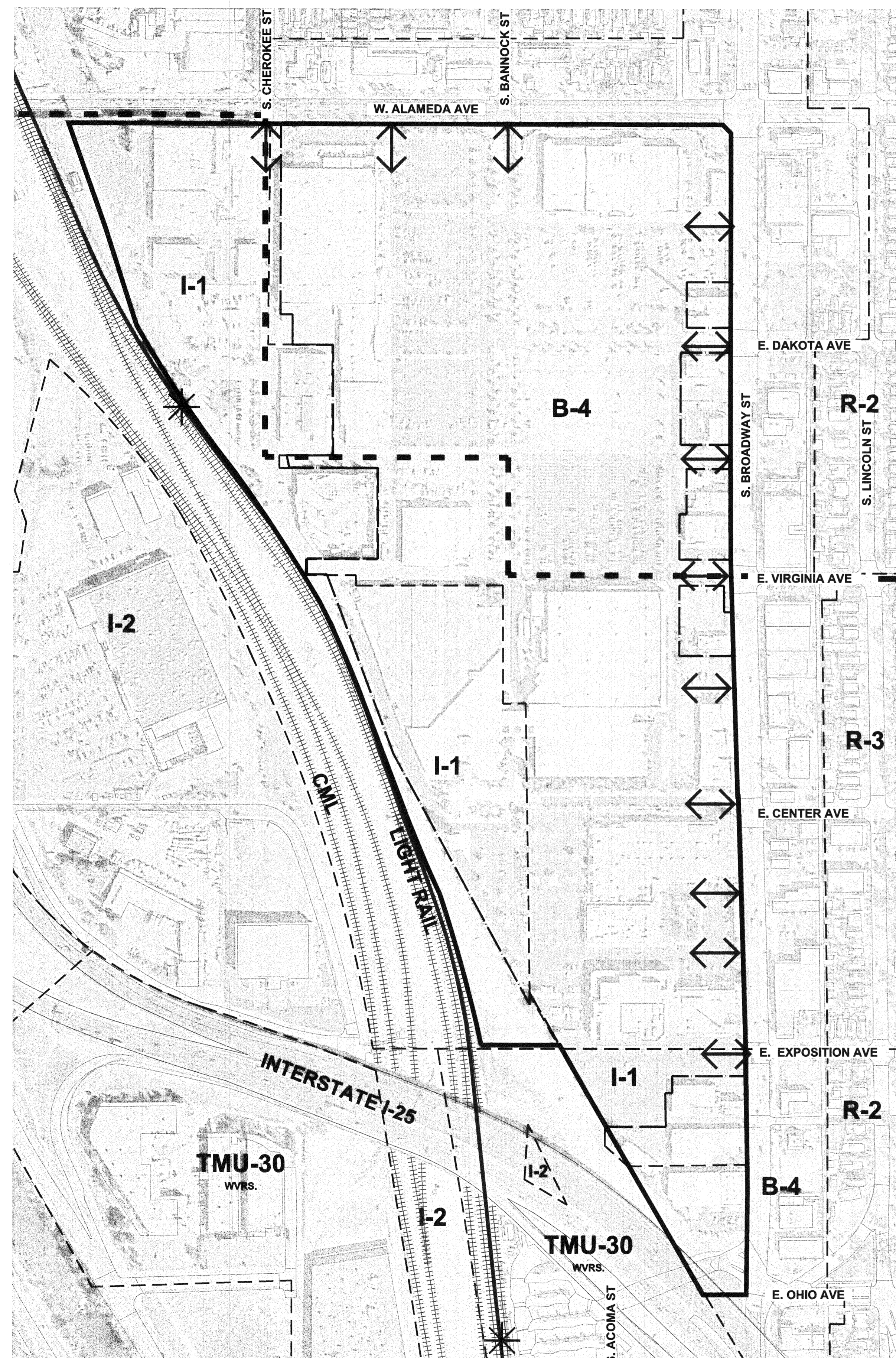
SHEET NUMBER:
04 OF 13

LEGAL DESCRIPTION

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DENVER DESIGN DISTRICT GENERAL DEVELOPMENT PLAN

LOCATED IN NORTHWEST 1/4 OF SECTION 15, TOWNSHIP 4 SOUTH, RANGE 68 WEST OF THE SIXTH PRINCIPAL MERIDIAN
CITY AND COUNTY OF DENVER, STATE OF COLORADO
AT BROADWAY AND I-25



- LEGEND**
- GDP BOUNDARY
 - - - OWNERSHIP BOUNDARY
 - - - ZONE DISTRICT BOUNDARY
 - * LIGHT RAIL STATION
 - ↔ EXISTING ACCESS POINT
 - - - EXISTING BIKE ROUTE (D-16)

EXISTING ZONING FOR GDP AREA:

The site is presently zoned I-1 and B-4 to allow for existing commercial and industrial uses. The zoning must be changed to accomplish the vision of the Denver Design District GDP.

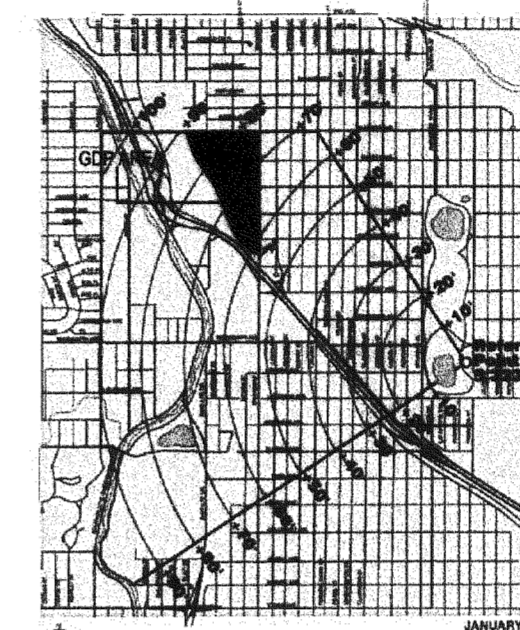
B-4: This district is intended to provide for and encourage appropriate commercial uses adjacent to arterial streets, which are normally transit routes. Uses include a wide variety of consumer and business services and retail establishments that serve other business activities, and local transit-dependent residents within the district as well as residents throughout the city.

I-1: This district is intended to be an employment area containing industrial uses which are generally more intensive than those permitted in the I-0 zone. A larger number of business and commercial uses are permitted in this district as compared with the I-0 zone, yet the overall purpose of the district is to promote industrial development and economic activity.

URBAN DESIGN STANDARDS and GUIDELINES:

The Denver Design District Urban Design Standards and Guidelines are being developed simultaneously with this Denver Design District GDP and are intended to encourage consistent quality urban design for development within the Denver Design District GDP Area.

EXISTING VIEW PRESERVATION HEIGHT LIMITATIONS: West Washington Park View Plane Ordinance.



Washington Park View Plane - The entirety of the site lies within a designated view plane intended to protect certain mountain views from a reference point located near the southeast corner of Washington Park. The diagram to the left illustrates the full extent of the view plane ordinance. Height limitations across the site range from +50' to +80' from the reference point of 5323.9'.

HISTORIC LANDMARK DESIGNATIONS: NONE

EXISTING BUILDINGS AND STRUCTURES:

The Denver Design District GDP Area contains several existing structures, primarily one and two-story buildings of commercial or industrial use. Many of the existing structures will remain on site in the short-term and eventually be demolished during long-term build-out.

EXISTING TRANSPORTATION FACILITIES:

Existing transportation systems support a variety of travel options between the Denver Design District GDP Area and the greater metro area.

Public Transportation - The site is conveniently accessed by various forms of public transportation. Alameda Station, located on the western edge of the GDP Area, provides access to five regional light rail lines and connections to two bus lines. South of the site, Broadway Station provides access to five regional light rail lines and connections to five bus lines. In addition, there are bus routes on the northern and eastern perimeter of the site along Alameda and Broadway.

Street Network - The primary vehicular routes into the Denver Design District GDP Area are Broadway, Alameda, Dakota, Virginia, and Exposition. Broadway is a major commercial corridor that serves as an important regional arterial connection. Broadway also provides access to I-25 northbound and southbound, the region's primary interstate highway. Presently, a series of private drives provide access to existing buildings, parking garages, and surface parking on most of the site.

Bicycle Network - The site is served by designated bicycle route D-16, a bi-directional path, which passes through the site with access points to the north at Cherokee and east at Virginia. The diagram to the left indicates the precise route. The nearest recreational trail system is the South Platte River trail, located approximately 1/2 mile to the west of the GDP Area.

DESIGNATED PARKWAYS and GREENWAYS:

The site does not contain any existing designated parkways or greenways.

REGIONAL STORMWATER CONVEYANCE:

According to the Denver Storm Drainage Master Plan, the Denver Design District (DDD) is located within two basins. Basin 0063-01 drains north over Alameda at Cherokee Boulevard. The project site is at the upper end of this basin, and minor improvements are shown on the Master Plan. The majority of the project site lies within Basin 5000-01. The DDD is located within the lower 1/3rd of this basin. Within the Master Plan, an 8' x 5' RCB is proposed through the site.

WATER TREATMENT PLANTS AND WATER TRUNK LINES:

There are no Water Treatment Plants or Trunk Lines located within the project limits.

SANITARY SEWER LIFT STATIONS:

There are no Sanitary Sewer Lift Stations located within the project.

REGIONAL UTILITY PLAN:

There is no Regional Utility Plan for the project area.

PARKS and OPEN SPACE:

Dailey Park, a neighborhood park approximately 3.2 acres in size, is located 1/2 mile north of the GDP Area Boundary. Dailey Park contains a playground, picnic tables, and a basketball court. Vanderbilt Park, a 25-acre park, lies 1/2 mile southwest of the GDP area and contains a bicycle/pedestrian pathway and softball field, as well as the 3.5-acre Vanderbilt East native area. Habitat Park, approximately .6 acres in size, lies 1/2 mile east of the GDP Area and offers a bicycle/pedestrian pathway, fishing, picnic tables, and a Boy Scout Building. Washington Park, a 160-acre park, lies 1/4 miles east of the GDP Area and contains numerous recreational amenities serving the surrounding neighborhoods. Platt Park, a neighborhood park that includes a playground and recreation center, is located 1/4 miles south of the GDP Area. To the southwest of the GDP area, approximately 3/4 miles away, lies Ruby Hill Park and Overland Pond. Ruby Hill Park contains a baseball field, outdoor pool, playground, softball field, and picnic shelter. Overland Pond, located just north of the Overland Municipal Golf Course, offers fishing, a bicycle/pedestrian pathway, and picnic tables.

RIVERS, CREEKS, DRAINAGE WAYS, and WETLANDS:

The South Platte River and associated trail system lie 1/2 mile from the western GDP Area Boundary, between the north and southbound routes of Santa Fe Drive.

SENSITIVE HABITAT:

None

PUBLIC FACILITIES:

Schools - Lincoln Elementary School is located 1/2 mile east of the site, at Pennsylvania Street and Exposition Ave.
Libraries - The Ross-Broadway Denver Public Library branch is located 1/4 mile north of the site, at Lincoln St and Bayaud Ave.
Recreation Centers - The Washington Park Recreation Center is located approximately 1/4 miles to the east and the Platt Park Recreation Center is located approximately 1/4 miles to the southeast.
Police Stations - None within 1/2 mile.

