

# GATES EAST GDP

LIONSTONE REDEVELOPMENT OF THE FORMER EAST GATES CAMPUS, PROJECT #2005D0003, AT BROADWAY BETWEEN KENTUCKY AND ARIZONA LOCATED IN THE SE 1/4 OF SECT 15, TOWNSHIP 4 SOUTH, RANGE 68 WEST & NE 1/4 OF SECT 22 TOWNSHIP 4 SOUTH, RANGE 68 WEST OF THE 6TH P.M., CITY AND COUNTY OF DENVER, STATE OF COLORADO



## DESCRIPTION OF GDP AREA BOUNDARY:

Pursuant to Ordinance 935, Series 2004 the "Gates East GDP Area" is legally described as follows:

THREE (3) PARCELS OF LAND LOCATED IN THE SE 1/4 OF SECTION 15, AND THE NE 1/4 SECTION 22, TOWNSHIP 4 SOUTH, RANGE 68 WEST OF THE 6TH P.M., BEING MORE PARTICULARLY DESCRIBED AS FOLLOWS; CITY AND COUNTY OF DENVER, STATE OF COLORADO.

### PARCEL B (Parcel 1)

A PARCEL OF LAND LOCATED IN THE NE 1/4 OF SECTION 22, TOWNSHIP 4 SOUTH, RANGE 68 WEST OF THE 6TH P.M., BEING MORE PARTICULARLY DESCRIBED AS FOLLOWS; BLOCK 5: LOTS 1-10 INCLUSIVE AND LOTS 40-48 INCLUSIVE; BLOCK 6: LOTS 1-10 INCLUSIVE AND LOTS 39-48 INCLUSIVE; BLOCK 7: LOTS 1-18 INCLUSIVE, AND THE NORTH 8'4" OF LOT 33 AND LOTS 34 - 48 INCLUSIVE; ALL IN SHERMAN SUBDIVISION, CITY AND COUNTY OF DENVER, STATE OF COLORADO. CONTAINING 224387 SQUARE FEET OR 5.1512 ACRES OF LAND, MORE OR LESS; IN ADDITION THERETO THOSE PORTIONS OF ALL ABUTTING PUBLIC RIGHTS-OF-WAY, WHICH ARE IMMEDIATELY ADJACENT TO THE AFORESAID SPECIFICALLY DESCRIBED AREA.

### PARCEL D (Parcel 2)

A PARCEL OF LAND LOCATED IN THE NE 1/4 OF SECTION 22, TOWNSHIP 4 SOUTH, RANGE 68 WEST OF THE 6TH P.M., BEING MORE PARTICULARLY DESCRIBED AS FOLLOWS; BLOCK 8 LOTS 17 THROUGH 24 INCLUSIVE, AND LOTS 31 - 44 BLOCK 8, INCLUSIVE; ALL IN SHERMAN SUBDIVISION, CITY AND COUNTY OF DENVER, STATE OF COLORADO. CONTAINING 69573 SQUARE FEET OR 1.5972 ACRES OF LAND, MORE OR LESS; IN ADDITION THERETO THOSE PORTIONS OF ALL ABUTTING PUBLIC RIGHTS-OF-WAY, WHICH ARE IMMEDIATELY ADJACENT TO THE AFORESAID SPECIFICALLY DESCRIBED AREA.

### PARCEL A1, A2, E (Parcel 3)

A PARCEL OF LAND LOCATED IN THE SE 1/4 OF SECTION 15, TOWNSHIP 4 SOUTH, RANGE 68 WEST OF THE 6TH P.M., BEING MORE PARTICULARLY DESCRIBED AS FOLLOWS; CITY AND COUNTY OF DENVER, STATE OF COLORADO. COMMENCING AT THE SOUTH 1/4 CORNER OF SAID SECTION 15, AND CONSIDERING THE WEST LINE OF THE SOUTHWEST 1/4 OF THE SOUTHEAST 1/4 TO BEAR N00°44'39" W, THENCE N69°30'47" E, A DISTANCE OF 57.59 FEET TO THE POINT OF BEGINNING; THENCE N89°39' 43" E ALONG THE NORTH RIGHT-OF-WAY LINE OF MISSISSIPPI AVE., A DISTANCE OF 1216.66 FEET TO A POINT; THENCE N00°32'45" E, A DISTANCE OF 36.77 FEET TO A POINT; THENCE N41°04'31" W, A DISTANCE OF 1586.34 FEET TO A POINT ON THE SOUTHERLY RIGHT-OF-WAY LINE OF KENTUCKY AVENUE; THENCE S89°12'18" W ALONG SAID SOUTHERLY RIGHT-OF-WAY LINE OF KENTUCKY AVENUE, A DISTANCE OF 188.60 FEET TO THE EAST RIGHT-OF-WAY LINE OF SOUTH BROADWAY; THENCE S00°44'39" E ALONG THE EAST RIGHT-OF-WAY LINE OF SOUTH BROADWAY, A DISTANCE OF 1244.94 FEET TO THE POINT OF BEGINNING. CONTAINING 895383 SQ. FEET OR 20.5547 ACRES, MORE OR LESS; IN ADDITION THERETO THOSE PORTIONS OF ALL ABUTTING PUBLIC RIGHTS-OF-WAY, WHICH ARE IMMEDIATELY ADJACENT TO THE AFORESAID SPECIFICALLY DESCRIBED AREA.

In addition, Parcels F & G are included in this Gates East GDP and are legally described as follows.

### PARCEL F

LOTS 25 THROUGH 30, BLOCK 8 INCLUSIVE, SHERMAN SUBDIVISION, CITY AND COUNTY OF DENVER, STATE OF COLORADO. CONTAINING 18,894 SQUARE FEET OR 0.4292 ACRES OF LAND, MORE OR LESS; IN ADDITION THERETO THOSE PORTIONS OF ALL ABUTTING PUBLIC RIGHTS-OF-WAY, WHICH ARE IMMEDIATELY ADJACENT TO THE AFORESAID SPECIFICALLY DESCRIBED AREA.

### PARCEL G

LOTS 1 THROUGH 16, INCLUSIVE AND LOTS 45 THROUGH 48 INCLUSIVE, BLOCK 8 SHERMAN SUBDIVISION, CITY AND COUNTY OF DENVER, STATE OF COLORADO. CONTAINING 63,134 SQUARE FEET OR 1.4494 ACRES OF LAND, MORE OR LESS; IN ADDITION THERETO THOSE PORTIONS OF ALL ABUTTING PUBLIC RIGHTS-OF-WAY, WHICH ARE IMMEDIATELY ADJACENT TO THE AFORESAID SPECIFICALLY DESCRIBED AREA.

The City is serving as applicant for those portions of Parcel G that are not owned by LUI Denver Broadway, LLC or Gates Corporation.

## PROJECT STATISTICS:

SQUARE FOOTAGES ARE BASED ON DEVELOPABLE AREAS

|   |   |
|---|---|
| Parcel B (Parcel 1)*  | 224,174 SQFT                                  |
| Parcel D (Parcel 2)*  | 69,573 SQFT                                   |
| Parcel A1, A2, E (Parcel 3)*  | 896,025 SQFT                                  |
| Parcel A1   | 230,916 SQFT                                  |
| Approximate ROW in Parcel A1  | 26,524 SQFT                                   |
| Parcel A1 project area after ROW deductions                                     | 204,392 SQFT                                  |
| Parcel A2   | 657,226 SQFT                                  |
| Approximate ROW in Parcel A2  | 177,127 SQFT                                  |
| Parcel A2 project area after ROW deductions                                     | 480,099 SQFT                                  |
| Parcel E  | 7,883 SQFT                                    |
| Parcel F **   | 18,894 SQFT                                   |
| Parcel G **   | 63,134 SQFT                                   |
| <b>TOTAL AREA WITHIN GDP AREA BOUNDARY</b><br>(Parcels A1, A2, B, D, E, F, & G) | <b>1,271,600 SQFT (29.19 AC MORE OR LESS)</b> |
| Approximate ROW Deductions (Parcel A1 & A2)                                     | -203,651 SQFT                                 |
| <b>APPROXIMATE TOTAL DEVELOPABLE PROJECT AREA AFTER ROW DEDUCTIONS</b>          | <b>1,067,949 SQFT (24.52 AC)</b>              |

\* Parcel references are according to application for Gates East zoning Ordinance No. 935, Series 2004.  
\*\* Parcels not within the original zoning description of the Gates East GDP Area Boundary.

## SHEET INDEX:

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| SHEET 1  | COVER                               |
| SHEET 2  | GENERAL NOTES                       |
| SHEET 3  | EXISTING ZONING                     |
| SHEET 4  | EXISTING ZONING                     |
| SHEET 5  | EXISTING CONDITIONS                 |
| SHEET 6  | DEVELOPMENT CONCEPTS                |
| SHEET 7  | TRANSPORTATION/CIRCULATION          |
| SHEET 8  | OPEN SPACE CONCEPTS                 |
| SHEET 9  | STORMWATER CONVEYANCE AND DETENTION |
| SHEET 10 | SANITARY AND WATER                  |
| SHEET 11 | PHASING PLAN                        |



## APPLICANT OWNERS' SIGNATURES: (AS TO PARCELS A1, A2, B, D, E, F, AND A PORTION OF PARCEL G)

I (WE), the undersigned, shall comply with all regulations contained in Chapter 59, Article IV, Sections 59-314 of the Revised Municipal Code of the City and County of Denver (Denver Zoning Code). The following signatures constitute all owners of land and structures included in this plan:

LUI DENVER BROADWAY, LLC

BY [Signature] DATE 1/8/07

State of Colorado  
City and County of Denver

The foregoing instrument was acknowledged before me this 8th day of Jan AD 2007 by Douglas C. McKinnon

Witness my hand and official seal

My commission expires: 11/04/2008

Chowhe Powers  
Notary Public  
13017th St, #1e 200, Denver, CO 80202  
Address

GATES CORPORATION

BY [Signature] DATE 1/22/07

State of Colorado  
City and County of Denver

The foregoing instrument was acknowledged before me this 2nd day of Jan AD 2007 by Thomas Duwe

Witness my hand and official seal

My commission expires: 02/10/2009

Leahly Vovak  
Notary Public  
1551 Alameda St Denver  
Address

## APPLICANT CITY AND COUNTY OF DENVER'S SIGNATURE: (AS TO A PORTION OF PARCEL G)

BY [Signature] DATE 4-10-07  
Manager of Community Planning and Development

State of Colorado  
City and County of Denver

The foregoing instrument was acknowledged before me this 10th day of April AD 2007 by Kent Strabo

Witness my hand and official seal

My commission expires: 10/17/2009

Brenda Shroogole  
Notary Public  
201 W. Colfax Ave, Denver, CO 80202  
Address

## SURVEY CERTIFICATE:

I, Roger A. Vermasa, a Registered Land Surveyor in the State of Colorado, do hereby certify that the survey for the GDP for the Lionstone Redevelopment of the Former East Gates Campus, was made under my supervision and the accompanying plan accurately and properly shows said survey.

Roger A. Vermasa  
Roger A. Vermasa, P.L.S.#24958; A.S.S. Surveyor

## APPROVALS:

APPROVED BY: [Signature] DATE: 4-10-07  
Zoning Administrator

APPROVED BY: [Signature] DATE: 4-10-07  
Manager of Community Planning and Development

APPROVED BY: [Signature] DATE: 4-19-07  
Manager of Public Works

APPROVED BY: [Signature] DATE: 4-17-07  
Manager of Parks and Recreation

## CLERK & RECORDER'S CERTIFICATION:

STATE OF COLORADO, CITY AND COUNTY OF DENVER

I HEREBY CERTIFY THAT THIS INSTRUMENT WAS RECORDED IN MY OFFICE AT 2:26 O'CLOCK P.M. 2007 RECEIPT # 20070327

Stephanie Y O'Malley  
Clerk and Recorder, Ex-Officio Clerk of the City and County of Denver

BY: [Signature]  
Deputy Clerk and Recorder

SEE: 110



LUI DENVER BROADWAY, LLC

DAVID OWEN TRYBA ARCHITECTS  
1620 Logan Street  
Denver, Colorado  
80203-1216  
303-831-4210

|          |     |                       |
|----------|-----|-----------------------|
| DATE     | REV | REMARKS               |
| 3/20/06  |     | PRELIMINARY SUBMITTAL |
| 7/25/06  |     | SECOND SUBMITTAL      |
| 8/15/06  |     | THIRD SUBMITTAL       |
| 11-13-06 |     | FINAL SUBMITTAL       |

PROJECT NO: 0526.00  
DATE: 11.13.06  
DRAWING TITLE: **1 of 11**

**GATES EAST GDP**  
**LIONSTONE REDEVELOPMENT OF THE FORMER EAST GATES CAMPUS, PROJECT #2005D0003, AT BROADWAY BETWEEN KENTUCKY AND ARIZONA**  
**LOCATED IN THE SE 1/4 OF SECT 15, TOWNSHIP 4 SOUTH, RANGE 68 WEST & NE 1/4 OF SECT 22 TOWNSHIP 4 SOUTH, RANGE 68 WEST OF THE 6TH P.M.,**  
**CITY AND COUNTY OF DENVER, STATE OF COLORADO**



**GENERAL NOTES:**

1. SITE IS ZONED TMU-30, RMU-30, RMU-20, OS-1, and B-4. See sheets 3 & 4.

2. Vested Property Rights

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

An approved GDP shall constitute a site specific development plan which triggers a vested property right pursuant to CRS 24-69-102(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 approving city review committee agencies. The implementation and phasing plan is not a self-implementing document and is to be used for strategic timing only. It neither confers nor denies any property rights or public funding.

Pursuant to Section 59-314(o) above, the sections of this GDP that shall be vested property rights shall include, but not be limited to, the following:

A. Page 6

GDP Map and all accompanying descriptive information on GDP Map

- Land Use Concepts
  - General Concepts
  - Parking Concepts
  - Public Amenity Concepts
  - On-Site Circulation Concept
  - Subareas
    - Residential Oriented Mixed-Use Subarea
    - Commercial Oriented Mixed-Use Subarea
    - Ford Building Sub-Area
  - Table on Development Parcels - Columns 3 through 7

B. Page 7

GDP Map and all descriptive information on GDP Map

- Circulation Concepts
  - Vehicular Concepts
  - Pedestrian Concepts
  - Bicycle Concepts

C. Page 8

GDP Map and all descriptive information on GDP Map

- Open Space Concepts
  - General Open Space Requirements
  - Aggregated Open Space
  - General Open Space Concepts
  - Other Open Spaces
  - Open Space Summary

D. Page 9

GDP Map and all descriptive information on GDP Map

Notes 1-6.

E. Page 10

GDP Map and all descriptive information on GDP Map

Notes 1-5.

3. City's Broadway/I-25 NEPA Process

Ordinance 935, Series of 2004, which rezoned portions of the GDP Area, contains the following requirement:

"Development in the Gates East GDP Area shall be allowed only where it does not preclude the preferred alternative(s) identified by the City's Broadway/I-25 NEPA process, which will determine the scope of the Broadway/I-25 NEPA study, identify, alternative, analyze impacts, make mitigation recommendations and select preferred alternatives(s) that are consistent with Blueprint Denver."

Nothing in this GDP precludes the following two alternatives identified by the City's Broadway/I-25 NEPA process: (1) the "no-build" alternative, and (2) the October 19, 2006 Consensus Committee alternative.

4. Regional Infrastructure Plan

Ordinance 935, Series of 2004, which rezoned portions of the GDP Area, requires that the Gates East GDP contain a regional infrastructure plan that is done in consultation with, and is, to the extent commercially reasonable, consistent with the regional infrastructure plan being developed in conjunction with the Cherokee GDP for the property west of South Broadway Street.

The required Regional Infrastructure Plan (RIP) is contained on sheet 9 and 10 of this Gates East GDP submittal, with supporting data included in a separate Master Drainage Study and Master Utility Study

The RIP with the separate Master Drainage Study & Master Utility Study supplements the General Development Plan and contains technical studies required by the City. The RIP is a flexible and workable document containing the preliminary studies for the overall infrastructure of the site. More detailed studies may be required at the time of GDP Map approval for individual parcels within the site. The RIP may be modified during the development process to include such studies and updated technical data.