TOPOGRAPHY AND GRADE:

The site in general slopes from east to west with the highest point in both the northeast and southeast corner of the site at an elevation of 5260. The low point in the project is at the northwest corner of the site near Cherokee Street with an elevation of 5253.

FLOODPLAINS:

The Denver Design District GDP Area is not located within a FEMA-identified floodplain.

EXISTING CONDITIONS
1" = 200'

THE CITY AND COUNTY OF DENVER AND
CF PROPERTY MANAGEMENT, INC. C/O DENVER DESIGN DISTRICT

TRYBA ARCHITECTS
1620 Logan Street
Denver, Colorado 80203
303.831.4010

| REV | DATE | REMARKS | DRWN | CHKD | APPRD |
|-----|----------|----------------------|------|------|-------|
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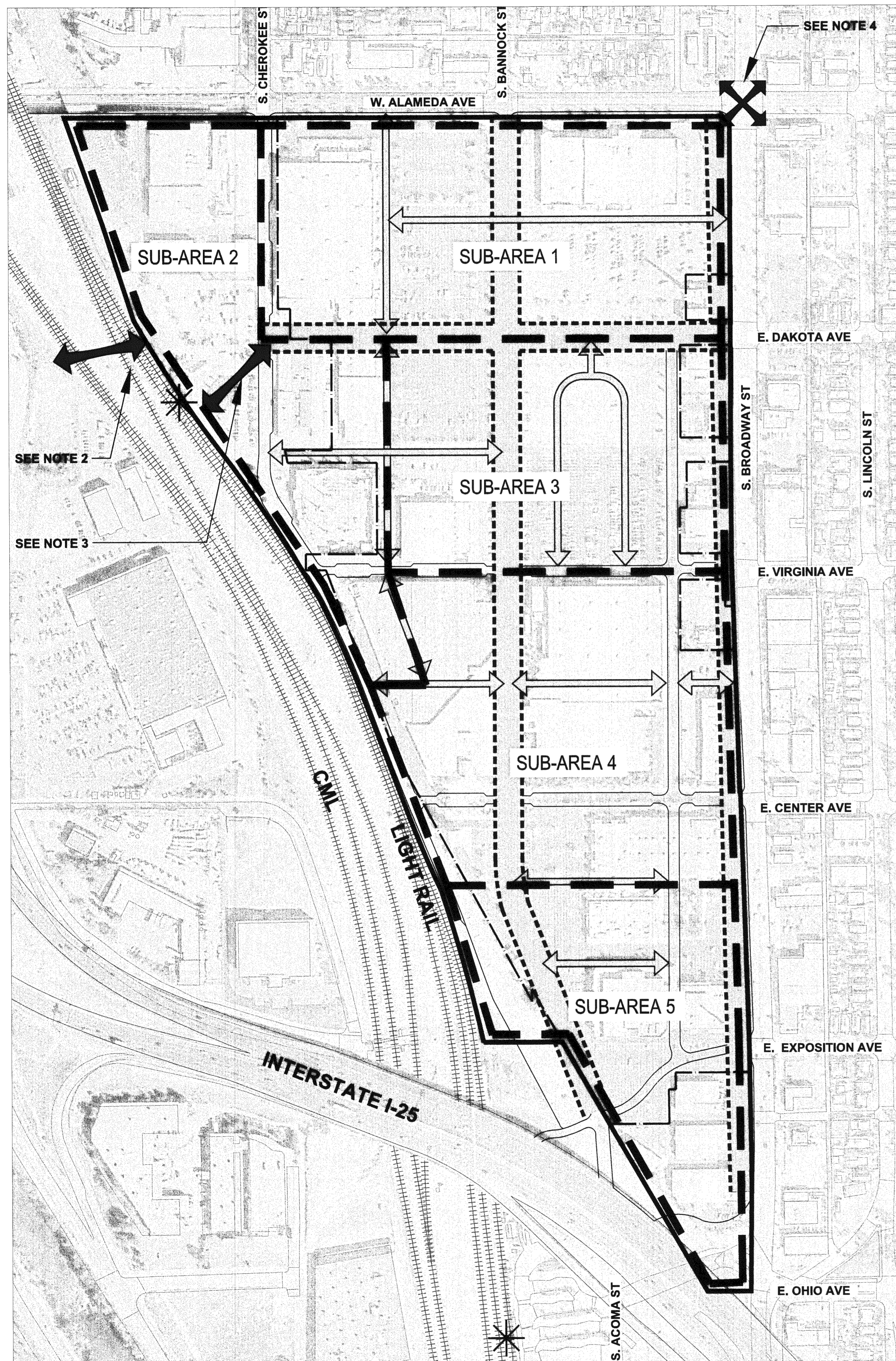
PROJECT NO. 20071-00099
DATE: 2009.03.24
SHEET NUMBER:

EXISTING CONDITIONS

05 OF 13

DENVER DESIGN DISTRICT GENERAL DEVELOPMENT PLAN

LOCATED IN NORTHWEST 1/4 OF SECTION 15, TOWNSHIP 4 SOUTH, RANGE 68 WEST OF THE SIXTH PRINCIPAL MERIDIAN
CITY AND COUNTY OF DENVER, STATE OF COLORADO
AT BROADWAY AND I-25



LEGEND

- GDP BOUNDARY
- OWNERSHIP BOUNDARY
- PROPOSED CURB
- * LIGHT RAIL STATION
- SUB-AREA BOUNDARY
- OVERLAY DISTRICT
- PROPOSED PRIVATE ACCESS ROAD

NOTES:

1. ROADWAY LOCATIONS AND WIDTHS SHOWN ARE ILLUSTRATIVE IN NATURE AND DO NOT REPRESENT FINAL ALIGNMENTS OR WIDTHS.
2. POTENTIAL PEDESTRIAN BRIDGE, TO BE FUNDED BY OTHERS.
3. POTENTIAL PEDESTRIAN CONNECTION TO ALAMEDA LIGHT RAIL STATION.
4. ENHANCED PEDESTRIAN CROSSING, DETAILS TO BE DETERMINED AT SITE PLAN REVIEW.
5. THE MAXIMUM BLOCK PERIMETER FOR ALL BLOCKS IN THE GDP AREA IS 1,950 LINEAR FEET. WITHIN SUB-AREAS 2 AND 3, AT LEAST 60 PERCENT OF THE BLOCKS MUST HAVE A PERIMETER OF 1,200 LINEAR FEET OR LESS.

LAND USE CONCEPTS:

General Concepts - The Denver Design District GDP is intended to transform an auto-oriented commercial development into a pedestrian-friendly, mixed-use, transit-oriented development that is an asset to the City of Denver. The guiding principles of the Denver Design District GDP reflect the goals and strategies described in Blueprint Denver for creating quality urban environments. These goals and strategies include:

- Creating quality streetscapes and open spaces.
- Integrating higher density with proper controls to respect the character of adjacent Areas of Stability.
- Balancing automobile uses with the needs of pedestrians and other modes of transit.
- Combining mixed uses to create safe, vital communities with a sense of 24-hour activity.

Land use and site design concepts in the Denver Design District GDP Area will realize these goals in a variety of ways:

- Combine residential and commercial uses to create a variety of activity patterns while responding to market conditions.
- Establish sub-areas and blocks that respond to the historic block pattern of the surrounding neighborhoods.
- Concentrate active uses along streets that provide a safe, logical, and attractive pedestrian streetscape.
- Focus higher density around the light rail station in a way that creates an urban environment and at "gateways" to reinforce a sense of entry into the site.
- Provide a system of open space that complements and serves the needs of a mixed-use community.
- Orient potential structures and open space in a way that acknowledges transit stops and reinforces pedestrian circulation opportunities.
- Link existing adjacent neighborhoods to the Alameda light rail station.

Parking Concepts - To increase density and promote walkability, the Denver Design District GDP proposes primarily above-grade structured parking. Structures shall either be "wrapped" with residential and commercial uses or designed to be visually compatible with the desired character of the development. Some surface parking, located behind buildings, may also service on-site uses. Structured and below-grade is preferred where possible.

Shared Parking - The T-MU-30 zone district allows an automatic parking reduction of 25%, granted upon request, with up to a 50% reduction possible, subject to application and review. This project anticipates an overall parking reduction of 25% site-wide, with opportunities for further reductions on a block-by-block basis, determined by ultimate land use and proximity to the transit station. Specific information regarding shared parking, and parking reductions in excess of 25%, will be provided at the PBG/site plan stage of development approvals.

RTD Parking - Per RTD policy, RTD parking shall be replaced 1:1 for their ownership parcel and will comply with RTD criteria. Replacement parking is expected to generally be located within Sub-Area 2.

Open Space Concepts - Refer to Sheet 9 for all Open Space concepts.

Public Amenity Concepts - No new significant public amenities such as schools, police, or fire stations are proposed within the Denver Design District GDP Area.

On-Site Circulation Concept - On-site circulation within the Denver Design District GDP Area will consist of a network of internal streets that extend Denver's grid system and link to existing roadways, no greater than two lanes wide, except at intersections where traffic studies indicate more than two lanes are required, and which have parking on both sides, except in locations where constrained right-of-way conditions indicate either no parking or parking on only one side. The foregoing concepts will dictate roadway development, but roadway locations and widths shown hereon are illustrative. See Sheets 7 and 8 for detailed circulation concepts.

Known Issues, Regulations, and Guidelines - Certain other guidelines may influence application of this Denver Design District GDP. These include:

- The Parks and Recreation Department Game Plan.
- The Pedestrian Master Plan
- The Streetscape Design Manual
- The City and County of Denver Water Quality Management Plan, 2004.

SUB-AREAS and OVERLAYS:

Reference the Denver Design District Urban Design Standards and Guidelines for expanded descriptions of Sub-Areas and Overlays. Residential uses are contemplated in all Sub-areas. Sub-areas are not intended to modify or exclude any use allowed by the zoning of the GDP Area.

Sub-Area 1: Community Retail - Located in the northeast portion of the GDP area, Sub-area 1 is envisioned as a high-intensity retail district. The area is intended to accommodate large-scale retailers within the context of a mixed-use, urban environment. Ideally, ground floor retail uses will be topped with structured parking and residential uses. Important components of this Sub-area include gateways at Broadway and Alameda and at Broadway and Dakota Avenue. These gateways are crucial for enhancing pedestrian and bicycle connections into the site and to the Alameda light rail station (see the Denver Design District Urban Design Standards and Guidelines for more detail on gateway areas). Sub-area 1 also includes a key piece of the proposed open space system, the Mercado, which is envisioned to serve as an active plaza and retail market adjacent to the light rail station.

Sub-Area 2: Station Area - This mixed-use node will capitalize on the proximity to the Alameda light rail station through high-intensity office space, residential uses, and street-level retail that will serve public transit riders. Development is intended to concentrate around the station and the nearby Mercado, activating the station area and providing retail and commercial amenities for transit riders. RTD bus routes will provide transfer to the Alameda light rail station within Sub-area 2. This district also contains essential pedestrian and bicycle connections - from Dakota Avenue to the Alameda Station, as well as to the proposed new bike trail that will run parallel to the light rail tracks. Enhancing these pedestrian links is critical to the success of this district.

Sub-Area 3: Residential District - Located at the center of the GDP area, this district is envisioned as a vibrant mixed-use neighborhood composed of primarily residential uses, along with neighborhood-serving retail, entertainment, and other complementing uses. This district is oriented around the proposed Central Square, an urban open space that will serve as a public gathering place for all users of the site and may be programmed with special events. Sub-area 3 is envisioned to provide active commercial street frontages - especially along the vital corridors of Broadway, Dakota, and Bannock - while also creating visual and physical links to the Central Square at the heart of the district.

Sub-Area 4: Design District - Encompassing the existing Denver Design District, this sub-area is imagined as a mixed-use center for design and art. Other potential uses could include educational, residential, and office. Expanding upon existing design-related tenants, the intent for this district is to create a more urban, pedestrian-friendly area that integrates new uses. The core of this sub-area is the proposed Design Center Promenade, which will build off of existing Center Avenue. This vibrant street, beginning with a gateway area at Broadway, will draw pedestrians from Broadway to Bannock and the Campus Green, a proposed open space containing a link west to the bike trail.

Sub-Area 5: Office District - Located in the southern portion of the site, this district is proposed as the commercial core of the project, containing high-intensity office use with the possibility for other complementing uses. The Village Green, a large open space on the northern edge of the sub-area, will create a gathering place for office workers and help link the sub-area to the Design District. Another key component of Sub-area 5 is the gateway at the southern tip of the GDP area. Anchored by the proposed Southside Plaza, this gateway area will connect the site to the Broadway Station and proposed development to the south and provide a welcoming entry point at the southern edge of the district.

Overlay Districts: Bannock Street, Dakota Avenue Promenade, and S. Broadway - These areas, which include sidewalks, streetscape and building frontage, are envisioned as active public retail thoroughfares. Within these overlays, especially near the Alameda Station, neighborhood-serving retail uses with later hours of operation are encouraged to promote lively streets throughout the day and evening.

LAND USE

| SUB-AREA | APPROX. GROSS AREA (SF) | APPROX. AGGREGATED OPEN SPACE AREA (SF) | PROPOSED RANGE OF LAND USES (SF) | | | | TOTAL | RES. UNITS (ESTIMATE) |
|----------|-------------------------|---|----------------------------------|-----------------------|-------------------|---------------------|------------------------|-----------------------|
| | | | RETAIL/SERVICE/OFFICE/HOTEL | RESIDENTIAL | EDUCATIONAL | EXISTING INDUSTRIAL | | |
| 1 | 810,500 | 38,500 | 655,710 - 742,465 | 2,005,610 - 2,293,067 | -- | -- | 2,661,320 - 3,035,532 | 1,251 - 1,431 |
| 2 | 646,300 | 2,500 | 886,697 - 1,107,095 | 341,064 - 355,275 | -- | 89,000 | 1,316,761 - 1,462,370 | 213 - 222 |
| 3 | 625,100 | 87,000 | 214,500 - 280,620 | 1,052,849 - 1,436,863 | -- | -- | 1,267,349 - 1,717,483 | 654 - 894 |
| 4 | 840,700 | 62,400 | 543,873 - 556,053 | 1,108,842 - 1,777,781 | 152,748 - 203,864 | -- | 1,805,463 - 2,537,498 | 690 - 1,108 |
| 5 | 569,970 | 58,800 | 885,688 - 1,113,469 | 0 - 150,000 | -- | -- | 885,688 - 1,263,469 | 0 - 100 |
| TOTAL | 3,492,570 | 249,200 | 3,186,468 - 3,799,702 | 4,508,365 - 6,012,986 | 152,748 - 203,864 | 89,000 | 7,936,581 - 10,016,352 | 2,808 - 3,755 |

* As defined in the Denver Zoning Code, 59-303.
 ** Refers to vocational or professional schools, or university/college uses, as defined in the Denver Zoning Code, Section 59-303.
 *** No new industrial uses shall be allowed within the GDP Area. Only existing industrial uses will be permitted.

DEVELOPMENT CONCEPTS
1" = 200'

DEVELOPMENT CONCEPTS

THE CITY AND COUNTY OF DENVER AND
CF PROPERTY MANAGEMENT, INC. C/O DENVER DESIGN DISTRICT

TRYBA ARCHITECTS
1620 Logan Street
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303.831.4010

| | | | | |
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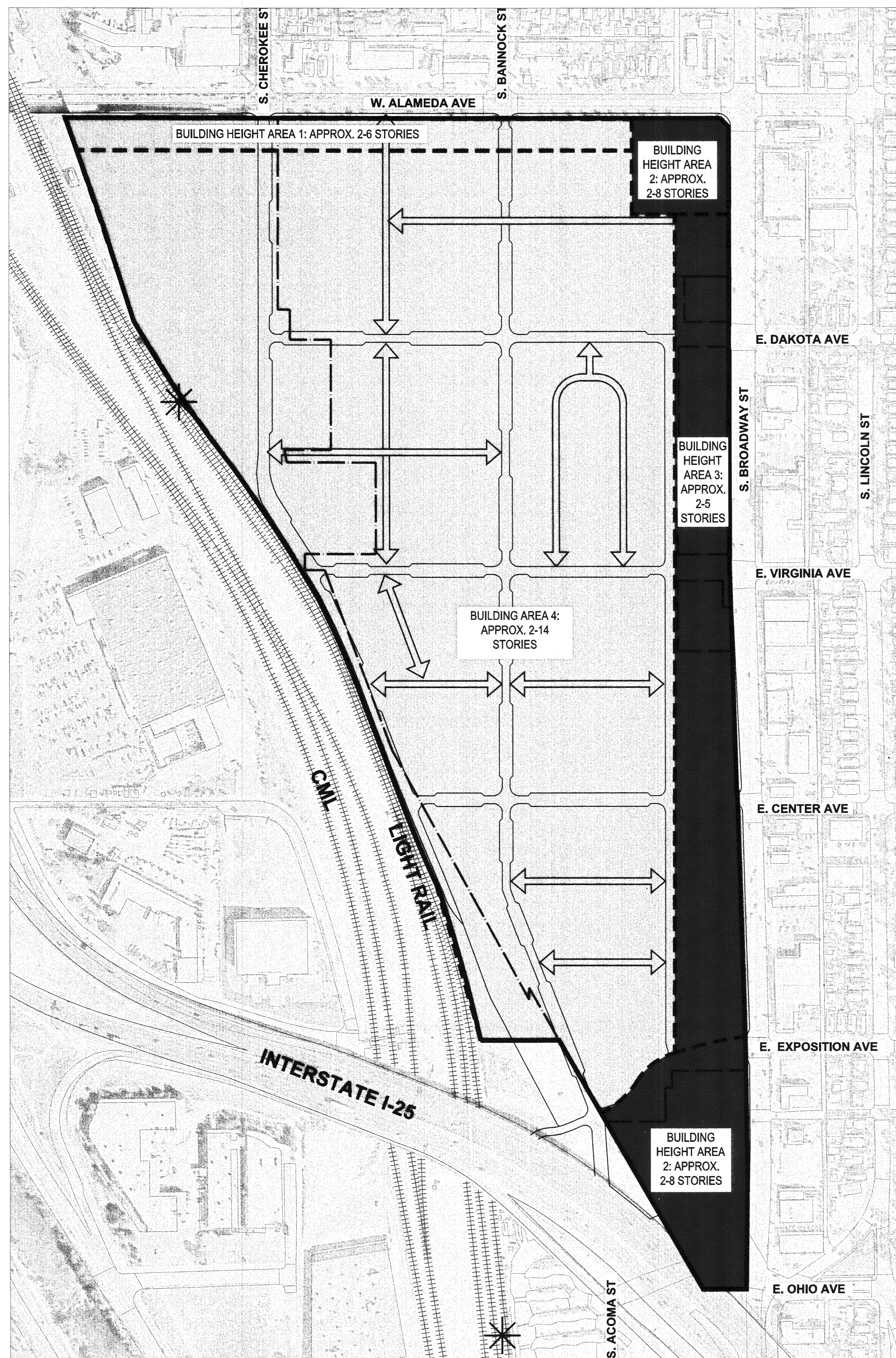
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OF 13

DENVER DESIGN DISTRICT GENERAL DEVELOPMENT PLAN

LOCATED IN NORTHWEST 1/4 OF SECTION 15, TOWNSHIP 4 SOUTH, RANGE 68 WEST OF THE SIXTH PRINCIPAL MERIDIAN
CITY AND COUNTY OF DENVER, STATE OF COLORADO
AT BROADWAY AND I-25



LEGEND

- GDP BOUNDARY
- OWNERSHIP BOUNDARY
- PROPOSED CURB
- PROPOSED PRIVATE ACCESS ROAD
- LIGHT RAIL STATION
- BUILDING HEIGHT AREA BOUNDARIES
- PROPOSED TRANSIT MIXED-USE DISTRICT
- PROPOSED MAIN STREET DISTRICT

NOTES:

1. ROADWAY LOCATIONS AND WIDTHS SHOWN ARE ILLUSTRATIVE IN NATURE AND DO NOT REPRESENT FINAL ALIGNMENTS OR WIDTHS.
2. MAXIMUM BUILDING HEIGHTS SHALL BE GOVERNED BY ZONING. SPECIFICALLY, THE INTENDED MAXIMUM BUILDING HEIGHT FOR AREA 2 IS 100 FEET AND AREA 3 IS 65 FEET. THE ACTUAL NUMBER OF STORIES WITHIN THE MAXIMUM HEIGHT MAY VARY DEPENDING ON USE AND CONSTRUCTION TECHNOLOGY.
3. NO BUILDING MAY ENCROACH IN TO THE WASHINGTON PARK VIEW PLANE.

ZONING CONCEPTS:

General Concepts - The Denver Design District GDP is intended to transform an auto-oriented commercial development into a pedestrian-friendly, mixed-use, transit-oriented development that is an asset to the City of Denver and the surrounding neighborhoods. Future zoning for the GDP area should support these goals through the creation of two primary zone areas:

- 1) Transit Mixed-Use District: Zoning for this area should encourage transit-oriented development patterns such as pedestrian- and bike-friendly streets, urban building forms, higher levels of density, and a wide mix of land-uses that support transit ridership.
- 2) Main Street District: Zoning for this portion of the GDP area should recognize the importance of Broadway as an historic commercial corridor and provide a framework for walkable, urban development that integrates land use with transportation, promotes a broad range of land-uses, and respects existing adjacent neighborhoods and development.

BUILDING HEIGHTS:

- General Concepts** - The building height concept supports the goal of creating a quality urban environment through the application of the following strategies:
- Strategic placement of height around high-intensity nodes, including the Alameda and Broadway light rail stations and the intersection of Broadway and Alameda.
 - Utilizing building height to hold the corner at key intersections, such as Broadway and Alameda, and to create appropriate enclosure ratios between buildings and the street.
 - Addressing transitions from adjacent neighborhoods along Broadway and Alameda through a series of height zones that step down along the perimeter of the site while maintaining a presence at prominent entrances and corners.