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**LUI DENVER BROADWAY, LLC**

**DAVID OWEN TRYBA ARCHITECTS**  
 1610 Logan Street  
 Denver, Colorado  
 80203-1216  
 303.837.4310

| DATE     | REV / REVISIONS       | ISSUED | CHG | APPROV |
|----------|-----------------------|--------|-----|--------|
| 3/03/05  | PRELIMINARY SUBMITTAL |        |     |        |
| 7/25/05  | SECOND SUBMITTAL      |        |     |        |
| 8/15/05  | THIRD SUBMITTAL       |        |     |        |
| 11/13/06 | FINAL SUBMITTAL       |        |     |        |

PROJECT NO:  
0526.00

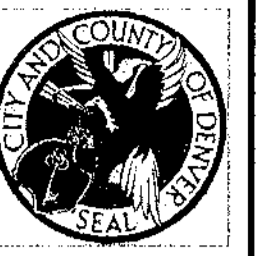
DATE:  
11.13.06

DRAWING TITLE:  
**2 of 11**

**GENERAL NOTES**

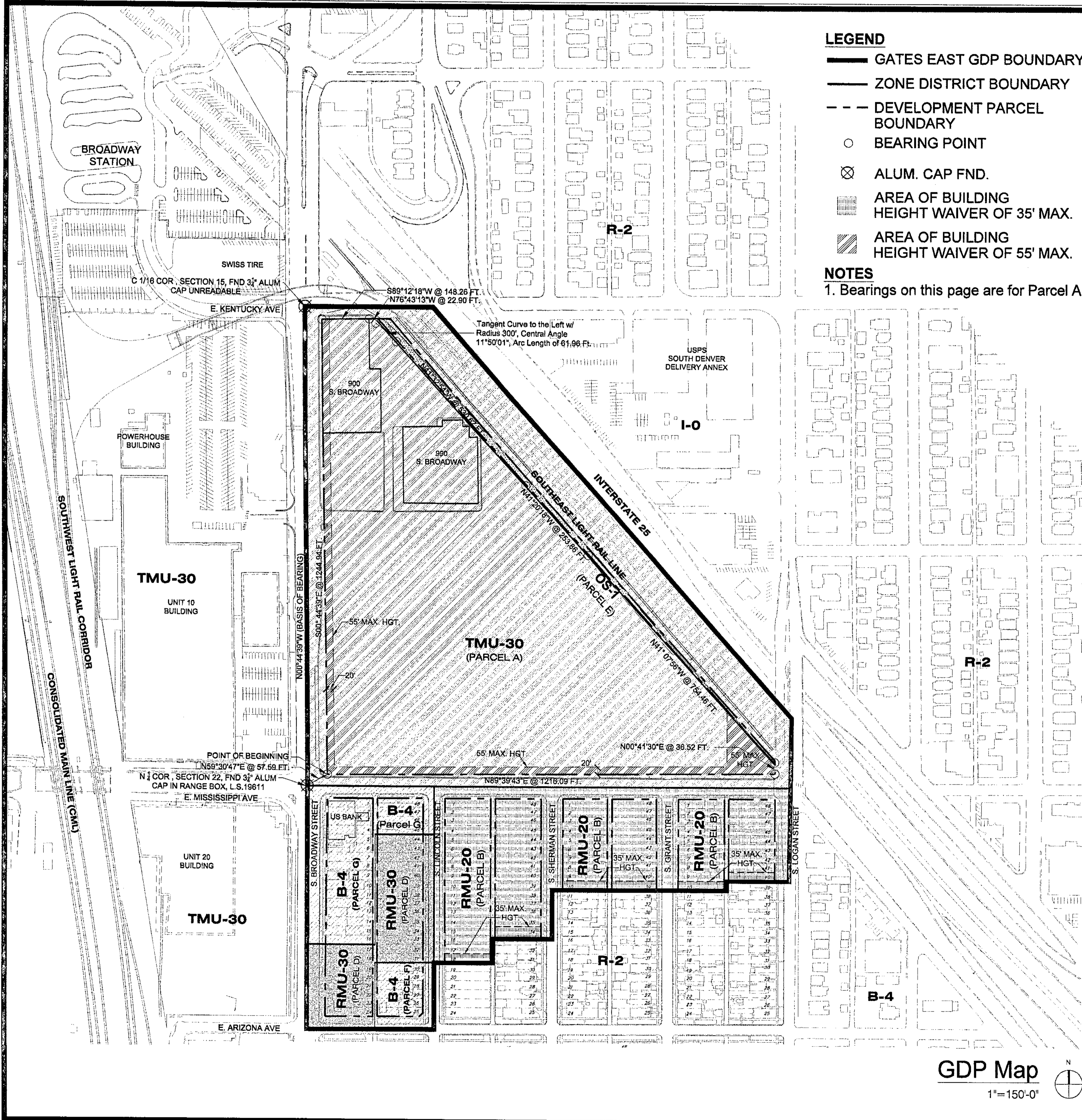
# GATES EAST GDP

LIONSTONE REDEVELOPMENT OF THE FORMER EAST GATES CAMPUS, PROJECT #2005D0003, AT BROADWAY BETWEEN KENTUCKY AND ARIZONA  
LOCATED IN THE SE 1/4 OF SECT 15, TOWNSHIP 4 SOUTH, RANGE 68 WEST & NE 1/4 OF SECT 22 TOWNSHIP 4 SOUTH, RANGE 68 WEST OF THE 6TH P.M.,  
CITY AND COUNTY OF DENVER, STATE OF COLORADO



LUI DENVER BROADWAY, LLC

DAVID OWEN TRYBA ARCHITECTS  
1560 Logan Street  
Denver, Colorado  
80202-1216  
303.631.4010



- LEGEND**
- GATES EAST GDP BOUNDARY
  - ZONE DISTRICT BOUNDARY
  - - - DEVELOPMENT PARCEL BOUNDARY
  - BEARING POINT
  - ⊗ ALUM. CAP FND.
  - ▨ AREA OF BUILDING HEIGHT WAIVER OF 35' MAX.
  - ▨ AREA OF BUILDING HEIGHT WAIVER OF 55' MAX.
- NOTES**
- Bearings on this page are for Parcel A.

**TMU-30 (PARCEL A)** ZONING: Per Ordinance 935, Series 2004

1. The T-MU-30 district provides for urban development proximate to a mass transit railway system to promote a mix, arrangement, and intensity of uses that support transit ridership and use of other transportation modes, especially walking. The arrangement of uses allows residents, workers, and shoppers to walk to transit and other destinations within the district. The T-MU-30 district allows the broadest range of uses and most development intensity. The T-MU-30 district is intended for station areas with adequate land to create a viable transit oriented development (TOD) and to transition to the surrounding community. A T-MU-30 district must be proximate to a mass transit railway system station and have a direct pedestrian connection to that station. That point of a T-MU-30 district that is nearest to a mass transit railway system station shall be located no more than 1500 feet from the intersecting center lines of the tracks and adjacent passenger loading platforms.

**LEGAL DESCRIPTION:**  
A PARCEL OF LAND LOCATED IN THE SE 1/4 OF SECTION 15, TOWNSHIP 4 SOUTH, RANGE 68 WEST OF THE 6TH P.M., BEING MORE PARTICULARLY DESCRIBED AS FOLLOWS: CITY AND COUNTY OF DENVER, STATE OF COLORADO, COMMENCING AT THE SOUTH 1/4 CORNER OF SAID SECTION 15, AND CONSIDERING THE WEST LINE OF THE SOUTHWEST 1/4 OF THE SOUTHEAST 1/4 TO BEAR N00°44'39"W, THENCE N59°30'47"E, A DISTANCE OF 57.59 FEET TO THE POINT OF BEGINNING; THENCE N89°39'43"E ALONG THE NORTH RIGHT-OF-WAY OF MISSISSIPPI AVE., A DISTANCE OF 1216.09 FEET TO THE WESTERLY LINE OF PARCEL No. AC-7; THENCE ALONG THE WESTERLY LINE OF SAID PARCEL No. AC-7 THE FOLLOWING 8 (8) COURSES AND DISTANCES: 1. THENCE N00°41'30"E, A DISTANCE OF 38.52 FEET; 2. THENCE N41°07'59"W, A DISTANCE OF 754.48 FEET; 3. THENCE N41°20'18"W, A DISTANCE OF 233.86 FEET; 4. THENCE N41°32'54"W, A DISTANCE OF 830.87 FEET TO A POINT OF CURVATURE; 5. THENCE ALONG A TANGENT CURVE TO THE LEFT WITH A RADIUS OF 300.00 FEET, A CENTRAL ANGLE OF 11°50'01", AN ARC LENGTH OF 81.88 FEET; 6. THENCE N78°43'13"W, A DISTANCE OF 22.80 FEET TO A POINT ON THE SOUTHERLY RIGHT-OF-WAY LINE OF KENTUCKY AVENUE; THENCE S89°12'18"W ALONG SAID SOUTHERLY RIGHT-OF-WAY LINE OF KENTUCKY AVENUE, A DISTANCE OF 148.26 FEET TO THE EAST RIGHT-OF-WAY LINE OF SOUTH BROADWAY; THENCE S00°44'39"E ALONG THE EAST RIGHT-OF-WAY LINE OF SOUTH BROADWAY, A DISTANCE OF 1244.94 FEET TO THE POINT OF BEGINNING. CONTAINING 88812 SQ. FEET OR 20.3882 ACRES, MORE OR LESS; in addition thereto those portions of all abutting public rights-of-way, but only to the centerline thereof, which are immediately adjacent to the aforesaid specifically described area.

**WAIVERS AND CONDITIONS:**  
The owner waives the right to use or occupy Parcel A, or to use, occupy, or erect thereon any structure or structures designed, erected, altered, used or occupied for the following uses by special review in the T-MU-30 zone district: Rooming and/or boarding house; Retail, service, repair, consumer, large scale; Manufacturing, fabrication, and assembly; light; Utility, major impact; and Church, religious institution with a seating capacity in excess of 600. The owner waives the right to maximum building heights as set forth in Section 59-312(7) of the Denver Revised Municipal Code, and instead the maximum permitted building height shall be 110 feet. No portion of any structure shall exceed 110 feet in height. The intent of this height limitation is to support and reinforce the protection of views under the existing Washington Park View Plane restriction, which limits the height on Parcel A to 110 feet. For structures on Parcel A (a) adjacent to South Broadway Street and/or Mississippi Avenue to a depth of twenty (20) feet from the respective right-of-way line on either street and (b) for all structures on the subject property at the northwest corner of Mississippi Avenue and South Logan Street, and east of the centerline of the alley running between South Logan Street and South Grant Street, the owner waives the right to a maximum building height as set forth above and instead no portion of any structure within these defined areas shall exceed fifty-five (55) feet in height. The intent of this height limitation is to transition the development scale along South Broadway Street and Mississippi Avenue where the subject property abuts existing neighborhoods and the public street realm, thereby providing for a more pedestrian oriented scale and character of development similar to the existing character of South Broadway Street and South Logan Street and the anticipated scale and character of development west of South Broadway Street and along South Logan Street and 1-25. The owner waives the right to a maximum gross floor area in structures as set forth in Section 59-312(8) of the Denver Revised Municipal Code, and instead, the basic maximum gross floor area shall be equal to three (3) times the area of the zone lot on which the structures are located (3:1) and the maximum gross floor area provisions for an approved general development plan as set forth in Section 59-312(8) shall apply. The intent of this waiver is to limit the overall density of the site to encourage varied massing of buildings, varied character, quality form and design, to help create a pedestrian oriented scale and encourage the stepping down of buildings throughout the site. The owner waives the right to required unobstructed open space as set forth in Section 59-312(2) of the Denver Revised Municipal Code and instead, the unobstructed open space requirements shall be as set forth in the Gates East GDP as defined below. A-3. That the owner of Parcel A approves and agrees to the following reasonable conditions to the requested change in zoning classifications related to the development, operation and maintenance of Parcel A: The entirety of the site being rezoned to mixed use should be coordinated from land use, urban design, open space, transportation, and infrastructure perspectives. Regional infrastructure needs must be planned for and coordinated with the regional infrastructure needs for the development areas west of South Broadway Street. The existing Denver street grid should be maintained and enhanced by creating connectivity and public access in areas north of Mississippi Avenue where no public right-of-way currently exists. The use of public transit by employees, residents and visitors should be encouraged. Therefore, one General Development Plan (Gates East GDP) pursuant to Section 59-314(b) of the Denver Revised Municipal Code shall be prepared for the "Gates East GDP Area" legally described on SHEET 1.0.

**RMU-20 (PARCEL B)** ZONING: Per Ordinance 935, Series 2004

1. Residential Mixed Use District. The R-MU-20 district is primarily residential, allowing either single- or multiple-unit dwellings. Along collector or arterial streets, development may be either residential or mixed-use, combining residential with neighborhood-serving retail, office, or service uses. Commercial uses should be located on collector or arterial streets or in areas that already have commercial uses. No maximum residential density is prescribed; instead, the scale of buildings is determined by bulk plans, maximum height, setbacks, open space requirements, and parking ratios. The intent is to encourage a full range of housing types, including affordable housing.

**LEGAL DESCRIPTION:**  
A PARCEL OF LAND LOCATED IN THE NE 1/4 OF SECTION 22, TOWNSHIP 4 SOUTH, RANGE 68 WEST OF THE 6TH P.M., BEING MORE PARTICULARLY DESCRIBED AS FOLLOWS: BLOCK 5, LOTS 1-10 INCLUSIVE AND LOTS 40-48 INCLUSIVE; BLOCK 6, LOTS 1-10 INCLUSIVE AND LOTS 39-48 INCLUSIVE; BLOCK 7, LOTS 1-18, 19, 41, 42, 43 AND LOTS 34-48 INCLUSIVE. ALL IN SHERMAN SUBDIVISION, CITY AND COUNTY OF DENVER, STATE OF COLORADO, CONTAINING 274828 SQUARE FEET OR 6.3091 ACRES OF LAND, MORE OR LESS; in addition thereto those portions of all abutting public rights-of-way, but only to the centerline thereof, which are immediately adjacent to the aforesaid specifically described area.

**WAIVERS AND CONDITIONS:**  
The owner waives the right to use or occupy Parcel B or to use, occupy or erect thereon any structures designed, erected, altered, used or occupied for uses by right and uses by special review in the R-MU-20 zone district as follows: Rooming and/or boarding house, and Residence, Institutional/Special. For the property legally described as Block 5, Lot 10; Block 6, Lot 10 and 39; and Block 7, Lot 8, Lot 34, and the north 8 feet 4 inches of Lot 33, all of the Sherman Subdivision, City and County of Denver, State of Colorado, the owner waives the right to use or occupy such property or to use, occupy or erect thereon any structures designed, erected, altered, used or occupied for all uses by right and all uses by special review in the R-MU-20 zone district, except for the following residential uses which shall be uses by right: Dwelling, multiple unit; Dwelling, single unit; Live/work residential; Residence for older adults; and Residence, Institutional/Special. For the property legally described as Block 6, Lot 10 and 39; and Block 7, Lot 10 and 39; and the north 8 feet 4 inches of Lot 33, all of the Sherman Subdivision, City and County of Denver, State of Colorado, the owner waives the right to maximum building heights as set forth in Section 59-312(7) and instead the maximum permitted building height shall be 35 feet. No portion of any structure shall exceed 35 feet in height. The intent of this height limitation is to respond to the scale of structures in the adjacent R-2 zoned areas and to create a proper and sensitive transition between new development and the existing residential properties to the south by having the building mass step down along the south edge of Parcel B. The owner waives the right to required unobstructed open space as set forth in Section 59-312(2) of the Denver Revised Municipal Code and instead the unobstructed open space requirements shall be as set forth in the Gates East GDP. B-3. That the owner of Parcel B approves and agrees to the following reasonable conditions to the requested change in zoning classifications related to the development, operation and maintenance of Parcel B: The entirety of the site being rezoned to mixed use should be coordinated from land use, urban design, open space, transportation, and infrastructure perspectives. Regional infrastructure needs must be planned for and coordinated with the regional infrastructure needs for the redevelopment area west of South Broadway Street. The existing Denver street grid should be maintained and enhanced by creating connectivity and public access in areas north of Mississippi Avenue where no public right-of-way currently exists. The use of public transit by employees, residents and visitors should be encouraged. Therefore, one General Development Plan (Gates East GDP) pursuant to Section 59-314(b) of the Denver Revised Municipal Code shall be prepared for the "Gates East GDP Area" as described in Subsection A-3 above. The Gates East GDP shall set forth the amount of open space required and shall allow for the aggregation of the open space requirements of all the property within the Gates East GDP Area, provided that the aggregated open space area(s): (i) enhance the connection to transit facilities, plazas or streets; (ii) enhance the pedestrian environment; or (iii) enhance or create a public space, and, in any event, are publicly accessible and are a benefit to the neighborhood. In addition, the open space within the R-MU-20 zoned portion of the Gates East GDP Area shall, at a minimum, meet the open space requirements set forth in Section 59-312 (2). The Gates East GDP shall contain a regional infrastructure plan describing generally on and off site facilities and improvements related to the Gates East GDP Area. Preparation of this regional infrastructure plan will be done in consultation with and shall, to the extent commercially reasonable, be consistent with the regional infrastructure plan being developed in conjunction with the general development plan for the property west of South Broadway Street. The Gates East GDP and its regional infrastructure plan shall, at a minimum, maintain the existing street grid within the Gates East GDP Area south of Mississippi Avenue and have a street grid system north of Mississippi Avenue that meets the objectives of Section 59-301 and to the extent commercially reasonable, be consistent with the general development plan and street grid system being developed for the property west of South Broadway Street. A Transportation Demand Management Plan shall be approved by the Manager of Public Works prior to or in conjunction with the approval of each site plan within the Gates East GDP Area. The property within the Gates East GDP Area shall be subject to Design Guidelines to be developed and approved prior to the approval of any site plan within the Gates East GDP Area. Development in the Gates East GDP Area will be allowed only where it does not preclude the preferred alternative(s) identified by the City's Broadway/25 NEPA process, which will determine the scope of the Broadway/25 NEPA study, identify alternatives, analyze impacts, make mitigation recommendations and select preferred alternative(s) that are consistent with Blueprint Denver. B-4. That the zoning classification of Parcel B in the City and County of Denver described as follows or included within the following boundaries shall be and hereby is changed from P-1, R-2, B-1 and B-4 to R-MU-20 with certain waivers which waivers are set forth in Subsection B-2 of Section 1 hereof and with certain reasonable conditions approved by the owner which reasonable conditions are set forth in Subsection B-3 of Section 1.