Washington Park View Plane - The entirety of the site lies within a designated view plane intended to protect certain mountain views from a reference point located near the southeast corner of Washington Park. Height limitations across the site range from +50' to +80' from the reference point of 5323.9'.

| BUILDING HEIGHT RANGES (SEE NOTE #2) | |
|---|--|
| BUILDING HEIGHT AREA | APPROX. BUILDING HEIGHT (MINIMUM - MAXIMUM) |
| 1 | 2-6 STORIES |
| 2 | 2-8 STORIES |
| 3 | 2-5 STORIES |
| 4 | 2-14 STORIES |

BUILDING HEIGHTS AND ZONING CONCEPTS
1" = 200'

THE CITY AND COUNTY OF DENVER AND
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TRYBA ARCHITECTS
1620 Logan Street
Denver, Colorado 80203
303.931.4010

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|-----|----------------------|----------|------|------|-------|
| | FIRST GDP SUBMITTAL | 10.19.07 | | | |
| | SECOND GDP SUBMITTAL | 04.18.08 | | | |
| | THIRD GDP SUBMITTAL | 10.22.08 | | | |
| | FOURTH GDP SUBMITTAL | 05.10.09 | | | |

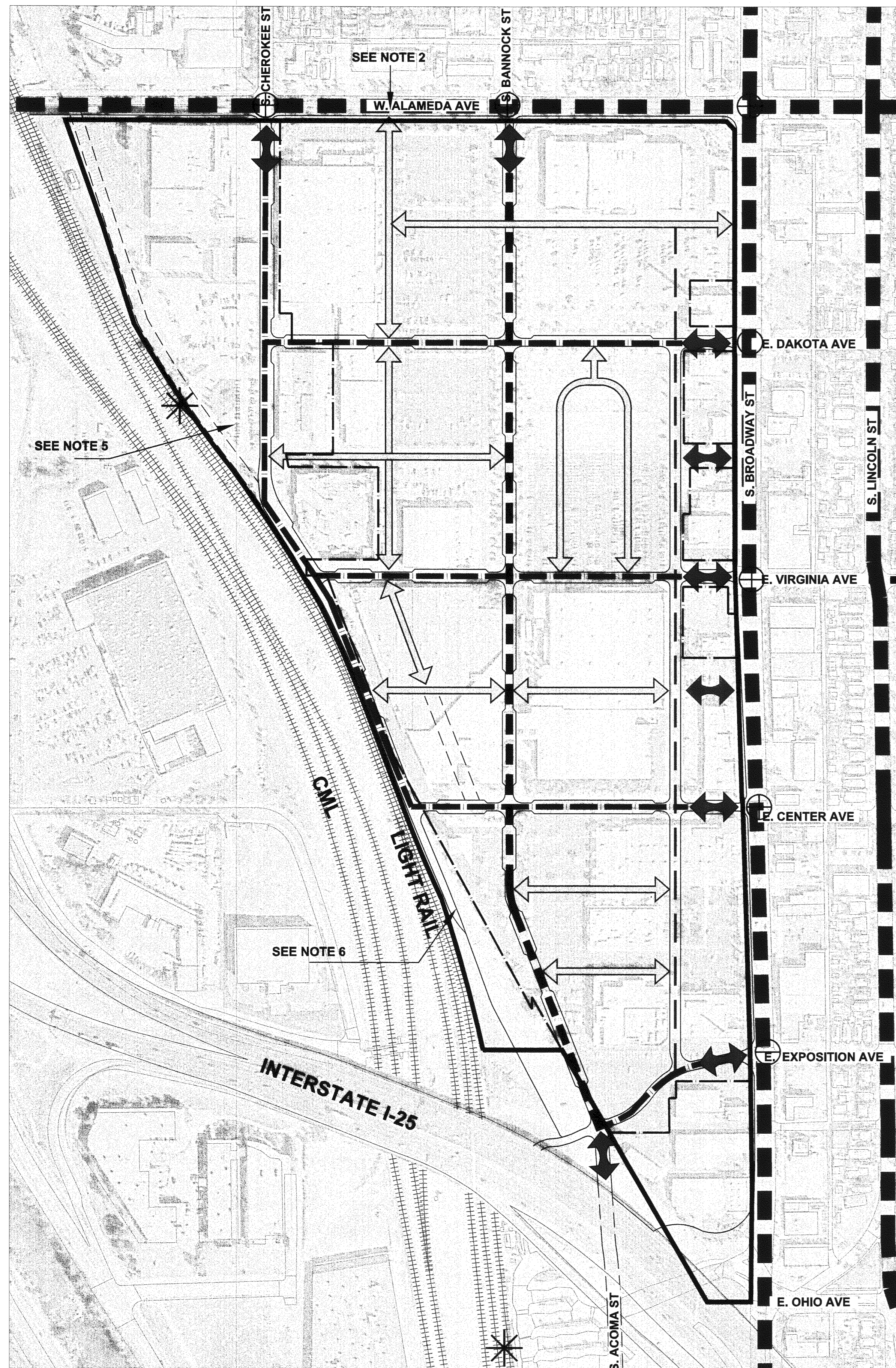
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DATE:
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SHEET NUMBER:
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OF 13

BUILDING HEIGHTS

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DENVER DESIGN DISTRICT GENERAL DEVELOPMENT PLAN

LOCATED IN NORTHWEST 1/4 OF SECTION 15, TOWNSHIP 4 SOUTH, RANGE 68 WEST OF THE SIXTH PRINCIPAL MERIDIAN
CITY AND COUNTY OF DENVER, STATE OF COLORADO
AT BROADWAY AND I-25



LEGEND

- GDP BOUNDARY
- OWNERSHIP BOUNDARY
- ARTERIAL STREET
- COLLECTOR STREET
- PROPOSED LOCAL STREET
- PROPOSED PRIVATE SERVICE DRIVE
- PROPOSED PRIVATE ACCESS ROAD
- PROPOSED CURB
- LIGHT RAIL STATION
- EXISTING TRAFFIC SIGNAL
- PROPOSED TRAFFIC SIGNAL AND CROSSWALK
- PROPOSED SIGNAL PER NEPA
- POTENTIAL ROAD EXTENSION

NOTES:

1. ROADWAY LOCATIONS AND WIDTHS SHOWN ARE ILLUSTRATIVE IN NATURE AND DO NOT REPRESENT FINAL ALIGNMENTS OR WIDTHS.
2. THIS INTERSECTION SHALL BE RIGHT-IN RIGHT-OUT ONLY, WITH A REQUIRED RAISED MEDIAN IN ALAMEDA.
3. THE FINAL ROADWAY ALIGNMENTS MUST MEET THE APPROVAL OF THE DEPARTMENT OF PUBLIC WORKS AT THE TIME OF SITE PLAN REVIEW.
4. THE FINAL ROADWAY DESIGN MUST PROVIDE ADEQUATE STOPPING SIGHT DISTANCE AT ALL INTERSECTIONS, ACCESS POINTS, AND AROUND ALL ROADWAY CURVES.
5. FOR ANY DEVELOPMENT THAT OCCURS AT THE EXISTING BUS TURN-AROUND AT ALAMEDA STATION, A REPLACEMENT BUS FACILITY MUST BE PROVIDED. THE NEW BUS FACILITY CANNOT OBSTRUCT PEDESTRIAN ACCESS TO THE STATION AND MUST BE APPROVED BY THE CITY.
6. PROPOSED 3-WAY STOP-CONTROLLED INTERSECTION. STUB TO THE SOUTH IS PROPOSED FOR PROPERTY ACCESS ONLY.

VEHICULAR CIRCULATION CONCEPTS:

Overall, the Denver Design District GDP proposes to create a network of internal streets that will improve connectivity, enhance the City's grid system, and promote an urban, pedestrian-friendly environment. The site plan approval process will further define the local street network and intersections with these priorities in mind.

Proposed Vehicular Circulation:

- Regional vehicular access to the site will be provided by I-25 via Broadway.
- Primary vehicular access points into the site will occur at intersections along Broadway and Alameda. Proposed access points will occur at or close to existing access points (see Sheet 5, Existing Conditions).
- Within the GDP Area, Bannock Street is proposed to become a collector street. It will provide a through north-south connection between the Denver Design District GDP Area and the Cherokee Redevelopment to the south of the GDP Area via the intersection at the southern end of that site that connects to Acoma Street.
- The proposed traffic signal and pedestrian crosswalk at Dakota Ave. and Broadway is to be verified by the TIS and only added under condition that pedestrian and/or traffic signal warrants are satisfied and when approved by a TES.
- Cherokee, Bannock, Dakota, Virginia, Center and Exposition will be conveyed to the City for public rights-of-way. In conjunction with site plan approval, the remaining streets/roads in the GDP will either be conveyed to the City for public right-of-way or be owned and maintained by the Applicant or its successors or assigns. Any land to be conveyed to the City for right-of-way must be documented by the developer with a Phase 1 Environmental Study. The results of this study may require additional studies and sampling. Any contamination must be removed by the developer before the land is conveyed to the City. Contact the Department of Environmental Services for additional information.
- On-site circulation within the Denver Design District GDP Area will consist of a network of internal streets that extend Denver's grid system and link to existing roadways, no greater than two lanes wide, except at intersections where traffic studies indicate more than two lanes are required, and which have parking on both sides, except in locations where constrained right-of-way conditions indicate either no parking or parking on only one side.
- The proposed private service drive is intended to provide multi-modal secondary circulation, as well as service access to properties.
- Typically, intersections will connect at 90 degrees (plus or minus 10 degrees) and be tangent for at least 50' back from the flowline of the intersecting streets. Driveways will typically be tangent for at least 20' from the back of the walk. Final intersection design will be determined at the time of site plan review.
- A Traffic Impact Study (TIS) for the GDP Area accompanies this GDP. Refer to the approved TIS for transportation improvements and required traffic mitigation.
- The proposed transportation improvements include consideration of the City's South Broadway NEPA agreement as it pertains to the GDP Area.

VEHICULAR CIRCULATION
1" = 200'

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| | FOURTH GDP SUBMITTAL | 03.10.09 | | | |

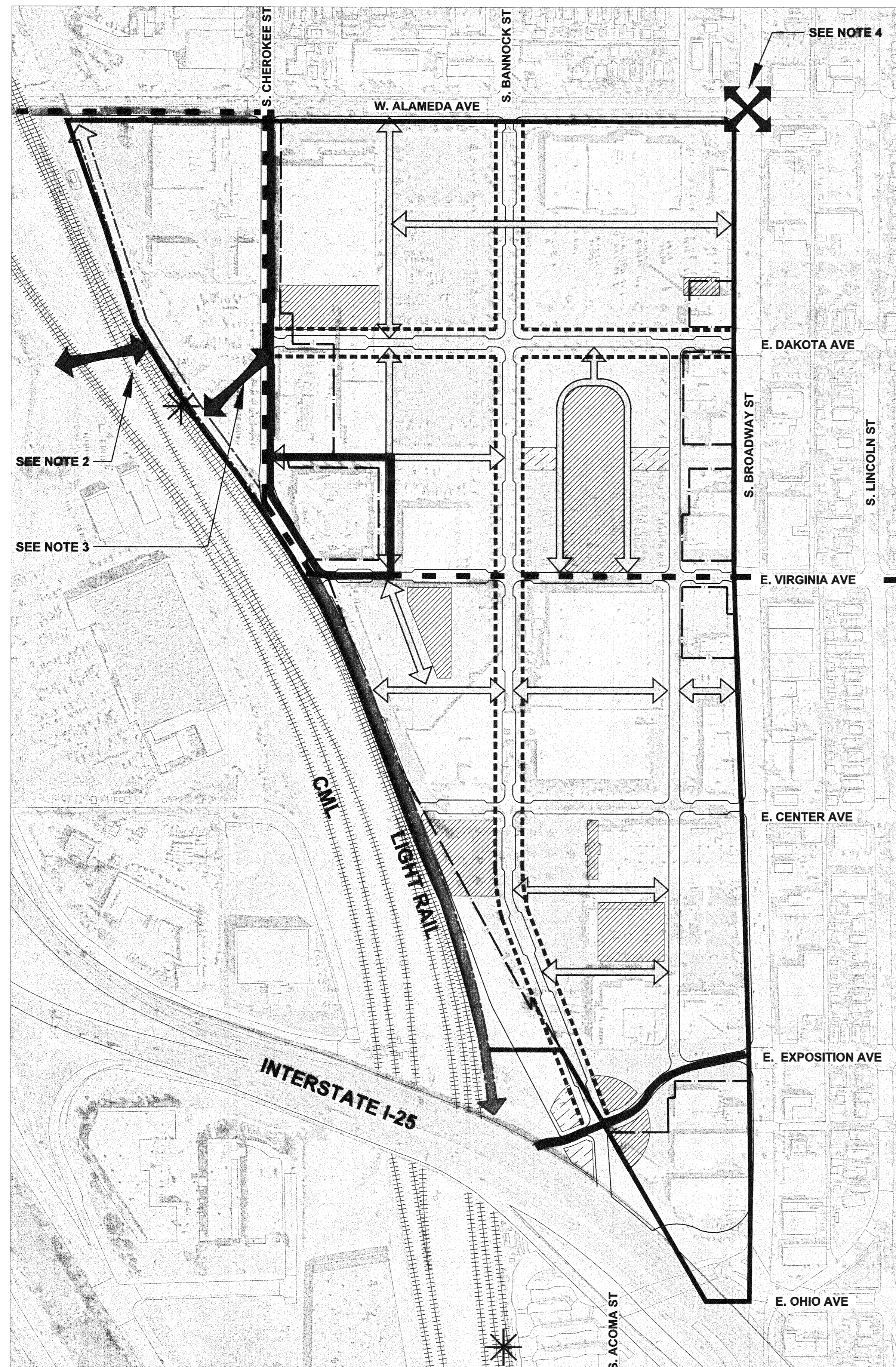
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VEHICULAR CIRCULATION

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DENVER DESIGN DISTRICT GENERAL DEVELOPMENT PLAN

LOCATED IN NORTHWEST 1/4 OF SECTION 15, TOWNSHIP 4 SOUTH, RANGE 68 WEST OF THE SIXTH PRINCIPAL MERIDIAN
CITY AND COUNTY OF DENVER, STATE OF COLORADO
AT BROADWAY AND I-25



LEGEND

- GDP BOUNDARY
- OWNERSHIP BOUNDARY
- PROPOSED BICYCLE ROUTE
- PROPOSED PRIMARY PEDESTRIAN WALKWAY
- PROPOSED MULTI-USE TRAIL
- FUTURE MULTI-USE TRAIL CONNECTION
- POSSIBLE BUS ROUTING
- PROPOSED CURB
- PROPOSED PRIVATE ACCESS ROAD
- LIGHT RAIL STATION
- PROPOSED AGGREGATED OPEN SPACE
- PROPOSED SUPPORTING OPEN SPACE

NOTES:

1. ROADWAY LOCATIONS AND WIDTHS SHOWN ARE ILLUSTRATIVE IN NATURE AND DO NOT REPRESENT FINAL ALIGNMENTS OR WIDTHS.
2. POTENTIAL PEDESTRIAN BRIDGE, TO BE FUNDED BY OTHERS.
3. POTENTIAL PEDESTRIAN CONNECTION TO ALAMEDA LIGHT RAIL STATION.
4. ENHANCED PEDESTRIAN CROSSING, DETAILS TO BE DETERMINED AT SITE PLAN REVIEW.
5. ALL ROADWAYS WILL CONTAIN SIDEWALKS ON BOTH SIDES FOR PEDESTRIAN-FRIENDLY CIRCULATION. ROUTES NOTED AS PRIMARY PEDESTRIAN WALKWAYS INDICATE ROADWAYS INTENDED TO SERVE AS PRIMARY PEDESTRIAN ROUTES.
6. EXISTING DESIGNATED BIKE ROUTE D-16 IS PROPOSED TO CHANGE ROUTE SLIGHTLY TO FOLLOW PROPOSED STREETS.

PEDESTRIAN AND BICYCLE CIRCULATION CONCEPTS:

Overall, the Denver Design District GDP proposes to create a network of internal streets that will improve connectivity, enhance the City's grid system, and promote an urban, pedestrian-friendly environment. The site plan approval process will further define the local street network and intersections with these priorities in mind.

Pedestrian

- All internal streets will have sidewalks on both sides of the street to encourage pedestrian connectivity.
- Primary pedestrian access points are along Broadway, Alameda, and the proposed pedestrian/bicycle trail along the western edge of the site.
- The intersection of Dakota and Broadway is intended to be a primary pedestrian gateway into the site. It will provide a pedestrian-friendly connection to the Alameda light rail station, the proposed Mercado, and the proposed Alameda to Broadway pedestrian/bike trail at the western edge of the site.
- A potential pedestrian bridge connecting the site to the west across the CML has been proposed by others. The Denver Design District GDP supports this connection.

Bicycles

- All streets within the Denver Design District GDP Area shall support a variety of transportation options, including bicycle connections.
- The Denver Design District GDP Area will accommodate bicycle traffic within the potential internal street system through shared travel lanes or, where appropriate, bike lanes. The GDP street network will also support bicycle connections between the larger community and the Alameda light rail station.
- The existing D-16 designated bike route that runs through the site will remain. For those streets that will accommodate bike routes, painted "sharrows" are recommended in order to promote bicycle safety.
- The Alameda to Broadway pedestrian/bike trail is proposed to follow the light rail tracks along the western edge of the site. To the north, a proposed future connection would link to the existing Baker Neighborhood. To the south, it will connect to the proposed Gates Redevelopment and pedestrian bridges that span the Consolidated Main Line (CML) to link to the South Platte River Trail.

PEDESTRIAN/BICYCLE CIRCULATION
1" = 200'

TRANSIT/PEDESTRIAN/BICYCLE CIRCULATION

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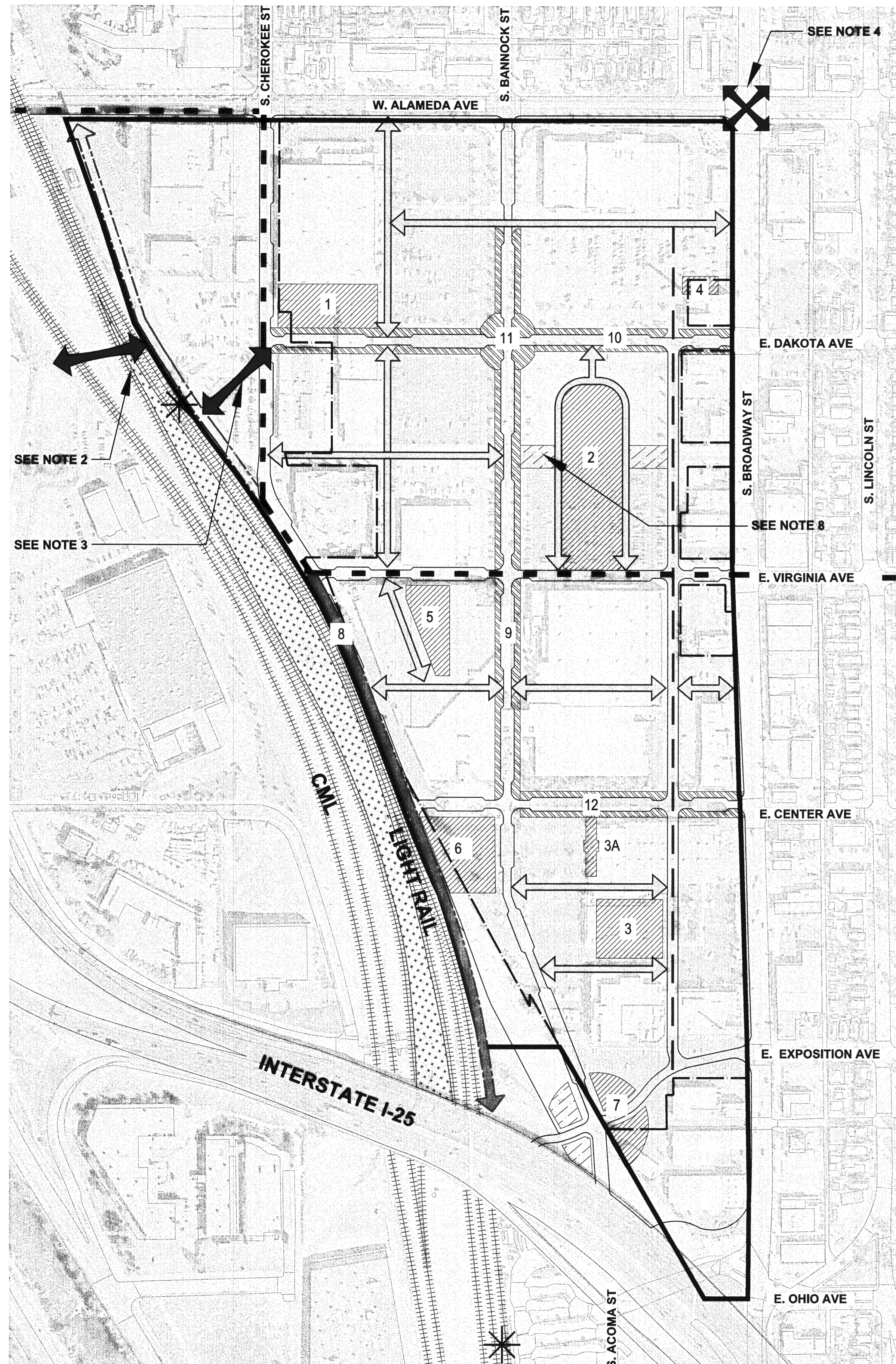
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DENVER DESIGN DISTRICT GENERAL DEVELOPMENT PLAN

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CITY AND COUNTY OF DENVER, STATE OF COLORADO
AT BROADWAY AND I-25



LEGEND

- GDP BOUNDARY
- OWNERSHIP BOUNDARY
- PROPOSED MULTI-USE TRAIL
- FUTURE MULTI-USE TRAIL CONNECTION
- PROPOSED BICYCLE ROUTE
- PROPOSED CURB
- PROPOSED PRIVATE SERVICE DRIVE
- PROPOSED PRIVATE ACCESS ROAD
- LIGHT RAIL STATION
- PROPOSED AGGREGATED OPEN SPACE
- PROPOSED EXPANDED STREETSCAPES
- PROPOSED SUPPORTING OPEN SPACE
- POTENTIAL GREENWAY

NOTES:

1. ROADWAY LOCATIONS AND WIDTHS SHOWN ARE ILLUSTRATIVE IN NATURE AND DO NOT REPRESENT FINAL ALIGNMENTS OR WIDTHS.
2. POTENTIAL PEDESTRIAN BRIDGE, TO BE FUNDED BY OTHERS.
3. POTENTIAL PEDESTRIAN CONNECTION TO ALAMEDA LIGHT RAIL STATION.
4. ENHANCED PEDESTRIAN CROSSING, DETAILS TO BE DETERMINED AT SITE PLAN REVIEW.
5. THE OPEN SPACES SHOWN REPRESENT THE GENERAL LOCATION, SIZE AND CONFIGURATION OF THE PLANNED OPEN SPACE AREAS. REFER TO THE DENVER DESIGN DISTRICT UDSG FOR MORE DETAILED OPEN SPACE DESIGN CONCEPTS.
6. OPEN SPACE WITHIN THE GDP AREA SHALL BE OWNED AND MAINTAINED BY EITHER AN OWNER'S ASSOCIATION OR DISTRICT OR AN EQUIVALENT ENTITY OR COMBINATION OF SUCH ENTITIES AND NOT BY THE CITY AND COUNTY OF DENVER. AGGREGATED OPEN SPACE WITHIN THE GDP AREA SHALL BE PUBLICLY ACCESSIBLE AND USEABLE. UPON EARLIER TO OCCUR OF EITHER A SITE PLAN OR SUBDIVISION PLAT APPROVAL FOR AN AREA CONTAINING AN OPEN SPACE, THE CITY AND OWNER OF SUCH OPEN SPACE WILL ENTER INTO AN AGREEMENT FURTHER MEMORIALIZING THE OWNER'S OBLIGATIONS WITH RESPECT TO MAINTENANCE AND ACCESS AS DESCRIBED HEREIN.
7. THE AREAS FOR OPEN SPACES 9, 10, 11 & 12 SHOWN IN THE TABLES BELOW REPRESENT THE 4 FOOT ADDITIONAL SIDEWALK WIDTH ONLY. THE ADDITIONAL 4 FEET SHALL OCCUR ON PRIVATE PROPERTY, AND NOT IN THE PUBLIC RIGHT-OF-WAY.
8. A GROUND-LEVEL OPENING A MINIMUM OF 50 FEET WIDE SHALL BE CREATED BETWEEN BANNOCK STREET AND THE PROPOSED CENTRAL SQUARE. THE OPEN AREA WILL NOT COUNT AS AGGREGATED OPEN SPACE AND WILL CONTAIN NO BUILDINGS AT THE GROUND LEVEL.