GDP Map  
1"=150'-0"

EXISTING ZONING

| DATE     | REVISIONS             | BY | CHKD | APP'D |
|----------|-----------------------|----|------|-------|
| 05/26/00 | PRELIMINARY SUBMITTAL |    |      |       |
| 07/06/00 | SECOND SUBMITTAL      |    |      |       |
| 09/16/00 | THIRD SUBMITTAL       |    |      |       |
| 11/13/06 | FINAL SUBMITTAL       |    |      |       |

PROJECT NO: 0526.00  
DATE: 11.13.06  
DRAWING TITLE: 3 of 11  
GATES EAST GDP

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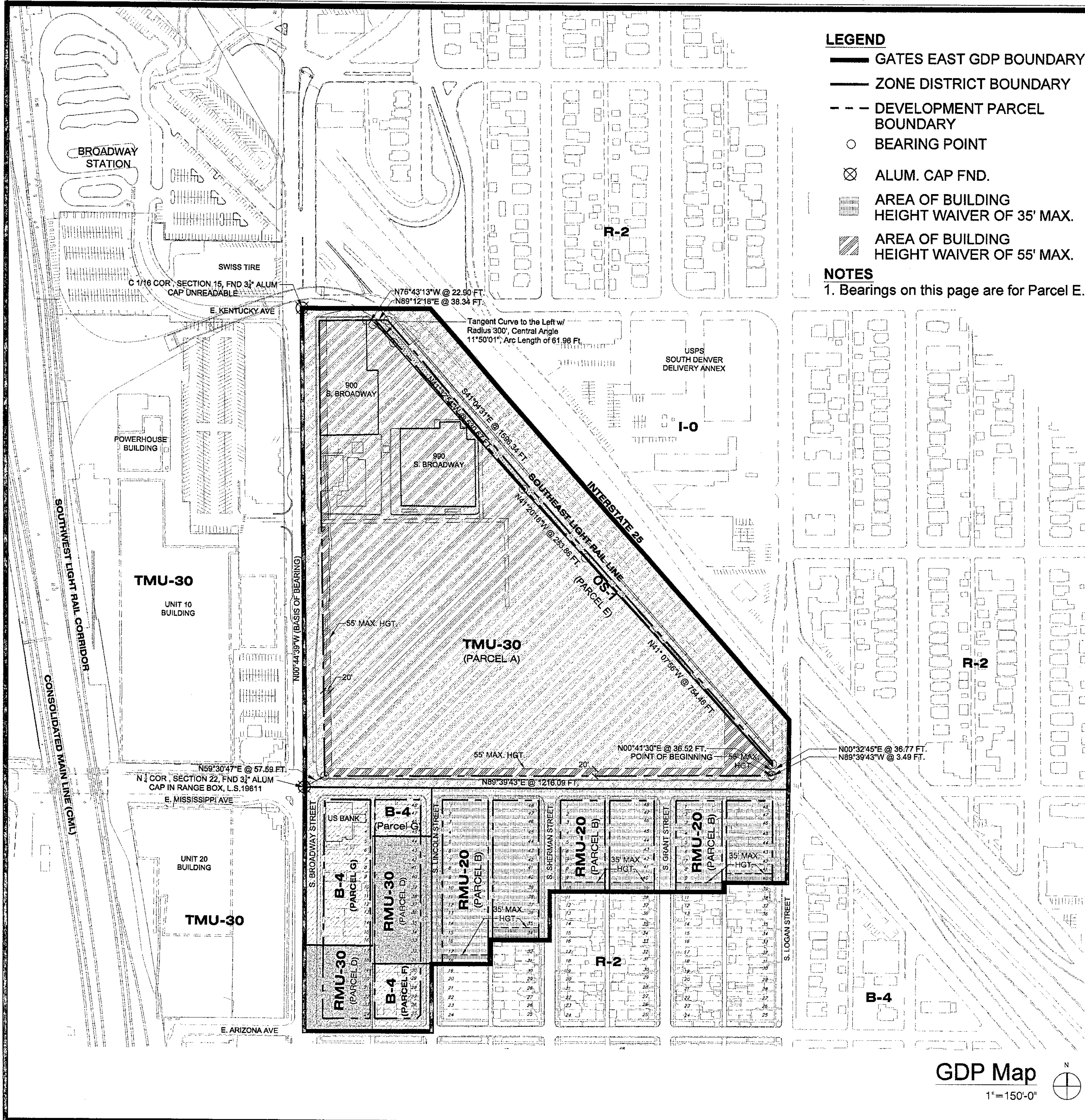
# GATES EAST GDP

LIONSTONE REDEVELOPMENT OF THE FORMER EAST GATES CAMPUS, PROJECT #2005D0003, AT BROADWAY BETWEEN KENTUCKY AND ARIZONA  
LOCATED IN THE SE 1/4 OF SECT 15, TOWNSHIP 4 SOUTH, RANGE 68 WEST & NE 1/4 OF SECT 22 TOWNSHIP 4 SOUTH, RANGE 68 WEST OF THE 6TH P.M.,  
CITY AND COUNTY OF DENVER, STATE OF COLORADO



LUI DENVER BROADWAY, LLC

DAVID OWEN TRYBA ARCHITECTS  
1600 Logan Street  
Denver, Colorado  
80203-1216  
303.891.4210



- LEGEND**
- GATES EAST GDP BOUNDARY
  - ZONE DISTRICT BOUNDARY
  - - - DEVELOPMENT PARCEL BOUNDARY
  - BEARING POINT
  - ⊗ ALUM. CAP FND.
  - ▨ AREA OF BUILDING HEIGHT WAIVER OF 35' MAX.
  - ▩ AREA OF BUILDING HEIGHT WAIVER OF 55' MAX.
- NOTES**
- Bearings on this page are for Parcel E.

**RMU-30 (PARCEL D)** ZONING: Per Ordinance 935, Series 2004

1. The R-MU-30 district is a primarily residential district allowing higher density multiple unit dwellings of a density appropriate to the center-city and other activity centers such as light rail transit stations. Supporting commercial development, such as consumer retail and service uses and small-scale office uses, is encouraged to create a truly mixed-use environment. No maximum residential density is prescribed. Instead, maximum height, setbacks, and open space requirements determine the scale of buildings.

**LEGAL DESCRIPTION:**  
A PARCEL OF LAND LOCATED IN THE NE 1/4 OF SECTION 22, TOWNSHIP 4 SOUTH, RANGE 68 WEST OF THE 6TH P.M., BEING MORE PARTICULARLY DESCRIBED AS FOLLOWS: BLOCK 8, LOTS 17 THRU 24 INCLUSIVE, AND LOTS 31-44, BLOCK 8 INCLUSIVE ALL IN SHERMAN SUBDIVISION, CITY AND COUNTY OF DENVER, STATE OF COLORADO, CONTAINING 80662 SQUARE FEET OR 1.8517 ACRES OF LAND, MORE OR LESS; IN ADDITION THERETO THOSE PORTIONS OF ALL ABUTTING PUBLIC RIGHTS-OF-WAY, BUT ONLY TO THE CENTERLINE THEREOF, WHICH ARE IMMEDIATELY ADJACENT TO THE AFORESAID SPECIFICALLY DESCRIBED AREA.

**WAIVERS AND CONDITIONS:**  
The owner waives the right to use or occupy Parcel D or to use, occupy or erect thereon any structures designed, erected, altered, used or occupied for uses by right and uses by special review in the R-MU-30 zone district, as follows: Rooming and/or boarding house; Automobile gasoline filling station, emission inspection; Food preparation and sales, commercial; Hotel; Motel; Retail, service, repair, consumer, large scale; Terminal, public transportation, local; Utility, major impact; Church, religious institution with a seating capacity in excess of 600; and Sports and/or entertainment facility. The owner waives the right to maximum building heights as set forth in Section 59-312(7) and instead the maximum permitted building height shall be 110 feet. No portion of any structure shall exceed 110 feet in height. The intent of this height limitation is to support and reinforce the protection of views under the existing Washington Park View Plane restriction, which limits the height on Parcel D to 110 feet. The owner waives the right to required unobstructed open space as set forth in Section 59-312(2) and instead the unobstructed open space requirements shall be as set forth in the Gates East GDP, D-3. That the owner of Parcel D approves and agrees, as reasonable conditions to the requested change in zoning classifications related to the development, operation and maintenance of Parcel D: The entirety of the site being rezoned to mixed use should be coordinated from land use, urban design, open space, transportation, and infrastructure perspectives. Regional infrastructure needs must be planned for and coordinated with the regional infrastructure needs for the redevelopment area west of South Broadway Street. The existing Denver street grid should be maintained and enhanced by creating connectivity and public access in areas north of Mississippi Avenue where no public right-of-way currently exists. The use of public transit by employees, residents and visitors should be encouraged. Therefore, One General Development Plan (Gates East GDP) pursuant to Section 59-314(b) of the Denver Revised Municipal Code shall be prepared for the "Gates East GDP Area" described in Subsection A-3 above. The Gates East GDP shall set forth the amount of open space required and shall allow for the aggregation of the open space requirements of all the property within the Gates East GDP Area, provided that the aggregated open space area(s): (i) enhance the connection to transit facilities, plazas or streets, (ii) enhance the pedestrian environment, or (iii) enhance or create a public space, and, in any event are publicly accessible and are a benefit to the neighborhood. In addition, the open space within the R-MU-20 zoned portion of the Gates East GDP Area shall, at a minimum, meet the open space requirements set forth in Section 59-312 (2). The Gates East GDP shall contain a regional infrastructure plan describing generally on and off site facilities and improvements related to the Gates East GDP Area. Preparation of this regional infrastructure plan will be done in consultation with and shall, to the extent commercially reasonable, be consistent with the regional infrastructure plan being developed in conjunction with the general development plan for the property west of South Broadway Street. The Gates East GDP and its regional infrastructure plan shall, at a minimum, maintain the existing street grid within the Gates East GDP Area south of Mississippi Avenue and have a street grid system north of Mississippi Avenue that meets the objectives of Section 59-301 and, to the extent commercially reasonable, be consistent with the general development plan and street grid system being developed for the property west of South Broadway Street. A Transportation Demand Management Plan shall be approved by the Manager of Public Works prior to or in conjunction with the approval of each site plan within the Gates East GDP Area. The Property within the Gates East GDP Area shall be subject to design guidelines to be developed and approved prior to the approval of any site plan within the Gates East GDP Area. Development in the Gates East GDP Area will be allowed only where it does not preclude the preferred alternative(s) identified by the City's Broadway/25 NEPA process, which will determine the scope of the Broadway/25 NEPA study, identify alternatives, analyze impacts, make mitigation recommendations and select preferred alternative(s) that are consistent with Blueprint Denver.

**OS-1 (PARCEL E)** ZONING: Per Ordinance 935, Series 2004

1. The OS-1 district is intended for publicly and privately owned parks, open space, natural habitats, golf courses, and a limited range of other uses, such as public or private recreation centers and concessions, that may enhance the use and enjoyment of open space.

**LEGAL DESCRIPTION:**  
A PARCEL OF LAND LOCATED IN THE SE 1/4 OF SECTION 15, TOWNSHIP 4 SOUTH, RANGE 68 WEST OF THE 6TH P.M., BEING MORE PARTICULARLY DESCRIBED AS FOLLOWS: CITY AND COUNTY OF DENVER, STATE OF COLORADO, COMMENCING AT THE SOUTH 1/4 CORNER OF SAID SECTION 15, AND CONSIDERING THE WEST LINE OF THE SOUTHWEST 1/4 OF THE SOUTHEAST 1/4 TO BEAR N00°44'39"W, THENCE N59°30'47"E, A DISTANCE OF 57.59 FEET TO A POINT ON THE NORTH RIGHT-OF-WAY LINE OF MISSISSIPPI AVE; THENCE N89°39'43"E ALONG SAID NORTH RIGHT-OF-WAY LINE, A DISTANCE OF 1216.09 FEET TO THE POINT OF BEGINNING; THENCE N00°41'30"E, A DISTANCE OF 38.52 FEET; THENCE N41°07'58"W, A DISTANCE OF 754.46 FEET; THENCE N41°12'01"W, A DISTANCE OF 253.86 FEET; THENCE N41°32'54"W, A DISTANCE OF 530.67 FEET TO A POINT OF CURVATURE; THENCE ALONG A TANGENT CURVE TO THE LEFT WITH A RADIUS OF 300.00 FEET, A CENTRAL ANGLE OF 11°50'01", AN ARC LENGTH OF 61.96 FEET; THENCE N76°43'13"W, A DISTANCE OF 22.90 FEET TO A POINT ON THE SOUTHERLY RIGHT-OF-WAY LINE OF KENTUCKY AVENUE; THENCE N89°12'18"E ALONG SAID SOUTHERLY RIGHT-OF-WAY LINE OF KENTUCKY AVENUE, A DISTANCE OF 38.34 FEET; THENCE S41°04'31"E, A DISTANCE OF 1596.34 FEET; THENCE S00°32'45"W, A DISTANCE OF 36.77 FEET TO A POINT ON THE NORTHERLY RIGHT-OF-WAY LINE OF MISSISSIPPI AVENUE; THENCE S89°39'43"W, A DISTANCE OF 3.49 FEET TO THE POINT OF BEGINNING. CONTAINING 7883 SQ. FEET OR 0.1810 ACRES, MORE OR LESS; IN ADDITION THERETO THOSE PORTIONS OF ALL ABUTTING PUBLIC RIGHTS-OF-WAY, BUT ONLY TO THE CENTERLINE THEREOF, WHICH ARE IMMEDIATELY ADJACENT TO THE AFORESAID SPECIFICALLY DESCRIBED

**WAIVERS AND CONDITIONS:**  
The entirety of the site being rezoned to mixed use (including, but not limited to, this Parcel E, zoned OS-1) should be coordinated from land use, urban design, open space, transportation, and infrastructure perspectives. Regional infrastructure needs must be planned for and coordinated with the regional infrastructure needs for the redevelopment area west of South Broadway Street. The existing Denver street grid should be maintained and enhanced by creating connectivity and public access in areas north of Mississippi Avenue where no public right-of-way currently exists. The use of public transit by employees, residents and visitors should be encouraged. Therefore, One General Development Plan (GDP) pursuant to Section 59-314(b) of the Denver Revised Municipal Code shall be prepared for the "Gates East GDP Area" as described in Subsection A-3 above. The Gates East GDP shall set forth the amount of open space required and shall allow for the aggregation of the open space requirements of all the property within the Gates East GDP Area, provided that the aggregated open space area(s): enhance the connection to transit facilities, plazas or streets, enhance the pedestrian environment, or enhance or create a public space, and, in any event are publicly accessible and are a benefit to the neighborhood. In addition, the open space within the R-MU-20 zoned portion of the Gates East GDP Area shall, at a minimum, meet the open space requirements set forth in Section 59-312(2). The Gates East GDP shall contain a regional infrastructure plan describing generally on and off site facilities and improvements related to the Gates East GDP Area. Preparation of this regional infrastructure plan will be done in consultation with and shall, to the extent commercially reasonable, be consistent with the regional infrastructure plan being developed in conjunction with the general development plan for the property west of South Broadway Street. The Gates East GDP and its regional infrastructure plan shall, at a minimum, maintain the existing street grid within the Gates East GDP Area south of Mississippi Avenue and have a street grid system north of Mississippi Avenue that meets the objectives of Section 59-301 (d) and, to the extent commercially reasonable, be consistent with the general development plan and street grid system being developed for the property west of South Broadway Street. A Transportation Demand Management Plan shall be approved by the Manager of Public Works prior to or in conjunction with the approval of each site plan within the Gates East GDP Area. The Property within the Gates East GDP Area shall be subject to design guidelines to be developed and approved prior to the approval of any site plan within the Gates East GDP Area. Development in the Gates East GDP Area will be allowed only where it does not preclude the preferred alternative(s) identified by the City's Broadway/25 NEPA process, which will determine the scope of the Broadway/25 NEPA study, identify alternatives, analyze impacts, make mitigation recommendations and select preferred alternative(s) that are consistent with Blueprint Denver.