OPEN SPACE CONCEPTS:

General Open Space Requirements
The Denver Design District GDP shall set forth the following Aggregated Open Space requirements for development within the GDP Area. Reference the Denver Design District Urban Design Standards and Guidelines for expanded descriptions.

Primary Aggregated Open Space Area, as defined herein, shall be publicly accessible and privately maintained.

Open Space Intent
The Denver Design District GDP anticipates that the open space needs of the proposed new mixed-use community will be primarily served by distributing several aggregated, publicly-accessible open spaces throughout the GDP Area. Basic goals behind the open space concepts include:

- Provide a variety of open spaces - including grassed areas, hardscape plazas, sculptures, and gardens - that will serve the needs of residents, employees, and other users of the site.
- Create a network of open space that will link the new development and existing adjacent neighborhoods to the Alameda light rail station.
- Utilize open spaces as nodes that will anchor pedestrian and retail activity.
- Provide at least one-half acre of publicly-accessible open space within one-half mile of new residential homes that can be reached without crossing a major barrier. This is an open space performance goal of Denver Parks and Recreation Game Plan.

In general, the location and size of the proposed aggregated open space shall maximize walking convenience, equitably serve future residents, support the passive and active recreational needs of the community, provide opportunities to connect with existing neighborhoods and the Alameda light rail station, and be an environmental and aesthetic asset to the community. The Denver Design District GDP proposes the following conceptual aggregated open spaces:

Aggregated Open Space

1. **Mercado** - Inspired to support local retail activity and oriented to Dakota Avenue, this plaza will largely be defined by decorative hardscape. A central art element or water feature could create a focal point for the space.
2. **Central Square** - A minimum of 2.0 acres, this central gathering place will serve the active, passive and recreational needs of the surrounding residential neighborhood and allow for programmable year-round outdoor events. Design of this open space shall include review by the Department of Parks and Recreation.
3. **Village Green** - The Village Green will balance hard and softscape features and provide amenities that serve both the office and design/educational districts.
4. **Broadway Pocket** - Defined by decorative hardscape and a focal art element or water feature, this pocket park will create an urban oasis along Broadway and an enhanced pedestrian connection that will draw people into the site.
5. **Design Center Triangle** - Anchored by a central feature such as a fountain or art installation and defined by softscape, this open space will provide a relaxing park setting for the surrounding mix of workers, students and residents.
6. **Campus Green** - This space, oriented to showcase the existing Articulated Wall sculpture, is envisioned to provide a format for a permanent or rotating art program while also connecting Bannock Street to the adjacent bike trail. A balance of hard and softscape will encourage activity and events.
7. **Southside Plaza** - Defined by decorative hardscape and landscape planters, these plaza spaces will create a sense of entry into the south district while providing a place for office workers to gather and relax.
8. **Bike Trail** - A green buffer along the western edge of the site that will link bicyclists and pedestrians to neighboring communities and adjacent light rail stations. This 0.3 acre trail could utilize permeable paving to provide water quality and aid in stormwater management. Please note that the trail shown in the Open Space Concepts map is illustrative and does not depict actual width.

Additional Open Space: Expanded Streetscapes

9. **Bannock Street** - This pedestrian-friendly thoroughfare will create a vital north-south connection to each district and adjoining open space. An active retail street, it will intersect and complement Dakota Promenade.
10. **Dakota Promenade** - This active retail promenade will provide a pedestrian-friendly east-west route, connecting pedestrians and bicyclists to the light rail station and linking the GDP site to adjacent established neighborhoods.
11. **Crossroads** - A lively node at the nexus of the site's primary east-west and north-south pedestrian corridors, this 0.2 acre space will engage adjacent ground floor retail uses and encourage building form that enhances and defines each corner.
12. **Design Center Promenade** - This streetscape will enhance pedestrian connections along Center Street, linking the Design District to Broadway and proposed open spaces to the west.

Note about Expanded Streetscapes: The sidewalks that compose open spaces 9, 10, 11 and 12 shall provide a minimum 4' additional width above the City-required 13' standard. These sidewalks shall also include enhanced amenities, such as street furnishings and special paving. Please refer to the Denver Design District Urban Design Standards and Guidelines for more details on open space design concepts.

NOTE: Only Aggregated Open Spaces may fulfill the 10% minimum required open space. Expanded Streetscapes may not be substituted for Aggregated Open Space.

Other Open Spaces

Central Square Connections: these ground-level open areas, which may be hardscaped or landscaped, are part of the concept for the proposed Central Square. The open area on the west will provide an important visual and physical connection between the Central Square and Bannock Street.

Proposed Greenway: The Denver Design District GDP also encourages the creation of a greenway between the tracks of the light rail and CML that can serve as a natural enhancement and improve the western edge of the site for users and transit riders.

The Denver Design District GDP encourages the provision of other unobstructed open spaces on site-by-site basis beyond those proposed to be aggregated. The design of all open space within the Denver Design District GDP Area shall adhere to the design criteria established by the Denver Design District Urban Design Standards and Guidelines.

Open Space Summary

The following table summarizes the required open space for the GDP Area. Individual site plans submitted under the Denver Design District GDP shall demonstrate compliance with these overall concepts with regard to size, aggregation, location, orientation, and anticipated use.

| OPEN SPACE SUMMARY | | AGGREGATED OPEN SPACE | | EXPANDED STREETSCAPES | | TOTAL AGGREGATED OPEN SPACE + STREETSCAPES | |
|---|---------|-----------------------|-------|-----------------------|------|--|-------|
| Net GDP Transit Mixed Use District (Proposed Transit Mixed Use District less Proposed ROW and Existing Public Service SubStation) | 55.4 AC | 5.7 AC | 10.3% | 0.7 AC | 1.3% | 6.4 AC | 11.6% |

| AGGREGATED OPEN SPACE | MINIMUM OPEN SPACE SIZES | | | | | | | | EXPANDED STREETSCAPES | 9 - Bannock St | 10 - Dakota Promenade | 11 - Crossroads | 12 - Design Center Promenade | |
|-----------------------|--------------------------|---------------------|---------------------|---------------------------|---------------------|----------------------------|---------------------|---------------------|-----------------------|----------------|-----------------------|--------------------|------------------------------|--------------------|
| | 1 - Mercado | 2 - Central Square | 3 - Village Green | 3A - Village Green Pocket | 4 - Broadway Pocket | 5 - Design Center Triangle | 6 - Campus Green | 7 - Southside Plaza | | | | | | 8 - Bike Trail |
| MINIMUM AREA | 33,500 SF 0.8 AC | 87,000 SF 2.0 AC | 30,500 SF 0.7 AC | 4,500 SF 0.1 AC | 5,000 SF 0.1 AC | 21,000 SF 0.5 AC | 35,000 SF 0.8 AC | 20,500 SF 0.5 AC | 12,200 SF 0.3 AC | MINIMUM AREA | 11,500 SF 0.3 AC | 8,500 SF 0.2 AC | 4,200 SF 0.1 AC | 4,500 SF 0.1 AC |

OPEN SPACE CONCEPTS
1" = 200'

OPEN SPACE CONCEPTS

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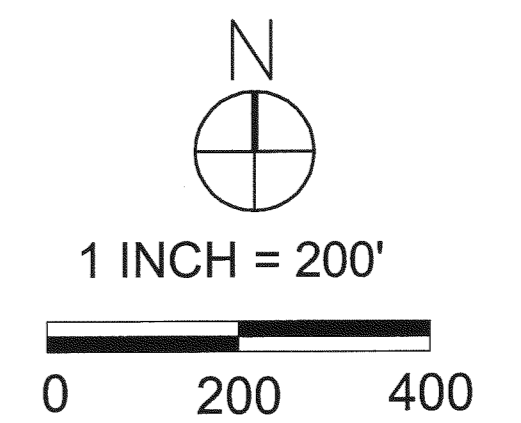
PROPOSED STORMDRAIN LAYOUT
 1" = 200'

NOTES:

1. The Water Quality Facilities locations shown are schematic only and may change at the time of final development.
2. The Storm Sewer shown is a preliminary layout. Sizes and exact locations will be determined at the time of final development.
3. Final Design of the Storm Sewer System will be in compliance with the City and County of Denver Standards and Specifications and Urban Drainage and Flood Control District Criteria.
4. No individual Site Plans within the GDP Boundary will be approved without adequate water quality treatment provided within the development site.
5. All water quality features must be located outside of the Public Right-of-Way.
6. All Buildings must be adequately protected above the 100-year water surface elevation determined at the time of final development.
7. Proposed 10'X8' RCB & Inlets for offsite runoff collection shall be presented to Capitol Improvement Plan Group for potential cost share.

LEGEND:

- WATER QUALITY FACILITY - UNDERGROUND SAND FILTER BASIN
- PROPOSED STORM DRAIN
- EXISTING STORM DRAIN
- EXISTING STORM DRAIN TO BE ABANDONED
- PROPOSED INLET LOCATION FOR OFFSITE FLOW COLLECTION



PROPOSED STORMDRAIN LAYOUT

THE CITY AND COUNTY OF DENVER AND
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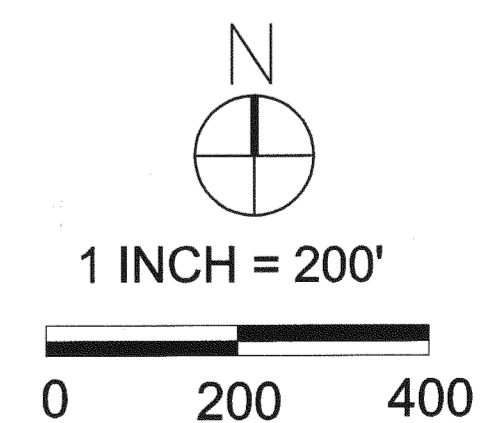
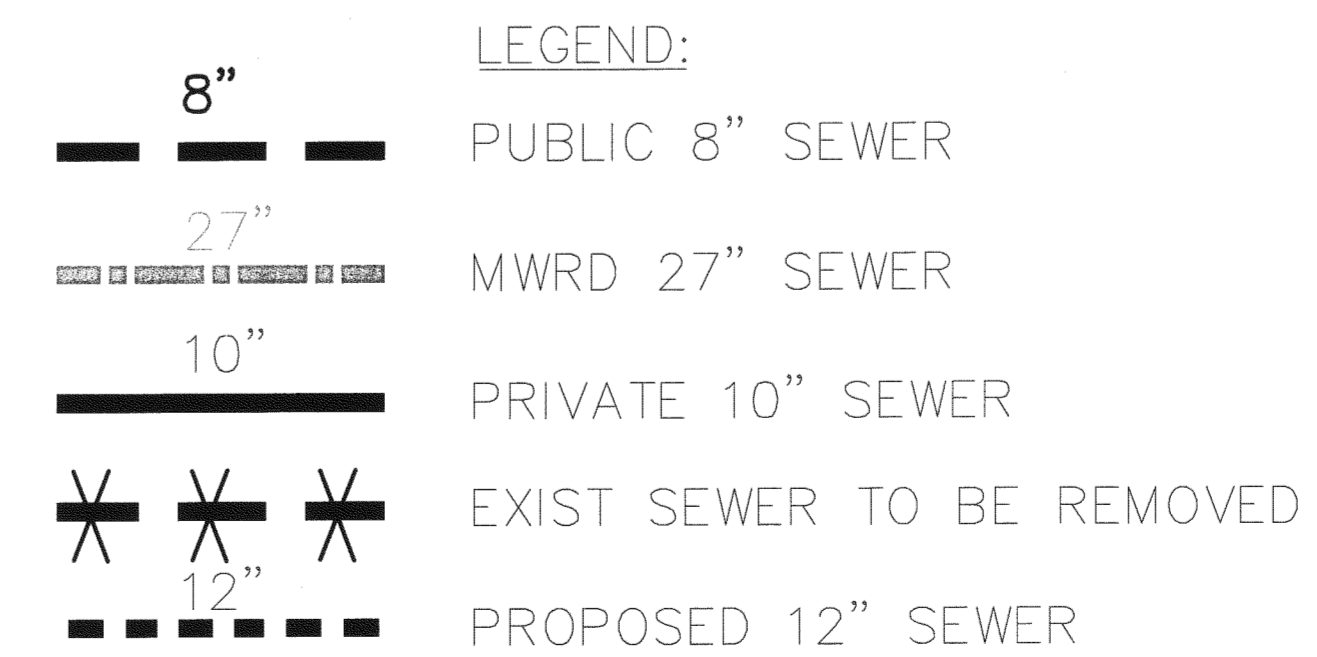
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 AT BROADWAY AND I-25



PROPOSED SANITARY SEWER LAYOUT
 1" = 200'

NOTES:

- Proposed sanitary sewers shown are preliminary.
- Locations and sizes of sanitary sewers will be determined at the time of final development.
- All proposed on-site sanitary sewers shown will be public.
- The City and County of Denver will coordinate with Metro-Wastewater Reclamation District (MWRD) regarding wastewater discharge from the site to the MWRD Sewer located on the southwest side of the site.



PROPOSED SANITARY SEWER LAYOUT

THE CITY AND COUNTY OF DENVER AND
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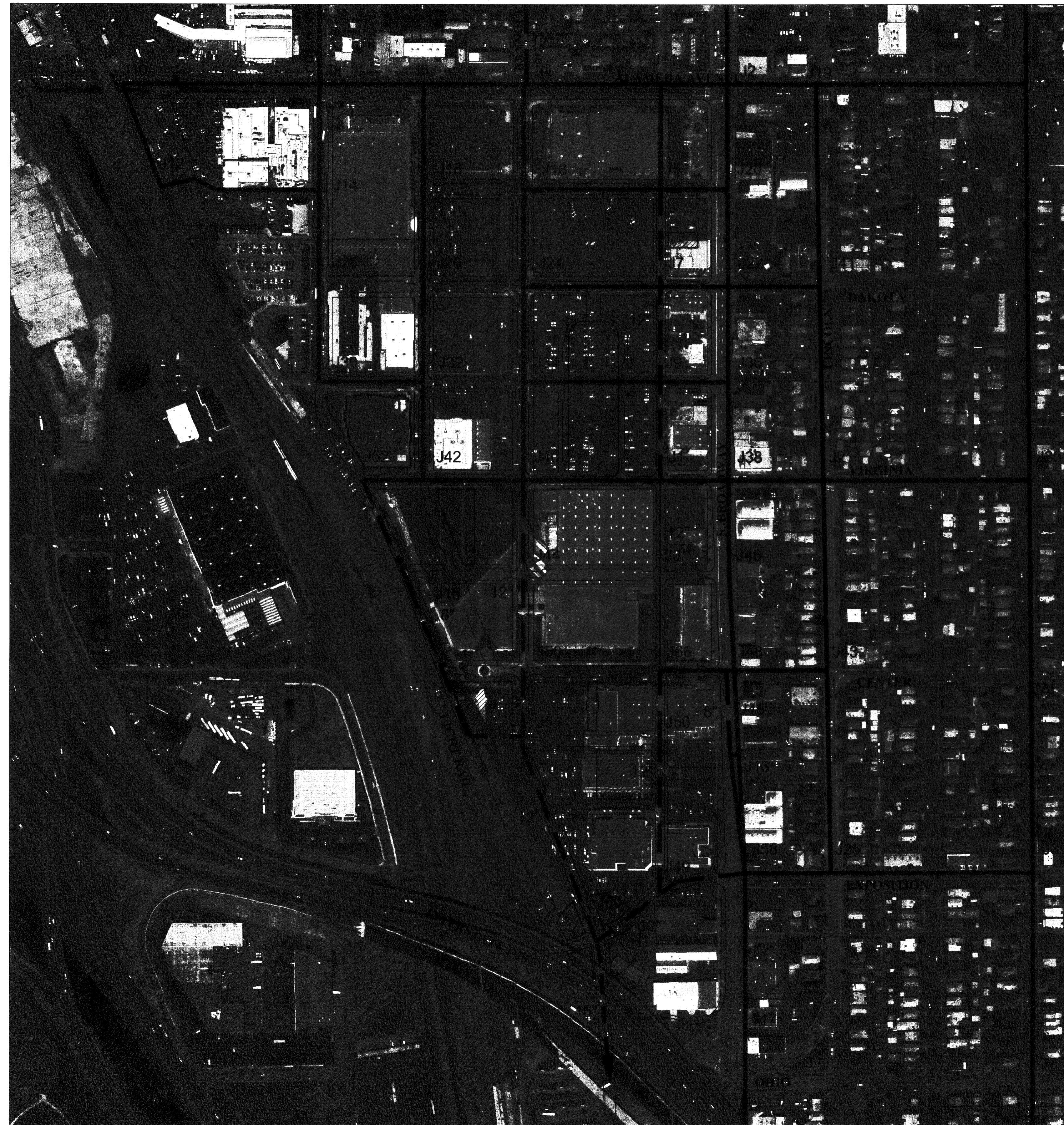
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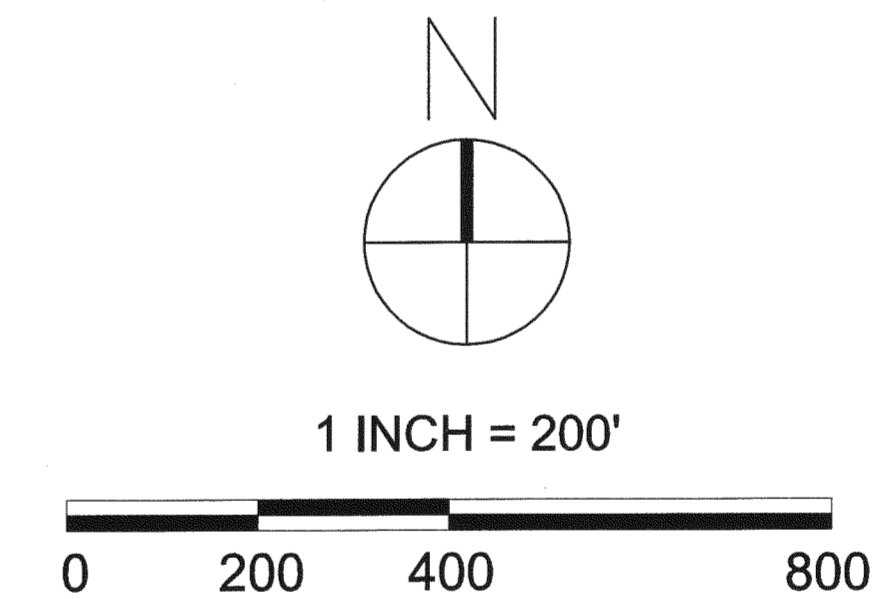
SHEET NUMBER:
11 OF **13**

DENVER DESIGN DISTRICT GENERAL DEVELOPMENT PLAN
 LOCATED IN NORTHWEST 1/4 OF SECTION 15, TOWNSHIP 4 SOUTH, RANGE 68 WEST OF THE SIXTH PRINCIPAL MERIDIAN
 CITY AND COUNTY OF DENVER, STATE OF COLORADO
 AT BROADWAY AND I-25






NOTES:

1. Proposed water mains shown are preliminary.
2. Locations and sizes of water mains will be determined at the time of final development.
3. Water Main design and location will be approved through the Denver water department.
4. All proposed water mains shown will be public.
5. This development will be served by a public water system, owned, operated, and maintained by Denver Water.
6. The existing and proposed water mains will provide fire flows needed for the development. Fire flows for the site will be verified at the time of final development.
7. The water plans for this project must be submitted to Denver Water for review and approval separate of the GDP process.
8. Back flow prevention devices must be installed on all metered connections and fire lines.
9. Water plans will be approved by separate documents at the time of final development.