**B-4 (PARCEL F & G)** Not included in Ordinance 935, Series 2004

1. B-4 is a general business zone district. It allows a wide variety of consumer and business sales and service, for residents and businesses. It is usually located adjacent to arterial streets, which are normally transit routes. The regulations allow a moderate concentration and intensity for compatibility between the wide variety of permitted uses and the integrity and character of adjacent residential districts.

**LEGAL DESCRIPTION:**  
**PARCEL F**  
LOTS 25 THRU 30, BLOCK 8 INCLUSIVE, SHERMAN SUBDIVISION, CITY AND COUNTY OF DENVER, STATE OF COLORADO, CONTAINING 18,694 SQUARE FEET OR 0.4292 ACRES OF LAND, MORE OR LESS; IN ADDITION THERETO THOSE PORTIONS OF ALL ABUTTING PUBLIC RIGHTS-OF-WAY, WHICH ARE IMMEDIATELY ADJACENT TO THE AFORESAID SPECIFICALLY DESCRIBED AREA.  
**PARCEL G**  
LOTS 1 THRU 16, INCLUSIVE AND LOTS 45 THRU 48 INCLUSIVE, BLOCK 8 SHERMAN SUBDIVISION, CITY AND COUNTY OF DENVER, STATE OF COLORADO, CONTAINING 63,134 SQUARE FEET OR 1.4494 ACRES OF LAND, MORE OR LESS; IN ADDITION THERETO THOSE PORTIONS OF ALL ABUTTING PUBLIC RIGHTS-OF-WAY, WHICH ARE IMMEDIATELY ADJACENT TO THE AFORESAID SPECIFICALLY DESCRIBED AREA.

GDP Map  
1"=150'-0"

## EXISTING ZONING

| DATE     | REV. | REMARKS               | DRAWN | CHKD | APPROV. |
|----------|------|-----------------------|-------|------|---------|
| 03/09    |      | PRELIMINARY SUBMITTAL |       |      |         |
| 04/06    |      | SECOND SUBMITTAL      |       |      |         |
| 04/06    |      | THIRD SUBMITTAL       |       |      |         |
| 11/13/06 |      | FINAL SUBMITTAL       |       |      |         |

PROJECT NO. 0526.00  
DATE: 11.13.06  
DRAWING TITLE: 4 of 11

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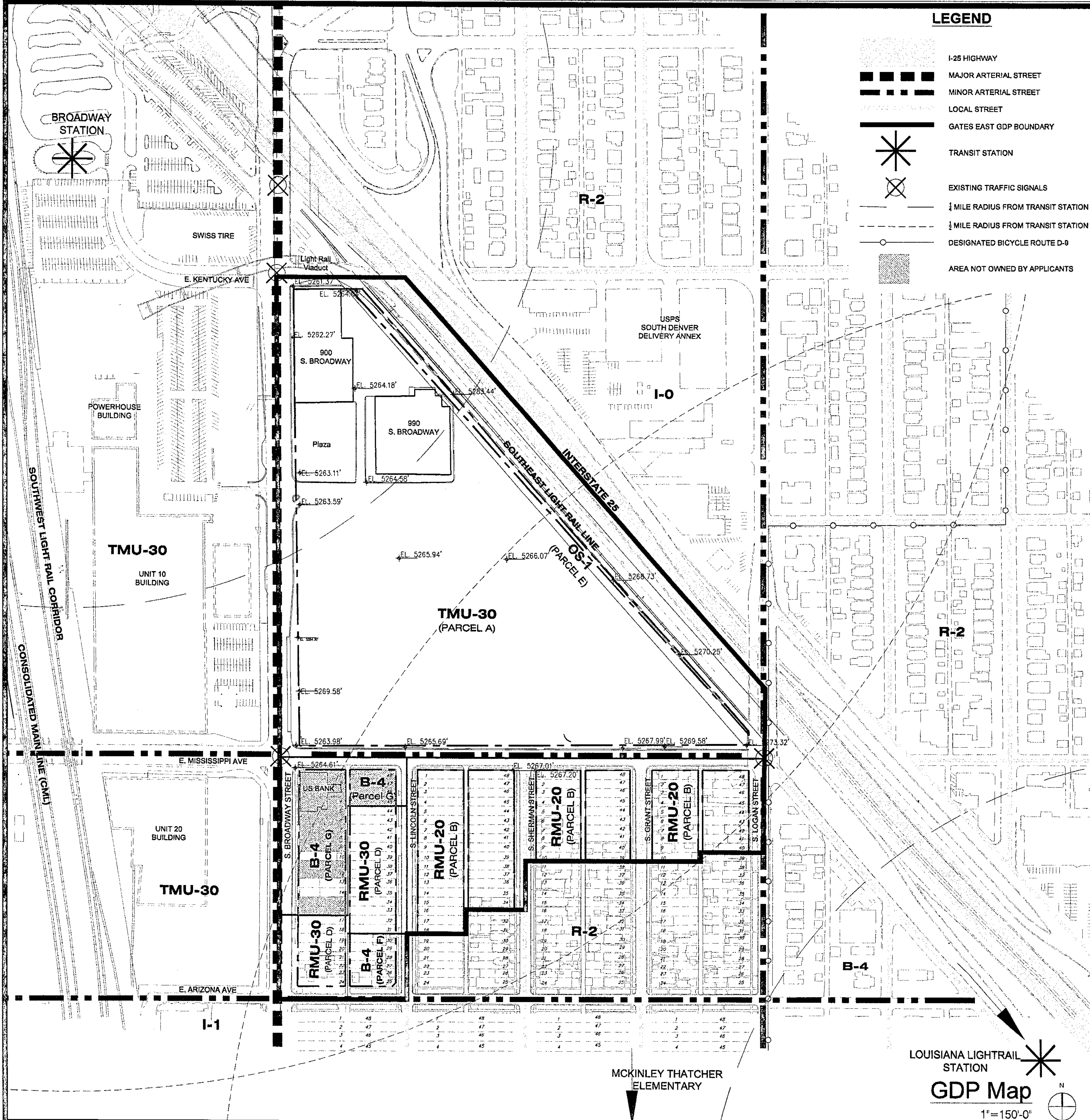
# GATES EAST GDP

LIONSTONE REDEVELOPMENT OF THE FORMER EAST GATES CAMPUS, PROJECT #2005D0003, AT BROADWAY BETWEEN KENTUCKY AND ARIZONA  
LOCATED IN THE SE 1/4 OF SECT 15, TOWNSHIP 4 SOUTH, RANGE 68 WEST & NE 1/4 OF SECT 22 TOWNSHIP 4 SOUTH, RANGE 68 WEST OF THE 6TH P.M.,  
CITY AND COUNTY OF DENVER, STATE OF COLORADO



LUI DENVER BROADWAY, LLC

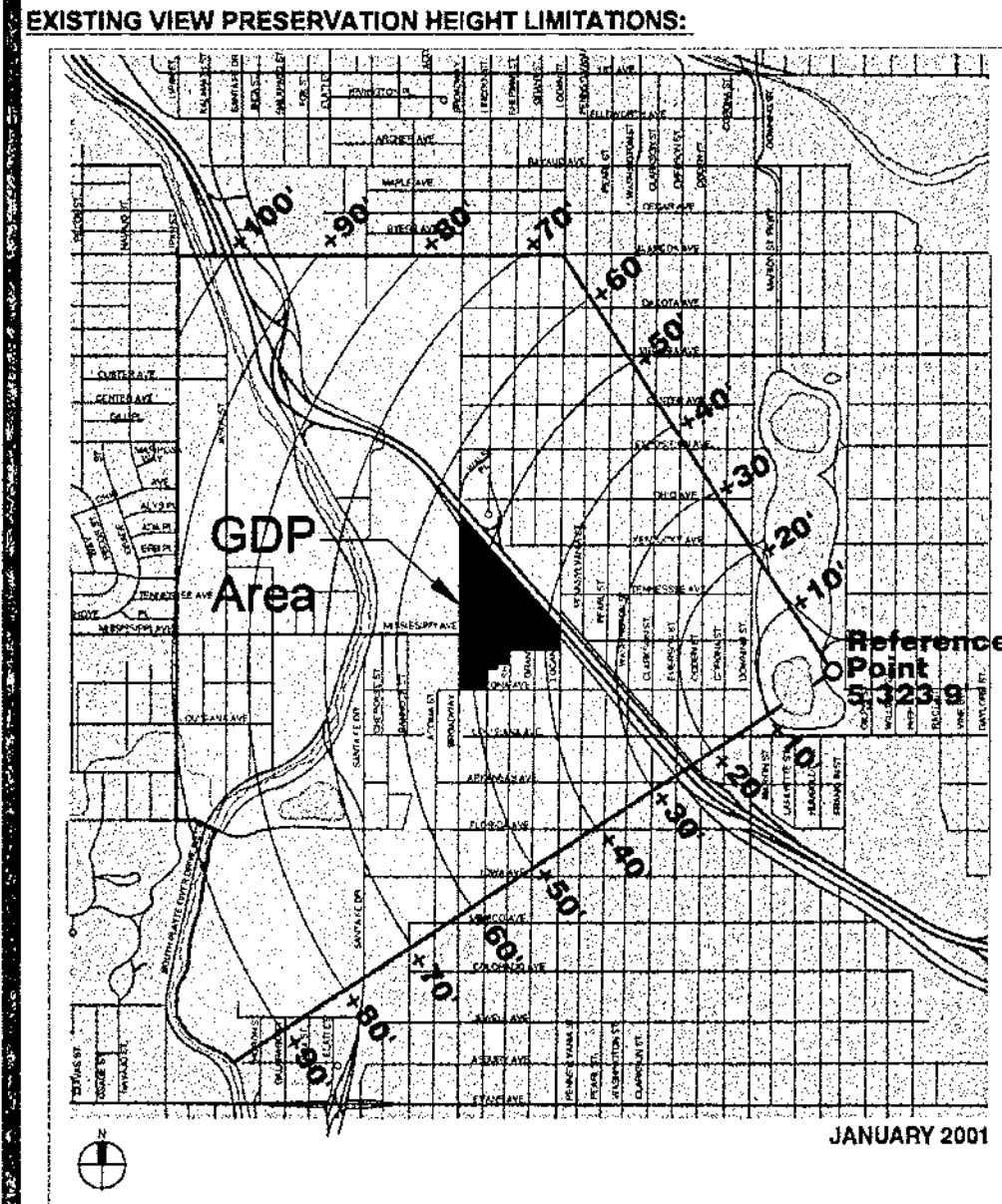
DAVID OWEN TRYBA ARCHITECTS  
1620 Logan Street  
Denver, Colorado  
80203-1216  
303-831-4010



### LEGEND

- I-25 HIGHWAY
- MAJOR ARTERIAL STREET
- MINOR ARTERIAL STREET
- LOCAL STREET
- GATES EAST GDP BOUNDARY
- TRANSIT STATION
- EXISTING TRAFFIC SIGNALS
- 1/2 MILE RADIUS FROM TRANSIT STATION
- 1/4 MILE RADIUS FROM TRANSIT STATION
- DESIGNATED BICYCLE ROUTE D-9
- AREA NOT OWNED BY APPLICANTS

**URBAN DESIGN STANDARDS AND GUIDELINES:**  
Urban Design Standards and Guidelines (UDSG) are required by the Rules and Regulations for General Development Plans prior to approval of site plans in a TMU-30 district. The Gates East UDSG are being developed simultaneous with this Gates East GDP, are intended to encourage consistent quality urban design for developments within the Gates East GDP Area.



**EXISTING BUILDINGS:**  
The Ford Building (900 South Broadway) and its expansion (890 South Broadway) reside on the north half of the parcel zoned TMU-30 (Parcel A).  
To the south of Mississippi, several existing single-family homes and one-story commercial structures reside on the parcels zoned RMU-20, RMU-30, and B-4. No structures within these zone districts are designated historic landmarks or fall within an historic district. The majority of the GDP Area south of E. Mississippi Ave. is surface parking for the former Gates Rubber Company.

**EXISTING TRANSPORTATION FACILITIES:**  
All existing transportation systems are located off site unless otherwise noted. Existing transportation systems support a variety of travel options between the Gates East GDP Area and the greater metro area.  
**Public Transportation** - The site is conveniently accessed by various forms of public transportation. Within one-half mile to the northwest, the Broadway Station serves regional light rail and bus lines and provides a reservoir of bicycle and automobile parking for commuters. Within one-half mile to the southeast, the Louisiana light rail station provides access to the southeast light rail line opening in 2006.

**Street Network** - The Gates East GDP Area is well served by arterial, collector, and local streets. Broadway is a major north-south commercial corridor, a major arterial, an enhanced bus transit corridor, and significant "main street" for this part of town. Broadway also provides access to I-25 north and southbound, the region's primary interstate highway. I-25 is below the grade of the site for half of the frontage of the TMU-30 parcel, rising to become an overpass to the north. Mississippi, a minor arterial street which bisects the Gates East GDP Area, provides access to Santa Fe to the west and Logan Street and Buchtel Boulevard to the east. To the south, Lincoln, Sherman, and Grant are local residential streets that offer an opportunity for re-connecting the new development with the Platt Park neighborhood. Residential alleys exist within the Gates East GDP Areas zoned RMU-20 and RMU-30. Within the TMU-30 parcel, some service roads exist accessing the entrances to 900 & 990 S. Broadway and the surface parking and loading areas adjacent to the I-25 overpass.

**Regional Trails and Bicycle Routes** - The Gates East GDP Area is directly served by designated bicycle route D-9, which runs south along Pearl Street to E. Tennessee Ave., crosses over to S. Logan St. and continues south. The nearest recreation trail system is the South Platte River trail located approximately 1/2 mile to the west.

**DESIGNATED PARKWAYS and GREENWAYS:**  
Buchtel Boulevard is a designated parkway east of Clarkson to Colorado Blvd.

**REGIONAL STORMWATER CONVEYANCE:**  
Existing drainage easements related to I-25 cross through the east portion of the site zoned TMU-30. This drainage easement serves drainage needs of the below grade portion of I-25.

**WATER TREATMENT PLANTS AND WATER TRUNK LINES:** NONE

**SANITARY SEWER LIFT STATIONS:** NONE

**REGIONAL UTILITY PLAN:**  
No known regional utility plans exist affecting the Gates East GDP Area.

**PARKS and OPEN SPACE:**  
Existing city parks surround the Gates East GDP Area within 1/2 to 3/4 miles. Vanderbilt Park is a 40 acre park to the west bordering Santa Fe Drive. This park contains ball fields, surface parking, and minor supporting facilities. One-half mile to the south is Platt Park, a 3-acre neighborhood park bordering Logan Street and containing open play areas, play structures, and the Decker Branch Library of the Denver Public Library system. Washington Park, a 160-acre park, lies 1/2 mile to the east and contains numerous recreational amenities serving the surrounding neighborhoods.