LEGEND:

-  EXISTING WATER MAIN
-  12" PROPOSED 12" WATER MAIN
-  J60 JUNCTION NODE #60

PROPOSED WATER MAIN LAYOUT

THE CITY AND COUNTY OF DENVER AND
 CF PROPERTY MANAGEMENT, INC. C/O DENVER DESIGN DISTRICT

TRYBA ARCHITECTS
 1620 Logan Street
 Denver, Colorado 80203
 303-831-4010

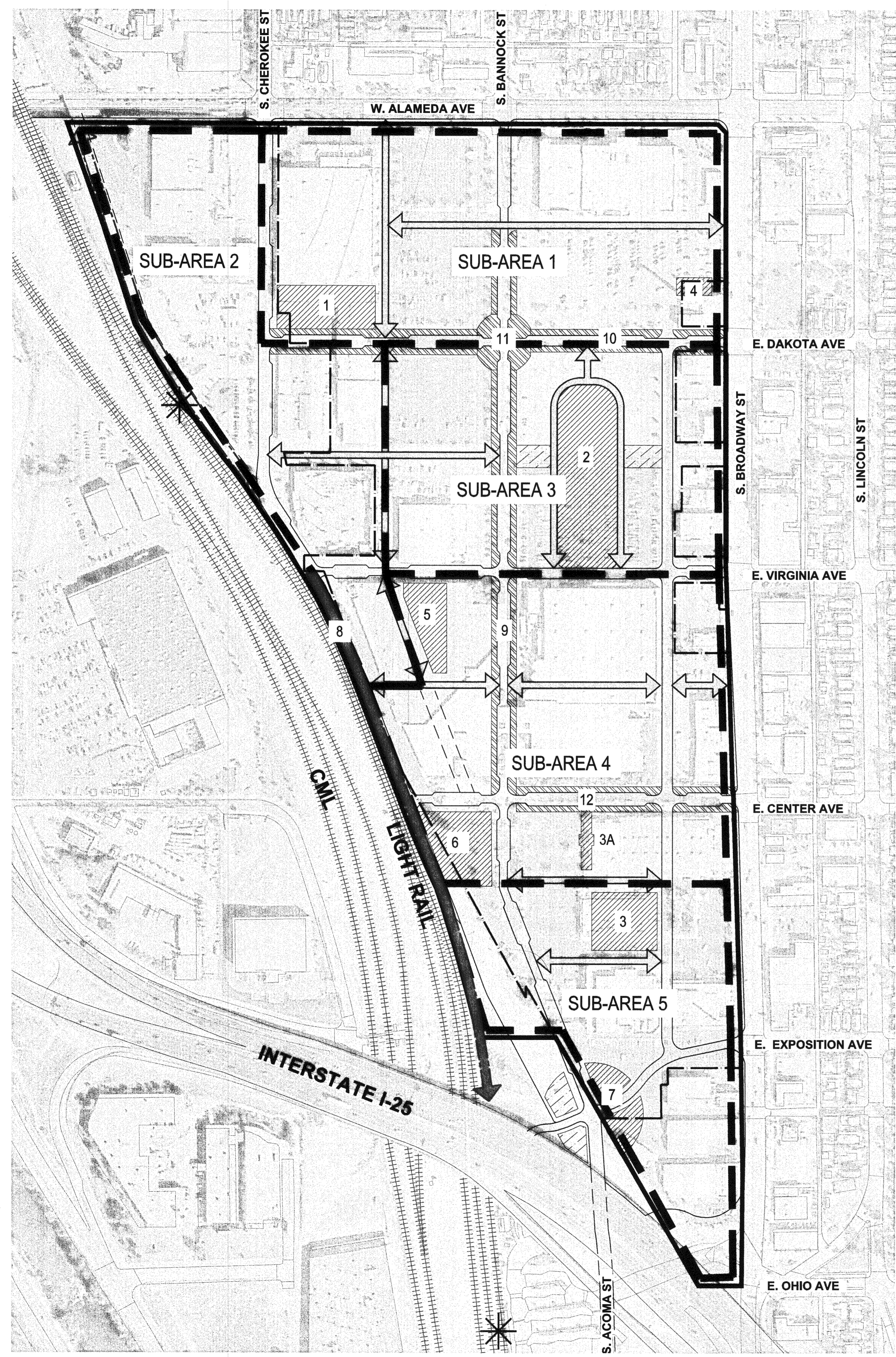
| DATE | REV | REMARKS | DRWN | CHKD | APPRVD |
|----------|-----|----------------------|------|------|--------|
| 01.10.07 | | FIRST GDP SUBMITTAL | | | |
| 04.11.08 | | SECOND GDP SUBMITTAL | | | |
| 03.20.09 | | THIRD GDP SUBMITTAL | | | |
| 05.10.09 | | FOURTH GDP SUBMITTAL | | | |

PROJECT NO: 20071-00099
 DATE: 2009.03.24
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DENVER DESIGN DISTRICT GENERAL DEVELOPMENT PLAN

LOCATED IN NORTHWEST 1/4 OF SECTION 15, TOWNSHIP 4 SOUTH, RANGE 68 WEST OF THE SIXTH PRINCIPAL MERIDIAN
CITY AND COUNTY OF DENVER, STATE OF COLORADO
AT BROADWAY AND I-25



- LEGEND**
- GDP BOUNDARY
 - - - OWNERSHIP BOUNDARY
 - PROPOSED CURB
 - * LIGHT RAIL STATION
 - - - POTENTIAL ROAD CONNECTION
 - [- -] SUB AREA BOUNDARY
 - [Hatched] PROPOSED AGGREGATED OPEN SPACE
 - [Dashed] PROPOSED EXPANDED STREETSAPES

PHASING AND IMPLEMENTATION

General - New construction within the Denver Design District GDP Area is anticipated to begin around 2009, with development occurring in response to market forces over the next several decades. The infrastructure concepts contained herein anticipate the evolution of neighborhood amenities, and new transportation facilities around both Alameda and Broadway Stations that development will respond to over many years. Specific phasing and implementation concepts may vary greatly depending on numerous factors beyond the control of any one master development plan. Any variation from the potential phasing described below will not require any amendment to this Denver Design District GDP and phasing is not vested.

It is expected that development will generally begin at the project's outer edges in order to take advantage of existing infrastructure improvements. This strategy begins to enhance value site wide and creates more value for the interior core of the GDP area which is expected to develop in later phases. It is also anticipated that earlier stages of the project will provide some of the retail and residential population base necessary to support the project's proposed mix of uses. Enhancing pedestrian connections to light rail stations will be a priority in all phases.

Infrastructure to support the project will be phased as determined at the Site Plan review stage for individual development projects within the GDP area, and may change if the City and County of Denver requires infrastructure improvements, or if the developer / applicant determines a more favorable phasing concept based on changing market conditions.

| PHASE | APPROXIMATE YEARS | POTENTIAL ACTIVITY |
|---------|-----------------------|--|
| Phase 1 | Estimated 2009 - 2019 | Although project phasing may change in response to market conditions, Phase 1 will likely include preliminary infrastructure to support perimeter development in Sub Areas 2 and 4. |
| Phase 2 | Estimated 2020 - 2029 | Later phases will rely heavily on market conditions, which may accelerate or slow portions of the project. Phase 2 is anticipated to include continued investment in Sub Areas 2 and 4, with additional infrastructure to support development in Sub Area 5. |
| Phase 3 | Estimated 2030 - 2050 | Final build out of GDP Area, with emphasis on Sub Areas 1 and 3. However, if the opportunity presents itself, the Dakota Avenue Overlay could occur sooner than Phase 3. |

OPEN SPACE PHASING

Open Space Concepts for this GDP are identified on Page 9, the Open Space Concepts portion of the GDP. These Open Space Concepts and the ability to properly phase their construction within the GDP Area are an important attribute to the overall development plan. This GDP acknowledges the importance of creating and maintaining such publicly accessible areas as being critical to the overall success of the GDP Area's redevelopment. While any or all of the Aggregated Open Space Areas or Expanded Streetscapes within the GDP area may be constructed earlier, the phased construction of all the Open Space Areas within the GDP area shall be phased in conjunction with newly constructed re-development projects (the same development identified as "new construction" in the Denver Design District Urban Design Standards and Guidelines) according to four methodologies:

STREET IMPROVEMENT TRIGGERED OPEN SPACE
Construction of the following Expanded Streetscapes will be required as a condition of Site Plan approval for new development in instances where said Site Plan approval requires that a portion of a street be constructed and that street section includes GDP identified Expanded Streetscapes or Open Space Areas. This phasing method shall apply to the following Expanded Streetscapes:
9. Bannock Street
10. Dakota Promenade
11. Crossroads
12. Design Center Promenade

LAND AREA UNDER DEVELOPMENT TRIGGERED OPEN SPACE
If a Site Plan approval for development of new structures within a GDP Sub Area contains an area equal to 60% or more of the total net developable land area of a GDP Sub Area (defined as total GDP land area less land area designated for all streets rights of way (both publicly dedicated and not publicly dedicated) and the Xcel Substation property portion of the GDP area) or any such Site Plan approval would result in an area equal to 60% or more of the total net developable land area within a GDP Sub Area having obtained Site Plan approval, then such Site Plan approval shall require as a condition of approval that the Aggregated Open Space Areas contained within that GDP Sub Area (as set forth below) be constructed concurrently with the improvements contemplated by such Site Plan approval. This phasing method shall apply to the following Aggregated Open Space Areas:

1. Mercado (can be triggered at this 60% point in either Sub Area 1 or Sub Area 2)
2. Central Square
3. Village Green
5. Design Center Triangle
6. Campus Green
7. Southside Plaza

NOTE: Existing structures as of the date of approval of this GDP specifically do not qualify as "new development", are not subject to Site Plan approval and can not count towards triggering an Open Space commitment.

ADJACENCY TRIGGERED OPEN SPACE
Construction of the following Aggregated Open Space Areas will be required as a condition of Site Plan approval for new development for land adjacent to and directly abutting one of these Open Space Areas:
4. Broadway Pocket Park
3A. Village Green Pocket Park

ABSORPTION TRIGGERED OPEN SPACE
Construction of the following Aggregated Open Space Areas will be required as a condition of Site Plan approval for an individual Site Plan approval for new development that results in the earlier of either:
A. 51% of the net developable land within the GDP boundary having received Site Plan approval;
Or
B. 1,875 dwelling units within the GDP boundary having received Site Plan approval

This phasing method shall apply to the following Aggregated Open Space Areas:
8. Bike Trail

- Notes:**
1. The party responsible for the installation of all Open Space and Street improvements triggered by any Site Plan approval within the GDP Area shall be clearly identified in all Site Plans approved within the GDP Area.
 2. The party responsible for the repair of any damages to any Open Space and Street improvements within the GDP Area shall be clearly identified in all Site Plans approved within the GDP Area.
 3. In all cases if one of the aforementioned triggers is met thereby requiring an Aggregated Open Space Area be improved at a time of year where seasonal conditions dictate that landscaping, vegetation and irrigation systems cannot be installed, the construction of that Open Space area may be delayed up to six months so that seasonal conditions are conducive to the successful planting, growth and health of the landscaping in the Open Space Area.
 4. In accordance with the subjective discretion of an applicant developer, Open Space Areas may be constructed prior to the time required by these triggers, but shall not be required by the City and County of Denver to be sooner than identified herein.
 5. Aggregated Open Space Areas and Expanded Streetscapes need only be constructed as a result of new development within the GDP Area and can not be required unless and until such development occurs.
 6. The developer and public agencies, including the City of Denver and RTD, will act in good faith to acquire the necessary land for the Bike Trail, Open Space 8. The developer will be responsible for the design, construction, and maintenance of the Bike Trail, Open Space 8. However, there may be a public-private partnership opportunity if the City obtains funding.
 7. In the event the terms of (i), an existing lease or (ii), the existing DURA TIF arrangement within the GDP Area conflict with any portion of an Open Space phasing requirement herein, the Open Space requirement shall be subordinated to such terms and an alternate phasing solution shall be identified and agreed to at the time of the related Site Plan approval.
 8. If it is found that two or more phasing triggers might apply to an individual Site Plan approval, potentially creating a conflict or ambiguity as to which phasing trigger applies, then that Site Plan shall be subject to the phasing trigger that would require that the Open Space be constructed at the earliest time rather than at a latter time.

PHASING PLAN
1" = 200'

PHASING PLAN

THE CITY AND COUNTY OF DENVER AND
CF PROPERTY MANAGEMENT, INC. C/O DENVER DESIGN DISTRICT

TRYBA ARCHITECTS
1620 Logan Street
Denver, Colorado 80203
303.831.4010

| REV | REMARKS | DATE | FIRST GDP SUBMITTAL | SECOND GDP SUBMITTAL | THIRD GDP SUBMITTAL | FOURTH GDP SUBMITTAL |
|-----|---------|------|---------------------|----------------------|---------------------|----------------------|
| | | | | | | |

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