**RIVERS, CREEKS, DRAINAGE WAYS, and WETLANDS:**  
The South Platte River and associated recreational trail system lie 1/2 mile to the west between the north and southbound routes of Santa Fe Drive. Access to this system is primarily via the designated bike route along Iowa although access is also possible via westbound Mississippi Avenue.

**SENSITIVE HABITAT:** NONE

**PUBLIC FACILITIES:**  
**Schools** - McKinley Thatcher Elementary School is located 1/4 mile to the south along Grant Street.  
**Libraries** - The Decker Branch Library is located at the north end of Platt Park approximately 1/2 mile south of the Gates East GDP Area. This is an historic branch of the Denver Public Library system.  
**Recreation Centers** - Washington Park Recreation Center is located approximately 1 mile to the east.  
**Police Stations** - The nearest Police station is located 2 miles to the south east at 1625 S University Blvd  
**Other Facilities** - The U.S. Postal Service South Denver Delivery Annex resides on a site at the corner of S. Logan Street and E. Kentucky Ave.

**NEIGHBORING GENERAL DEVELOPMENT PLANS:**  
A general development plan is approved for the former Gates properties located on the west side of Broadway (the Cherokee GDP (Reception #2005048794)). It is a condition of this Gates East GDP and the zoning for the site that reasonable efforts be made to coordinate with the infrastructure and development concepts of the adjacent Cherokee GDP (Reception #2005048794).

**FLOODPLAINS:**  
The site is not located within a FEMA-identified floodplain.

LOUISIANA LIGHTRAIL STATION

**GDP Map**

1"=150'-0"

## EXISTING CONDITIONS

| REV | REMARKS               | DATE     | CHKD | APP'D |
|-----|-----------------------|----------|------|-------|
| 1   | PRELIMINARY SUBMITTAL | 8-03-06  |      |       |
| 2   | SECOND SUBMITTAL      | 7-25-06  |      |       |
| 3   | THIRD SUBMITTAL       | 8-15-06  |      |       |
| 4   | FINAL SUBMITTAL       | 11-13-06 |      |       |

PROJECT NO. 0526.00  
DATE: 11.13.06  
DRAWING TITLE: 5 of 11  
GATES EAST GDP

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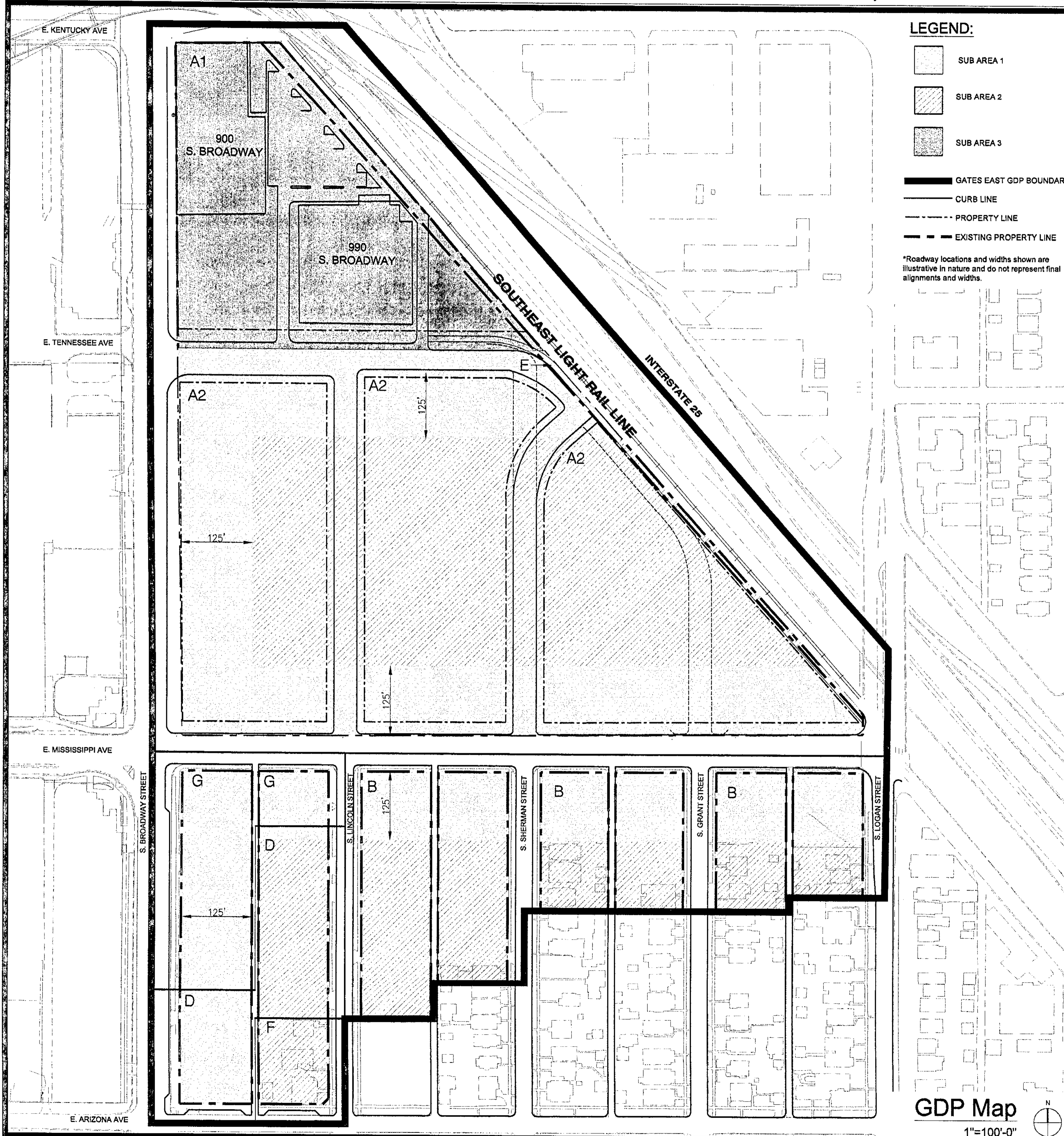
# GATES EAST GDP

LIONSTONE REDEVELOPMENT OF THE FORMER EAST GATES CAMPUS, PROJECT #2005D0003, AT BROADWAY BETWEEN KENTUCKY AND ARIZONA  
 LOCATED IN THE SE 1/4 OF SECT 15, TOWNSHIP 4 SOUTH, RANGE 68 WEST & NE 1/4 OF SECT 22 TOWNSHIP 4 SOUTH, RANGE 68 WEST OF THE 6TH P.M.,  
 CITY AND COUNTY OF DENVER, STATE OF COLORADO



LUI DENVER BROADWAY, LLC

DAVID OWEN TRYBA ARCHITECTS  
 1650 Logan Street  
 Denver, Colorado  
 80203.1216  
 303.831.4010



**LEGEND:**

- SUB AREA 1
- SUB AREA 2
- SUB AREA 3
- GATES EAST GDP BOUNDARY
- CURB LINE
- PROPERTY LINE
- EXISTING PROPERTY LINE

\*Roadway locations and widths shown are illustrative in nature and do not represent final alignments and widths.

## LAND USE CONCEPTS:

**General Concepts** - The Gates East GDP is intended to transform a previously industrial urban site (the former Gates Rubber Factory) into a pedestrian-friendly, transit-oriented, mixed-use development that is compatible with its neighbors and an asset to the City of Denver. The guiding principles of the Gates East GDP reflect goals and strategies outlined 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 the designs of a pedestrian environment with bicycles, transit, and automobile uses.
- Combining mixed uses to create safe, vital communities with a sense of 24-hour activity.

Land use and site design concepts in the Gates East GDP 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 existing major streets and provide a safe, logical, and attractive pedestrian streetscape.
- Recognize Broadway as a major commercial corridor and establish a common vision that enhances and extends its best historic character.
- Locate higher density in a way that creates appropriately-located "gateways" and reinforces a sense of entry into the site.
- Provide a system of open space that responds to historic residential streetscape patterns and provides adequate aggregated open space that serves the needs of the community.
- Orient potential structures in a way that capitalizes on transit stops and reinforces pedestrian circulation opportunities.
- Rehabilitate existing structures where feasible.

**Parking Concepts** - Structured parking is proposed to serve on-site uses and not to provide general reservoirs of parking for commuters or other transit users. On the Parcel Zoned TMU-30, parking may be either above or below grade. South of Mississippi, parking may be a combination of above-grade and below-grade structured parking directly serving allowed uses. Below grade is preferred where possible to protect the character of the existing residential neighborhoods. Above-grade parking shall be wrapped by commercial or residential uses.

**Public Amenity Concepts** - No new significant public amenities such as schools, police, or fire stations are proposed or will be required within the Gates East GDP Area.

**On-Site Circulation Concept** - On-site circulation within the GDP Area is influenced by Denver's historic grid of north-south and east-west streets. As a consequence, the multi-modal character of existing streets, where automobiles, bicycles, and pedestrians co-exist, is central to the on-site circulation concept.

**Known Issues, Regulations, and Guidelines** - Certain other guidelines may influence application of this Gates East GDP. These include:

- The Parks and Recreation Department Game Plan.
- The South Broadway Corridor Study.
- The Streetscape Design Manual.
- Review Criteria for Development along Commercial Corridors.
- The Pedestrian Master Plan.
- The City and County of Denver Water Quality Management Plan, 2004.

### SUB AREAS:

- SUB-AREA 1:**  
 This sub-area is predominantly located along the GDP Area's major existing arterial streets - Broadway and Mississippi - not to exceed a depth of 125 feet. The intent of development in this sub-area is to:
  - Celebrate the multi-modal character of streets,
  - Concentrate pedestrian-active uses at ground level,
  - Maintain a defined street wall,
  - Create visual interest in the street wall through the use of quality materials, pedestrian-scaled building features, enhanced detailing, and adequate glazing,
  - Encourage second floor uses with an active street presence,
  - Encourage housing density that has good visibility to and from the public street ("eyes on the street"),
  - Encourage upgraded street amenities such as durable furnishings, quality architectural lighting, landscaping architecture, and decorative paving systems.
- SUB-AREA 2:**  
 This sub-area is predominantly located along the GDP Area's existing and proposed local streets - Lincoln, Sherman, and Grant. The intent of development in this sub-area is to:
  - Protect the pedestrian environment from the adverse effects of street traffic,
  - Provide a residential presence on the street that enhances feelings of security and community through the use of terraces, balconies, entrances, and porches,
  - Create a varied street wall through building massing that incorporates porches, stoops, terraces, entrances, and significant architectural features,
  - Create visual interest in the street wall through the use of quality materials, pedestrian-scaled building features, enhanced detailing, and adequate glazing,
  - Encourage housing density that has good visibility to and from the public street ("eyes on the street"),
  - Provide residential-scale street amenities such as street tree lawns, landscaped building frontages, and occasional furnishings.
- SUB-AREA 3:**  
 This sub-area addresses the Ford Building and its immediate surroundings north of the E. Tennessee Avenue extension. The intent of this sub-area is to:
  - Encourage the rehabilitation and redevelopment of the existing buildings in a way that respects their history and architectural qualities,
  - Protect views to and from the Ford Building's primary building facades and the south and west facades of the existing addition,
  - Redevelop the existing landscaped plaza as a quality open space integrated into the overall development.
  - Integrate redevelopment of the streets and sidewalks serving the existing buildings into the street and sidewalk concepts of the general development,
  - Provide for an enhanced pedestrian crossing of South Broadway near the historic alignment of Tennessee Avenue.

### LAND USE BY PARCELS

| PARCEL       | ZONING    | NSF                         | Square Feet | RANGE OF LAND USES (SF)    |                              |               | RESIDENTIAL DENSITY (UNITS/ACRE)      |
|--------------|-----------|-----------------------------|-------------|----------------------------|------------------------------|---------------|---------------------------------------|
|              |           |                             |             | RETAIL/SERVICE/ OFFICE *** | RESIDENTIAL ***              | OPEN SPACE    |                                       |
| A1           | TMU-30    | 204,392 (4.89 AC)           | TBD         | 308,000 - 420,000          | 0                            | 30,000        | 338,000 - 450,000 **                  |
| A2           | TMU-30    | 480,099 (11.02 AC)          | TBD         | 100,000 - 1,000,000        | 900,000 - 1,450,000          | 22,000        | 1,022,000 - 2,472,000 62 - 100        |
| B            | RMU-20    | 224,174 (5.15 AC)           | TBD         | 0 - 70,000                 | 400,000 - 705,000            | 22,000        | 422,000 - 797,000 60 - 104            |
| D            | RMU-30    | 69,573 (1.6 AC)             | TBD         | 25,000 - 100,000           | 160,000 - 200,000            | 0             | 185,000 - 300,000 60 - 85             |
| E            | OS-1      | 7,883 (.18 AC)              | NA          | 0                          | 0                            | 0             | 0                                     |
| F            | B-4       | 18,694 (.43 AC)             | TBD         | 0 - 20,000                 | 20,000 - 60,000              | 0             | 20,000 - 80,000 35 - 108              |
| G            | B-4       | 63,134 (1.45 AC)            | TBD         | 40,000 - 105,000           | 120,000 - 150,000            | 0             | 160,000 - 255,000 60 - 79             |
| <b>TOTAL</b> | <b>NA</b> | <b>1,087,949 (24.52 AC)</b> | <b>TBD</b>  | <b>473,000 - 1,715,000</b> | <b>1,600,000 - 2,565,000</b> | <b>74,000</b> | <b>2,147,000 - 3,203,847* 49 - 79</b> |

\* Development Square Footage within the overall Gates East GDP will not exceed 3:1 FAR (Floor Area Ratio)  
 \*\* Density calculations assume residential floor plan efficiency of 87.5% and average unit size of 1,150 SF.  
 \*\*\* As defined in the Denver Zoning Code, 59-303.

GDP Map  
 1"=100'-0"

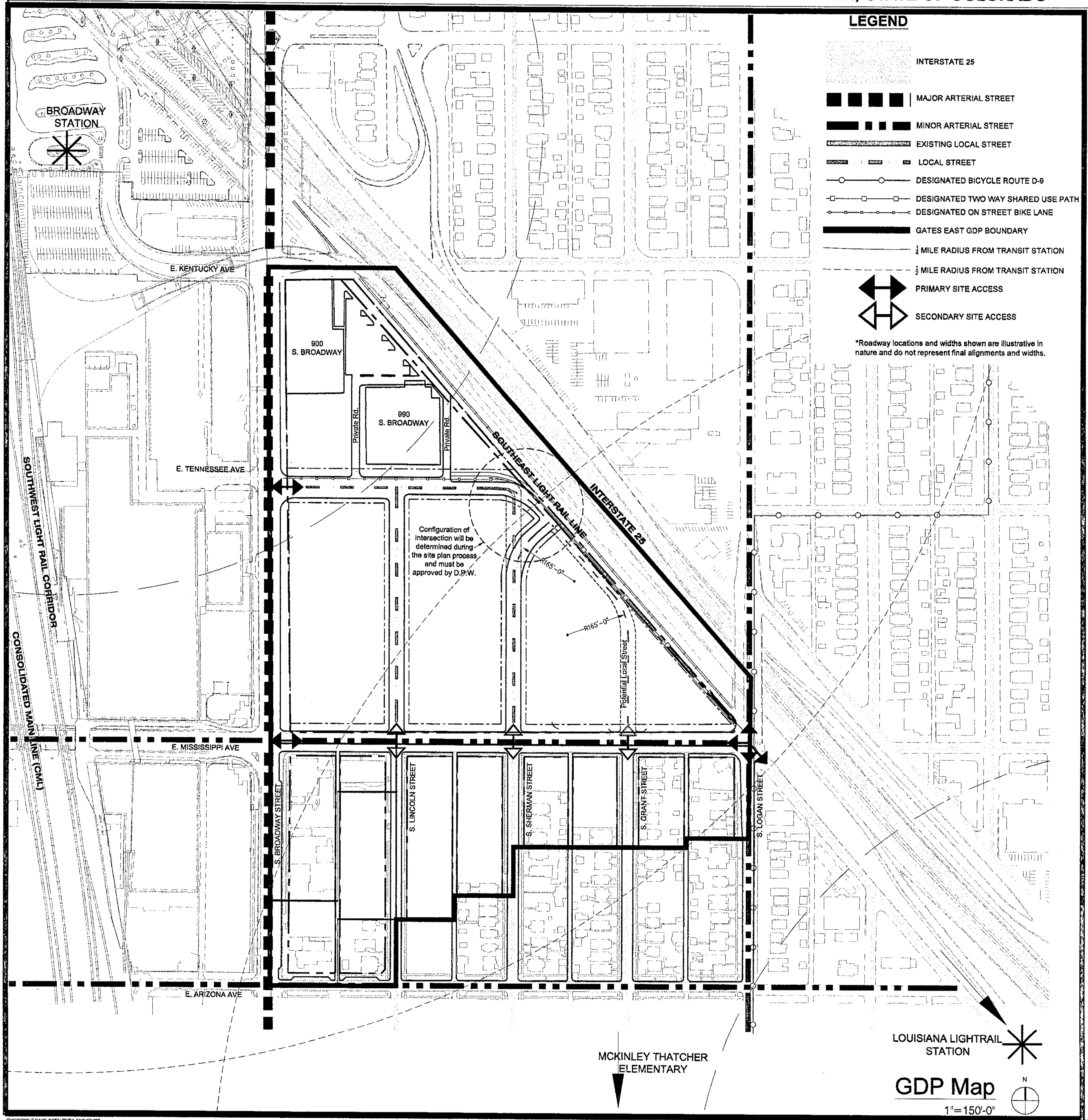
## DEVELOPMENT CONCEPTS

DATE: 11.13.06  
 PROJECT NO: 0526.00  
 DRAWING TITLE: 6 of 11  
 GATES EAST GDP

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# GATES EAST GDP

**LIONSTONE REDEVELOPMENT OF THE FORMER EAST GATES CAMPUS, PROJECT #2005D0003, AT BROADWAY BETWEEN KENTUCKY AND ARIZONA  
LOCATED IN THE SE 1/4 OF SECT 15, TOWNSHIP 4 SOUTH, RANGE 68 WEST & NE 1/4 OF SECT 22 TOWNSHIP 4 SOUTH, RANGE 68 WEST OF THE 6TH P.M.,  
CITY AND COUNTY OF DENVER, STATE OF COLORADO**



### LEGEND

- INTERSTATE 25
- MAJOR ARTERIAL STREET
- MINOR ARTERIAL STREET
- EXISTING LOCAL STREET
- LOCAL STREET
- DESIGNATED BICYCLE ROUTE D-9
- DESIGNATED TWO WAY SHARED USE PATH
- DESIGNATED ON STREET BIKE LANE
- GATES EAST GDP BOUNDARY
- 1/2 MILE RADIUS FROM TRANSIT STATION
- 1/4 MILE RADIUS FROM TRANSIT STATION
- PRIMARY SITE ACCESS
- SECONDARY SITE ACCESS

\*Roadway locations and widths shown are illustrative in nature and do not represent final alignments and widths.

### STREET CLASSIFICATION

| STREET              | FUNCTIONAL CLASSIFICATION | STREET TYPE          | OTHER CLASSIFICATION          | POTENTIAL R.O.W. WIDTH |
|---------------------|---------------------------|----------------------|-------------------------------|------------------------|
| S. BROADWAY         | MAJOR ARTERIAL            | MAIN STREET          | ENHANCED BUS TRANSIT CORRIDOR | 100' +/- or per NEPA   |
| E. MISSISSIPPI AVE. | MINOR ARTERIAL            | MIXED-USE            | TYPICAL STREET                | 80'-100' +/-           |
| E. KENTUCKY AVE.    | LOCAL                     | COMMERCIAL MIXED-USE | TYPICAL STREET                | N/A                    |
| E. TENNESSEE AVE.   | LOCAL                     | COMMERCIAL MIXED-USE | TYPICAL STREET                | 68' - 90' +/-          |
| S. LINCOLN STREET   | LOCAL                     | RESIDENTIAL          | TYPICAL STREET                | 68' Min.               |
| S. SHERMAN STREET   | LOCAL                     | RESIDENTIAL          | TYPICAL STREET                | 68' Min.               |
| S. GRANT STREET     | LOCAL                     | RESIDENTIAL          | TYPICAL STREET                | 68' Min.               |
| S. LOGAN STREET     | MINOR ARTERIAL            | MIXED-USE            | GREEN STREET                  | 85' +/-                |
| E. ARIZONA AVE.     | LOCAL                     | RESIDENTIAL          | TYPICAL STREET                | 70' +/-                |

- Functional classifications and street types are derived from Blueprint Denver (2002) and the Rules and Regulations for General Development Plans (August 1, 2005).
- Other classifications are derived from the City and County of Denver Pedestrian Master Plan (August 2004) and the Department of Parks and Recreation Game Plan (April 21, 2003).
- ROW widths, flow line to flow line widths, locations of all bulb outs, and lane requirements shown on this plan are conceptual. The exact roadway location as and requirements will be determined during the site plan process and must be approved by the Department of Public Works.

### CIRCULATION CONCEPTS:

**Vehicular** - The Gates East GDP will support the existing street network by suggesting an internal local street system based on the traditional Denver street grid. Extensions of Lincoln, Sherman, and Grant north of Mississippi enhance the historic pattern and orientation of vehicular streets, providing a familiar scale to the proposed new communities and important connections to established neighborhoods.

Streets are classified in the Gates East GDP depending on their ability to move traffic and the character of adjacent uses. Most streets within or adjacent to the Gates East GDP are intended to support multiple forms of transportation and be compatible with the intended mixed-use character of new development.

- South Broadway** - Considered the "main street" of south central Denver, Broadway is defined as both an arterial and enhanced bus transit corridor. With regard to vehicular traffic, Broadway allows for convenient access to and from downtown. The NEPA process will determine the specific reconfiguration of Broadway adjacent to the Gates East GDP area. The results of this process are not precluded by this Gates East GDP.
- East Mississippi Avenue** - As a significant east-west minor arterial, Mississippi can be considered a neighborhood "main street" with a vital neighborhood mixed-use character. With regard to vehicular traffic, Mississippi offers convenient connections to Buchtel Boulevard, Logan Street, and Santa Fe. The final location and function of Mississippi will also depend on the results of the Broadway NEPA process.
- South Lincoln, Sherman, and Grant Streets south of Mississippi** - To the south, these existing local streets have a predominantly residential character and offer access from the Platt Park neighborhood to Mississippi Street.
- South Lincoln, Sherman, and Grant Streets north of Mississippi** - To the north, the potential extension of these existing local streets is intended to provide an important physical and visual connection between new and existing communities. These streets are intended to continue the residential mixed-use character from the south but at a higher density.
- East Tennessee Avenue** - The extension of Tennessee east into the site provides an internal connection between the extensions of Lincoln, Sherman, and Grant and direct access to South Broadway. With regard to vehicular traffic, this intersection is intended to be a primary connection between the Gates East GDP and Cherokee GDP (Reception #2005043794), serving commuters, visitors, and residents. Buchtel Boulevard is not intended to continue as a vehicular street north and west of the intersection with Logan. E. Tennessee Ave may continue as a local street aligning with the south edge of I-25. Intended to provide an additional vehicular connection between Grant and Sherman Streets as well as provide access to private drives serving the development parcel at Mississippi and Logan and the existing buildings north of Tennessee. The final location and function of Tennessee will depend on the results of the Broadway NEPA process.

**Pedestrian** - The Gates East GDP will support an interconnected sidewalk network that extends and enhances the best characteristics of Denver's most walkable residential and commercial streets. Pedestrian walks will be detached sidewalks on each side of the street parallel to vehicular streets to support the intended multi-modal character of the new communities. Pedestrian movement will also be accommodated to and from anticipated open spaces within the Gates East GDP area. Where possible, sidewalks will align with existing sidewalks.

Blueprint Denver required the creation of a comprehensive Pedestrian Master Plan intended to survey the state of the existing sidewalk and pedestrian infrastructure and make recommendations for improvements. The plan uses the term *Pedestrian Zone* to describe the area from the curb to the property line. It also uses the terms *Green Street*, *Typical Street*, and *Enhanced Bus Transit Corridor* to categorize pedestrian streetscapes and define minimum requirements for the *Pedestrian Zone*. These requirements, identified as *Guidelines*, define a minimum *Level of Quality* for that street type. Finally, the document defines terms *Pedestrian Potential Modal*, *Pedestrian Focus Area*, and *Pedestrian Route Network* to further define and prioritize recommendations for improvements.

The Gates East GDP area is located just to the north of the *Pedestrian Focus Area* surrounding McKinley-Thatcher Elementary School and scores in the highest value range of 6-8. A *Pedestrian Focus Area* is an area designated in the *Pedestrian Master Plan* as having a high proportion of pedestrian activity. In this case, the high score is attributable to existing schools and transit stops as well as anticipated transit-oriented development. It is important to note that the *Pedestrian Master Plan* gives special consideration to *Transit Corridors*, recognizing that many are deficient in the pedestrian amenities they offer. In fact, "the *Ped Plan* recommends that all major transportation corridors, especially if they are designated as an *enhanced bus transit corridor*, be required to meet the highest level of pedestrian need as defined in the *Level of Quality* section of the *Ped Plan*." It is a direct result of this goal that Broadway is considered as a multi-modal main street with vibrant mixed-use character.

The *Pedestrian Master Plan* designates Logan as well as that portion of Buchtel Boulevard running south along I-25 as *Green Streets*. South of I-25, Broadway is designated as an *Enhanced Bus Transit Corridor*. Louisiana is a nearby *Green Street* while Mississippi is designated as a *Typical Street*.

The Logan/I-25 intersection is designated as a *medium-importance pedestrian project* (project #36) with a score of 5. This score, out of a maximum of 10, includes factors such as the number of accidents at the existing intersection, the condition of existing sidewalks, surrounding demographics, and the proximity of other pedestrian routes. This project, noted as a *Special Crossing*, scored high on proximity to other pedestrian routes and quantity of pedestrian traffic but low on accidents and demographics. Another project (project #8) located at Broadway and I-25 is of lesser importance (with a score of 3) and slated for *Intersection Improvements*.

Developments within the Gates East GDP will support the concepts and identified projects of the *Pedestrian Master Plan*.

**Bicycles** - The Gates East GDP will accommodate local residential bicycle traffic within the potential local street system while supporting bicycle connections between the larger community and the I-25/Broadway transit station.

The *Denver Bicycle Master Plan* identifies connectivity to and from the Broadway/I-25 station and the community as a *major missing link* in the bicycle system and categorizes it as a *long-term implementation goal*. The Gates East GDP area will accommodate safe passage through the site from the intersection of Logan, Mississippi, and Buchtel to the intersection of Broadway and Tennessee. Logan, as designated route D-9, is the logical connection of the site with the larger designated bicycle route system.

It is anticipated that this connection will be a 2-way shared use path meeting AASHTO criteria running northwest and parallel to I-25 until the intersection with the E. Tennessee Avenue extension. At this point bicycle traffic may be accommodated in on-street bike lanes traveling east and west until merging with automobile traffic near the intersection with Broadway. Requirements for this connection between the proposed mixed-use path and Broadway will be determined at a later phase of development.

Mississippi requires extensive rework from Logan to Santa Fe in order to accommodate bicycle traffic and is not considered for dedicated bicycle lanes or paths in either the *Bicycle Master Plan* or the Gates East GDP.

With regard to regional recreational bicycle traffic, designated route D-9 is also the most logical connection. This route runs south along Pearl Street to E. Tennessee Avenue, crosses over to S. Logan St. and continues south past the east edge of the Gates East GDP area. Major east-west designated routes include Virginia/Alameda (D-16) 1/2 mile to the north and Florida/Iowa (D-18) 1/2 mile to the south. These routes, accessible from route D-9, provide major connections to the Platte River and its associated trail system. Located at the midpoint between these routes, the Gates East GDP does not propose additional east-west designated routes through the GDP Area.

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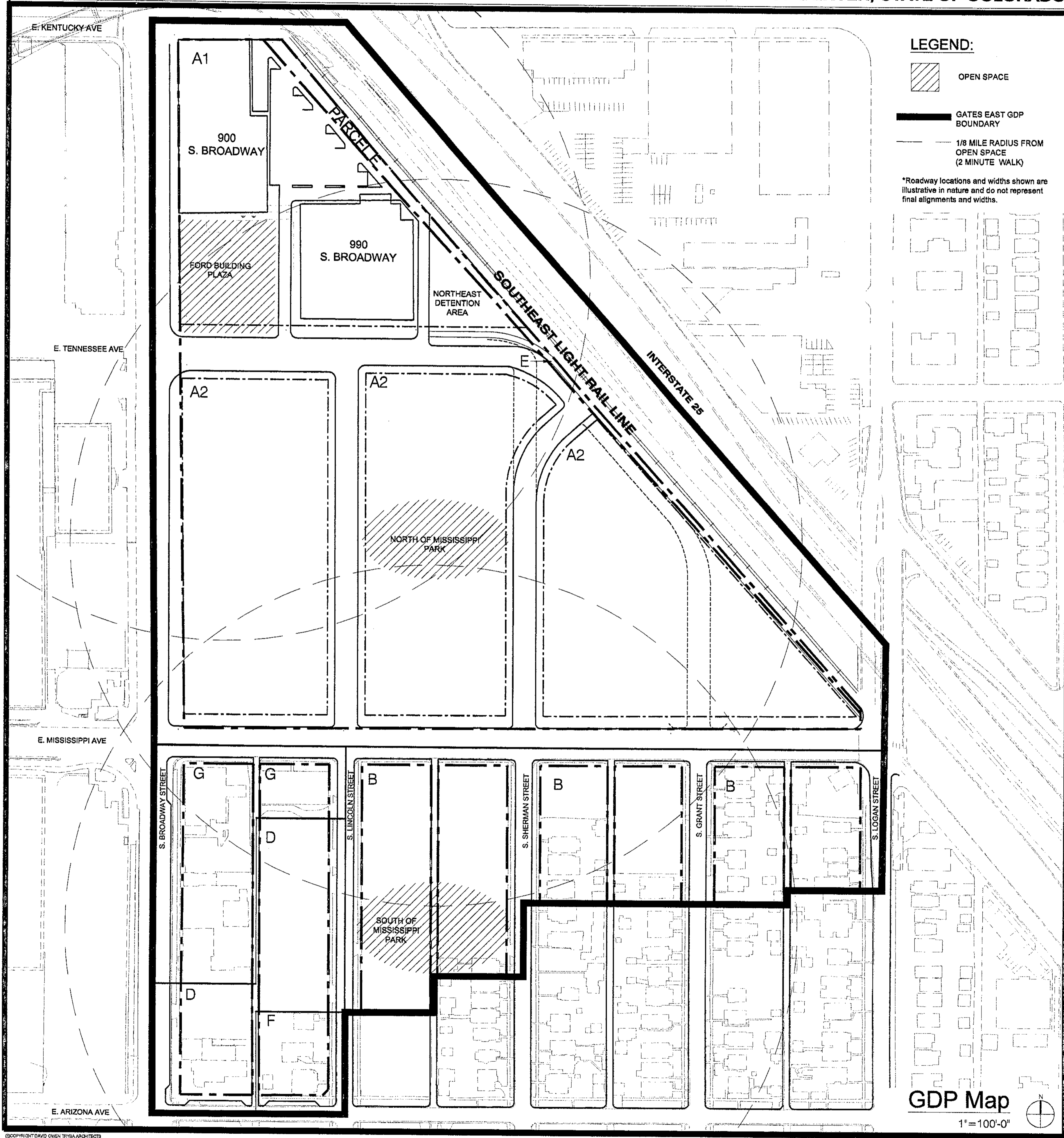
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|----------|-----------------------|----|------|-------|
| DATE     | REVISIONS             | BY | CHKD | APPVD |
| 8/20/06  | PRELIMINARY SUBMITTAL |    |      |       |
| 7/26/06  | SECOND SUBMITTAL      |    |      |       |
| 8/15/06  | THIRD SUBMITTAL       |    |      |       |
| 11/13/06 | FINAL SUBMITTAL       |    |      |       |

PROJECT NO. 0526.00  
DATE: 11.13.06  
DRAWING TITLE: **TRANSPORTATION / CIRCULATION**  
7 of 11

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# GATES EAST GDP

**LIONSTONE REDEVELOPMENT OF THE FORMER EAST GATES CAMPUS, PROJECT #2005D0003, AT BROADWAY BETWEEN KENTUCKY AND ARIZONA  
LOCATED IN THE SE 1/4 OF SECT 15, TOWNSHIP 4 SOUTH, RANGE 68 WEST & NE 1/4 OF SECT 22 TOWNSHIP 4 SOUTH, RANGE 68 WEST OF THE 6TH P.M.,  
CITY AND COUNTY OF DENVER, STATE OF COLORADO**



**LEGEND:**

- OPEN SPACE
- GATES EAST GDP BOUNDARY
- 1/8 MILE RADIUS FROM OPEN SPACE (2 MINUTE WALK)

\*Roadway locations and widths shown are illustrative in nature and do not represent final alignments and widths.

**GDP Map**  
1" = 100'-0"

## OPEN SPACE CONCEPTS:

**General Open Space Requirements**  
By Ordinance 935, Series of 2004, the Gates East GDP shall set forth the Unobstructed Open Space requirements for development within the GDP Area. Unobstructed open space is generally defined by the Denver Revised Municipal Code to be land with no structures thereon. Unobstructed open space may be a combination of private and publicly-accessible open spaces.

**Aggregated Open Space** is a portion of unobstructed open space intended to meet the passive and active recreational needs of a larger community more effectively than can be provided by the simple accumulation of open space on a site-by-site basis. The GDP Rules and Regulations and Gates East Zoning allow for the aggregation of a portion of total unobstructed open space in one or more areas if the following conditions are met:

- That the aggregated open space enhances the connection to transit facilities, plazas, or streets,
- enhances the pedestrian environment,
- enhances and creates a public space,
- is accessible to the public,
- is a benefit to the neighborhood.

**General Open Space Concepts**  
The Gates East GDP contemplates that the open space needs of the community will be primarily served by distributing several aggregated, publicly-accessible open spaces throughout the GDP Area that meet or exceed the goal set forth by the Parks and Recreation Game Plan of providing "at least 1/2 acre of public open space within 1/2 mile of every resident's home that can be reached without crossing a major barrier."

Location and size of this aggregated open space shall maximize walking convenience, equitably serve future residents to the north and south of Mississippi, support the passive and active recreational needs of the community, provide opportunities to connect new development with the existing residential neighborhood of Platt Park to the south, and be an environmental and aesthetic asset to the community. The Gates East GDP proposes the following aggregated open spaces:

**Aggregated Open Spaces**

**Ford Building Plaza** - The existing .7 acre landscaped plaza to the north of Tennessee Avenue will be restored as a public plaza serving tenants of the 900 and 990 South Broadway buildings as well as providing a pleasing point of departure or arrival to and from the Cherokee development west of Broadway. It shall retain its previous size and north-south configuration but be redesigned so that it is more visually and physically accessible from both Broadway and the proposed extension of Tennessee Avenue into the Gates East GDP Area. Anticipated amenities include a walking path, plantings, decorative paving, small gathering spaces for passive recreational activities, and possibly a focal element.

**North of Mississippi Park** - This park will be a minimum of .5 acre located near the center of Parcel A2 (the parcel north of Mississippi Avenue and south of Tennessee Avenue). Primarily rectangular in shape, it may be oriented in either a north-south or east-west direction. The park is to have the maximum frontage mathematically possible on public streets. If block width is relevant in this calculation because the park is running east-west through the block, the block width will be taken into consideration in this calculation once block widths are set. This park will primarily serve the passive and active recreational needs of residents north of Mississippi including providing one or more areas for picnics and social functions, play areas for children, an adequate-sized green for small games, and the opportunity for walking and running. Anticipated amenities include a large green surrounded by plantings, a running or walking path, children's play equipment, a focal point, and adequate seating and drinking fountains. The design of this park shall also adhere to the relevant design criteria set forth in the Gates East Urban Design Standards and Guidelines.

**South of Mississippi Park** - This park will be a minimum of .5 acres located near the center of parcel B either between Lincoln St. and Sherman St., or between Sherman St. and Grant St. Primarily rectangular in shape, it may be oriented in either a north-south or east-west direction. The park is to have the maximum frontage mathematically possible on public streets. If block width is relevant in this calculation because the park is running east-west through the block, the block width will be taken into consideration in this calculation once block widths are set. This park will primarily serve the passive and active recreational needs of residents south of Mississippi (within the GDP Area) including providing one or more areas for picnics and social functions, play areas for children, and the opportunity for walking and running. Anticipated amenities include a large green surrounded by plantings, a running or walking path, children's play equipment, a focal point, and adequate seating and drinking fountains. The design of this park shall also adhere to the relevant design criteria set forth in the Gates East Urban Design Standards and Guidelines.

**Other Open Spaces**  
The Gates East GDP encourages the provision of other unobstructed open spaces on a site-by-site basis beyond those proposed to be aggregated. These open spaces may be a combination of front, rear, and side yard setbacks as well as unobstructed open space as allowed by the Denver Zoning Code provided on rooftops or other areas serving the needs of residents or satisfying a larger environmental or "sustainable" purpose.

The Denver Zoning Code may require front yard setbacks depending on the type of development. While this potential front yard setback is not included in the summary open space table below, the area of these setbacks is intended to be landscaped in a manner that enhances the pedestrian experience of the street and is considered an important part of the open space system.

**Detention and Water Quality Areas**  
While not precluded by the GDP Rules and Regulations, the Gates East GDP does not propose to combine above-ground detention and water quality areas with aggregated open spaces without specific review and approval of the design by Community Planning and Development, Parks and Recreation, and the Department of Public Works. Proposed detention and water quality areas may not be included in the calculations for open space until it can be demonstrated that their design allows them to function as usable, publicly-accessible open spaces and meet all requirements of the Rules & Regulations for General Development Plans and the City and County of Denver Water Quality Management Plan 2004.

Detention and water-quality facilities, where required, should be creatively accommodated within the GDP Area using strategies such as locating facilities on rooftops, locating underground, or through the use of pervious paving systems in areas such as plazas and surface parking lots.

The design of the potential Northeast Detention Area shall endeavor to provide a pleasing open space environment providing at a minimum sufficient plantings and a walking path. The design shall adhere to other design criteria established by the Gates East Urban Design Standards and Guidelines for detention areas.

**Tree Lawns and Landscaping Along Public Streets**  
Although tree lawns and other landscaped spaces within the public right-of-way are not included in the unobstructed or aggregated open space calculations, they constitute an important element of a coherent, complete open space system.

It is intended that the design of proposed local streets north of E. Mississippi Avenue respond to the historic residential streetscape pattern of landscaped tree lawns and front yard setbacks established by the existing local neighborhood streets south of E. Mississippi Avenue. The Gates East Urban Design Standards and Guidelines set requirements for the design of these areas. Note that any elements within the public right-of-way must meet the approval of the Department of Public Works.

**Open Space Summary**  
The following table summarizes required and proposed unobstructed and aggregated open space organized by development parcel. If a site plan submittal includes aggregated open space as provided under Denver Zoning Code Section 59-312 (2), the site plan submittal shall include a description of how the proposed aggregation of open space within the GDP Area meets the requirements of Section 59-312 (2). The site plan submittal shall also tally and tabulate what percentage of the overall required open space it represents for the current site plan and all prior site plans that have been aggregated within the GDP area.

| Open Space   |           |                             |   |                                     |
|--------------|-----------|-----------------------------|---|-------------------------------------|
| PARCEL       | ZONING    | NSF after ROW deductions    | Required Unobstructed Open Space per Zoning (%) | Aggregated Open Space Provided (SF) |
| A1           | TMU-30    | 204,392                     | 10% **  | 30,000                              |
| A2           | TMU-30    | 480,099                     | 10% **  | 22,000                              |
| B            | RMU-20    | 224,174                     | 0-10% *   | 22,000                              |
| D            | RMU-30    | 69,573                      | 0-10% *   | 0                                   |
| E            | OS-1      | 7,883                       | NA  | NA                                  |
| F            | B-4       | 18,694                      | 0%  | 0                                   |
| G            | B-4       | 63,134                      | 0%  | 0                                   |
| <b>TOTAL</b> | <b>NA</b> | <b>1,087,949 (24.52 AC)</b> |   | <b>74,000</b>                       |

\* Open space shall be provided as required under Denver Zoning Code Section 59-312 (2)  
\*\* Per the GDP Rules and Regulations and the Denver Zoning Code, the overall unobstructed open space requirement may be met anywhere within the GDP Area by providing either aggregated or non-aggregated open space.

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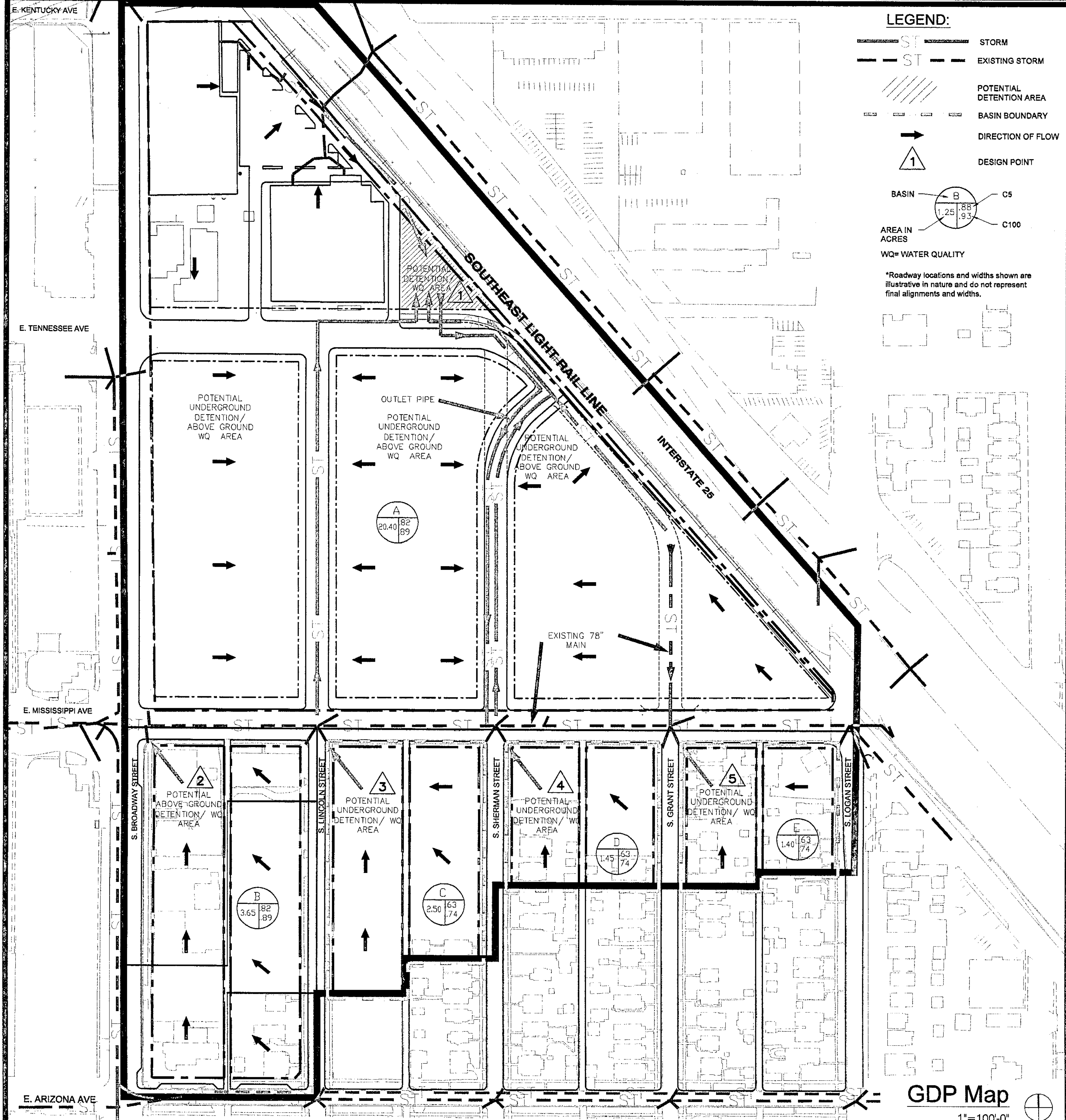
DRAWN (CHKD) (REV'D)  
 DATE 8/20/08  
 REV 7/25/08  
 REMARKS PRELIMINARY SUBMITTAL  
 SECOND SUBMITTAL  
 THIRD SUBMITTAL  
 FINAL SUBMITTAL  
 PROJECT NO. 0526.00  
 DATE 11.13.06  
 DRAWING TITLE: **8 of 11**  
**OPEN SPACE CONCEPTS**

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# GATES EAST GDP

**LIONSTONE REDEVELOPMENT OF THE FORMER EAST GATES CAMPUS, PROJECT #2005D0003, AT BROADWAY BETWEEN KENTUCKY AND ARIZONA  
LOCATED IN THE SE 1/4 OF SECT 15, TOWNSHIP 4 SOUTH, RANGE 68 WEST & NE 1/4 OF SECT 22 TOWNSHIP 4 SOUTH, RANGE 68 WEST OF THE 6TH P.M.,  
CITY AND COUNTY OF DENVER, STATE OF COLORADO**



**LEGEND:**

- STORM
- EXISTING STORM
- POTENTIAL DETENTION AREA
- BASIN BOUNDARY
- DIRECTION OF FLOW
- DESIGN POINT
- BASIN
- BASIN
- BASIN
- BASIN
- BASIN

AREA IN ACRES  
WQ= WATER QUALITY

\*Roadway locations and widths shown are illustrative in nature and do not represent final alignments and widths.

**NOTES:**

1. THE DETENTION POND LOCATIONS SHOWN ARE SCHEMATIC AND MAY CHANGE AT THE TIME OF FINAL DEVELOPMENT.
2. THE STORM SEWER SHOWN IS A PRELIMINARY LAYOUT. SIZES AND EXACT LOCATIONS OF MAINS 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. TOTAL ESTIMATED DETENTION VOLUME FOR ENTIRE SITE (29.4AC) IS 5.30AC-FT BASED ON 92% IMPERVIOUS AREA.
5. NO INDIVIDUAL SITE PLANS WITHIN THE GDP BOUNDARY WILL BE APPROVED WITHOUT ADEQUATE STORMWATER DETENTION WITH WATER QUALITY TREATMENT PROVIDED WITHIN THE SITE PLAN AREA OR BY A REGIONAL FACILITY LOCATED WITHIN THE GDP BOUNDARY.
6. IF THE POTENTIAL DETENTION AREAS SHOWN CAN NOT PROVIDE THE REQUIRED STORMWATER DETENTION WITH WATER QUALITY TREATMENT FOR THE SITE, ADDITIONAL AREAS MUST BE PROVIDED WITHIN THE GDP BOUNDARY.
7. ROADWAY LOCATIONS AND WIDTHS SHOWN ARE ILLUSTRATIVE IN NATURE AND DO NOT REPRESENT FINAL ALIGNMENTS AND WIDTHS. ADDITIONAL TRAFFIC ANALYSIS WILL BE REQUIRED DURING THE FUTURE PHASES OF THIS DEVELOPMENT THAT COULD AFFECT THE ROADWAY LAYOUT AND DESIGN.

| BASIN SUMMARY |              |                    |                            |                          |                                  |
|---------------|--------------|--------------------|----------------------------|--------------------------|----------------------------------|
| BASIN         | AREA (ACRES) | WQ VOLUME EDB (CF) | 100YR + 1/2 WQ VOLUME (CF) | WQ SAND FILTER AREA (SF) | WQ POROUS CONCRETE PAVEMENT (SF) |
| A             | 20.40        | 39,988             | 165,620                    | 11108                    | 422096                           |
| B             | 3.65         | 7,155              | 29,634                     | 1988                     | 75522                            |
| C             | 2.50         | 3,594              | 17,048                     | 998                      | N/A                              |
| D             | 1.45         | 2,084              | 9,887                      | 578                      | N/A                              |
| E             | 1.40         | 2,012              | 9,546                      | 560                      | N/A                              |

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| DATE     | REV / REMARKS         | DRWN | CHKD | APPRO |
|----------|-----------------------|------|------|-------|
| 3-03-06  | PRELIMINARY SUBMITTAL |      |      |       |
| 7-05-06  | SECOND SUBMITTAL      |      |      |       |
| 8-15-06  | THIRD SUBMITTAL       |      |      |       |
| 11-13-06 | FINAL SUBMITTAL       |      |      |       |

PROJECT NO. 0526.00  
DATE: 11.13.06  
DRAWING TITLE: STORMWATER CONVEYANCE & DETENTION

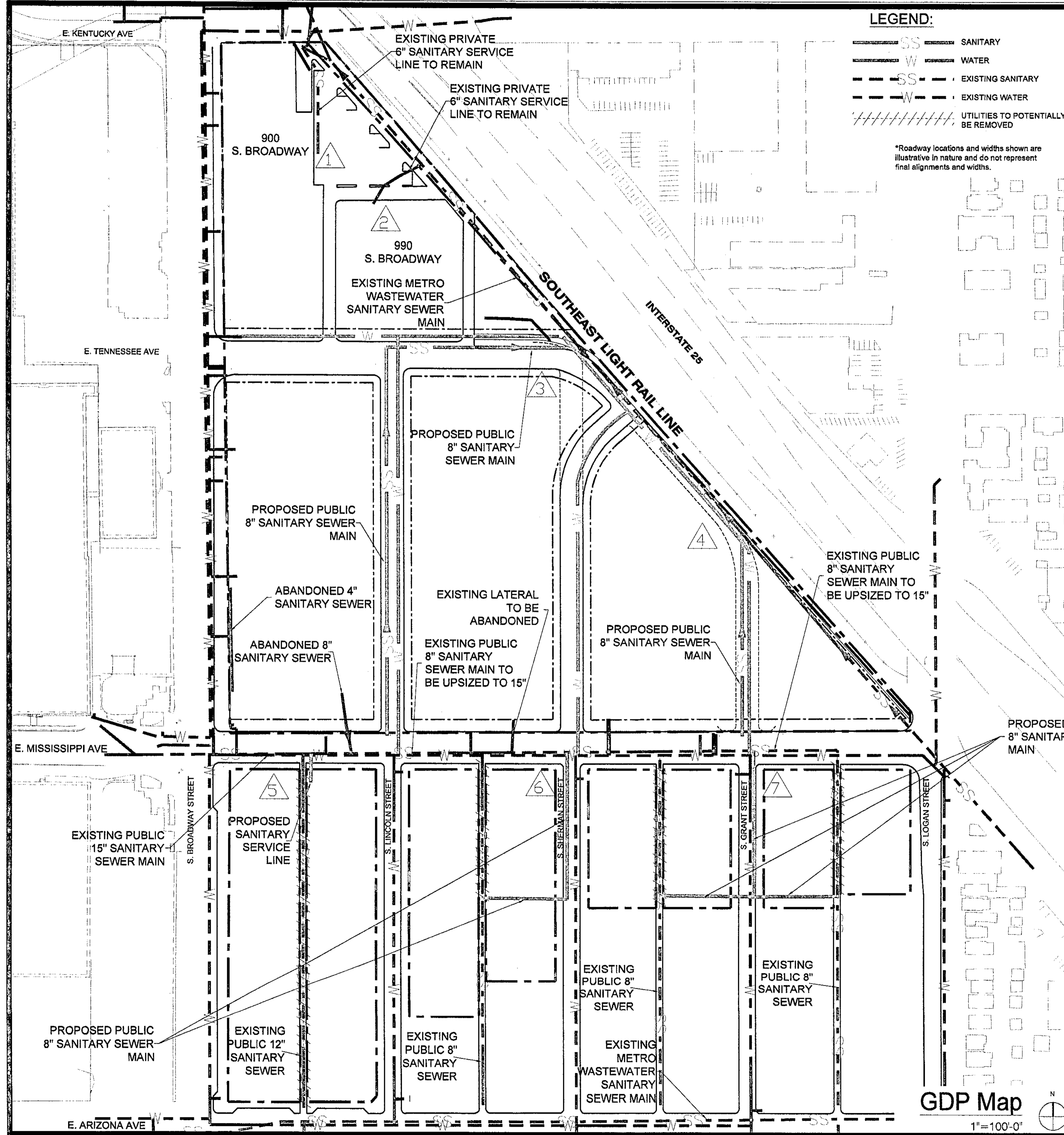
**STORMWATER CONVEYANCE & DETENTION**

GDP Map  
1"=100'-0"

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# GATES EAST GDP

LIONSTONE REDEVELOPMENT OF THE FORMER EAST GATES CAMPUS, PROJECT #2005D0003, AT BROADWAY BETWEEN KENTUCKY AND ARIZONA  
LOCATED IN THE SE 1/4 OF SECT 15, TOWNSHIP 4 SOUTH, RANGE 68 WEST & NE 1/4 OF SECT 22 TOWNSHIP 4 SOUTH, RANGE 68 WEST OF THE 6TH P.M.,  
CITY AND COUNTY OF DENVER, STATE OF COLORADO



### LEGEND:

- SS SANITARY
- W WATER
- SS EXISTING SANITARY
- W EXISTING WATER
- ////// UTILITIES TO POTENTIALLY BE REMOVED

\*Roadway locations and widths shown are illustrative in nature and do not represent final alignments and widths.

### NOTES:

1. WATER AND SANITARY SEWER MAINS SHOWN ARE PRELIMINARY.
2. LOCATIONS AND SIZES OF WATER AND SANITARY SEWER 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. THE SANITARY SEWER MAIN WILL BE APPROVED THROUGH THE CITY AND COUNTY OF DENVER DEVELOPMENT ENGINEERING SERVICES.
5. THE EXISTING 18-INCH SANITARY MAIN THAT PARALLELS I-25 IS OWNED BY METRO WASTEWATER RECLAMATION DISTRICT. ANY CONNECTION TO THIS MAIN MUST HAVE THEIR APPROVAL. METRO WASTEWATER RECLAMATION DISTRICT WILL NOT ALLOW A CONNECTION TO THEIR SEWER IF A DENVER-OWNED SEWER CAN SERVICE THIS AREA.
6. ALL PROPOSED SANITARY SEWER TO BE PUBLIC.
7. ALL PROPOSED WATER MAINS SHOWN WILL BE PUBLIC.
8. THIS DEVELOPMENT WILL BE SERVED BY A PUBLIC WATER SYSTEM, OWNED, OPERATED AND MAINTAINED BY DENVER WATER.
9. THE WATER PLANS FOR THIS PROJECT MUST BE SUBMITTED TO DENVER WATER FOR REVIEW AND APPROVAL SEPARATE OF THE DRG PROCESS.
10. AN APPROVED DENVER WATER BACK FLOW PREVENTION DEVICE MUST BE INSTALLED ON ALL METERED CONNECTIONS AND FIRE LINES.
11. IT IS THE DEVELOPERS COST AND RESPONSIBILITY TO PERFORM THE SYSTEM MODIFICATIONS NECESSARY TO OBTAIN THE REQUIRED FIRE FLOWS.
12. WATER PLANS WILL BE APPROVED BY SEPARATE DOCUMENTS AT THE TIME OF FINAL DEVELOPMENT.
13. FIRE FLOWS FOR THE SITE WILL BE DETERMINED AT THE TIME OF FINAL DEVELOPMENT.
14. BASED ON THE PROPOSED DEVELOPMENT, THE CITY AND COUNTY OF DENVER SANITARY SEWER MAIN IN MISSISSIPPI WILL REQUIRE UPSIZING.
15. ROADWAY LOCATIONS AND WIDTHS SHOWN ARE ILLUSTRATIVE IN NATURE AND DO NOT REPRESENT FINAL ALIGNMENTS AND WIDTHS. ADDITIONAL TRAFFIC ANALYSIS WILL BE REQUIRED DURING THE FUTURE PHASES OF THIS DEVELOPMENT THAT COULD AFFECT THE ROADWAY LAYOUT AND DESIGN.

| DESIGN POINT | AVERAGE FLOW (CFS) | PEAK FLOW (CFS) |
|--------------|--------------------|-----------------|
| 1            | 0.065              | 0.329           |
| 2            | 0.065              | 0.329           |
| 3            | 0.837              | 3.803           |
| 4            | 0.403              | 1.889           |
| 5            | 0.139              | 0.697           |
| 6            | 0.175              | 0.877           |
| 7            | 0.203              | 1.014           |

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| DATE     | REV | REMARKS               |
|----------|-----|-----------------------|
| 3/20/06  |     | PRELIMINARY SUBMITTAL |
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| 9/15/06  |     | THIRD SUBMITTAL       |
| 11/15/06 |     | FINAL SUBMITTAL       |

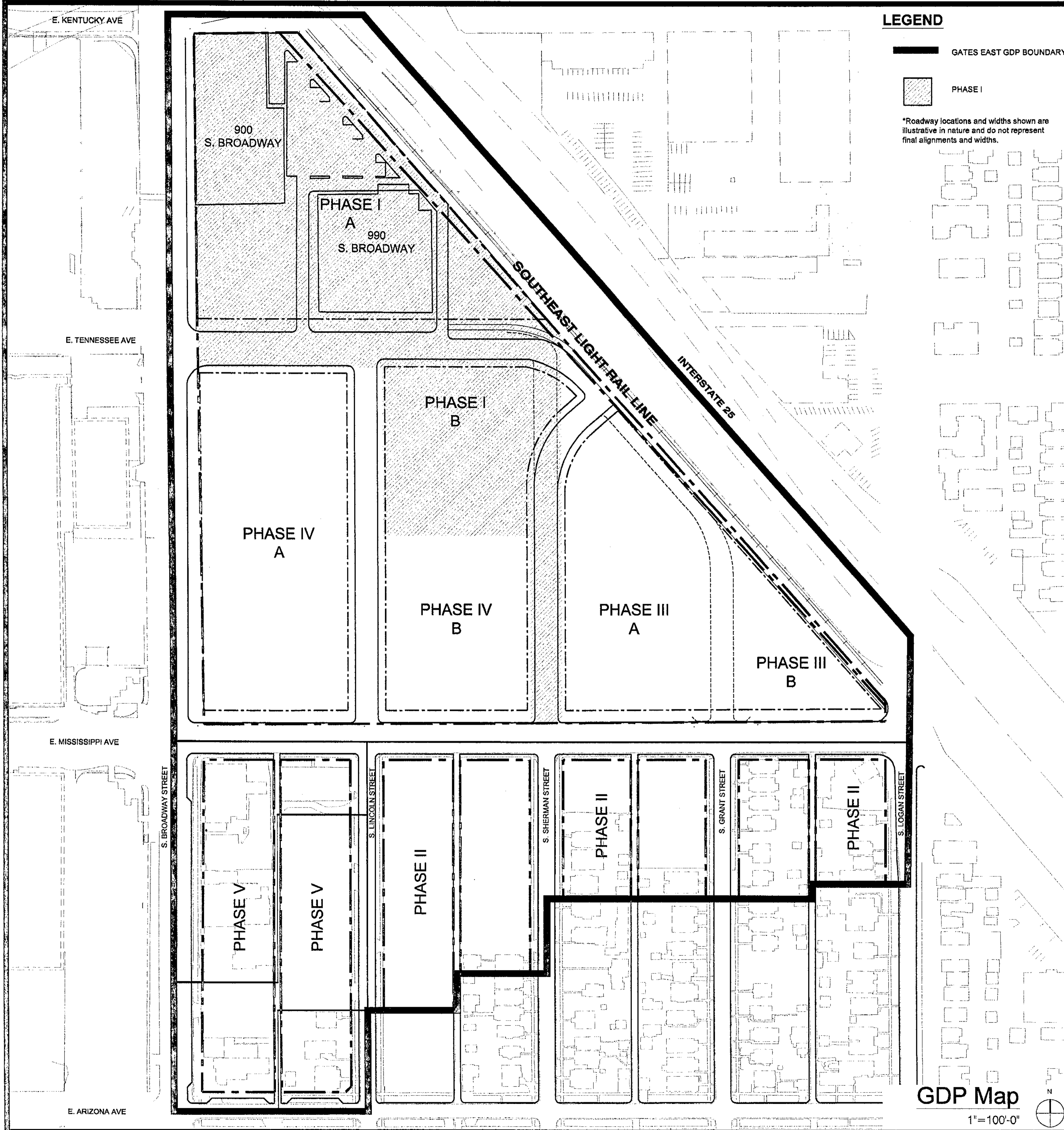
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 DRAWING TITLE: SANITARY AND WATER

## SANITARY AND WATER

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# GATES EAST GDP

LIONSTONE REDEVELOPMENT OF THE FORMER EAST GATES CAMPUS, PROJECT #2005D0003, AT BROADWAY BETWEEN KENTUCKY AND ARIZONA  
 LOCATED IN THE SE 1/4 OF SECT 15, TOWNSHIP 4 SOUTH, RANGE 68 WEST & NE 1/4 OF SECT 22 TOWNSHIP 4 SOUTH, RANGE 68 WEST OF THE 6TH P.M.,  
 CITY AND COUNTY OF DENVER, STATE OF COLORADO



## Phasing and Implementation

**General** - New construction under this Gates East GDP is anticipated to begin in January of 2007, with final buildout occurring over the next 6-12 years. The infrastructure concepts contained herein anticipate the evolution of neighborhood demographics, transportation facilities, and market forces over a significant period of time. 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 Gates East GDP and phasing is not vested.

A preliminary look at potential phasing and implementation is as follows:

### Phases I-A and I-B - Existing Building Rehabilitation and Infrastructure Core

This phase will return the existing 900 and 990 S. Broadway buildings to service and provide needed parking and supporting infrastructure. This phase may also see the construction of site infrastructure necessary to support development in Phases III and IV. Activities include, but are not limited to:

- Rehabilitation of existing structures and plazas.
- Construction of support parking for commercial uses.
- Reconstruction of E. Tennessee Avenue within the site and reconfiguration of the Tennessee/Broadway intersection.
- Construction of Lincoln and/or Sherman streets between Tennessee and Mississippi.
- Construction of the core water and sanitary sewer loops beneath these streets.
- Each development shall construct detention and water quality facilities for all disturbed area, as necessary.
- Each development shall construct on-site sewers and extend mains for sanitary and storm service, as necessary.
- Necessary roadway and infrastructure improvements.

### Phase II - Residential Mixed-Use South of Mississippi

This phase will complete infill mixed-use residential development along the south side of E. Mississippi Avenue and on parcels immediately adjacent to the Platt Park neighborhood. Activities include, but are not limited to:

- Construction of new multi-story residential mixed-use structures.
- Construction of the south of Mississippi Park.
- Right of Way Improvements on all local streets.
- Relocation and reconfiguration of alleys and alley utilities.
- Necessary utility and drainage capacity improvements in S. Lincoln, S. Sherman, and S. Grant streets.
- Each development shall construct detention and water quality facilities for all disturbed area, as necessary.
- Each development shall construct on-site sewers and extend mains for sanitary and storm service, as necessary.
- Necessary roadway and infrastructure improvements.

### Phases III-A and III-B - East Transit Mixed-Use Development

This phase will develop the area of the site related to the Mississippi/Logan/Buchtel intersection and supporting infrastructure in anticipation of the completion of the NEPA process for south Broadway. Activities include, but are not limited to:

- Construction of residential and commercial mixed-use structures.
- Construction of S. Grant Street north of E. Mississippi including utilities.
- Intersection improvements at S. Logan, E. Mississippi, and Buchtel.
- Some right-of-way improvements along E. Mississippi Avenue.
- Construction of private access ways along the light rail corridor and I-25 serving new buildings.
- Each development shall construct detention and water quality facilities for all disturbed area, as necessary.
- Each development shall construct on-site sewers and extend mains for sanitary and storm service, as necessary.
- Necessary roadway and infrastructure improvements.

### Phases IV-A and IV-B - West Transit Mixed-Use Development

This phase will develop the area of the site related most directly to South Broadway and continue mixed-use development and streetscape improvements along E. Mississippi Avenue. This phase will enhance project identity as viewed from an important commercial corridor and create connections to the adjacent Cherokee GDP (Reception #2005048794) development. Activities include, but are not limited to:

- Construction of residential and commercial mixed-use structures.
- Streetscape improvements along the east side of S. Broadway.
- Completion of right-of-way improvements along E. Mississippi Avenue.
- Intersection improvements at E. Mississippi and S. Broadway.
- Construction of the north of E. Mississippi Park.
- Each development shall construct detention and water quality facilities for all disturbed area, as necessary.
- Each development shall construct on-site sewers and extend mains for sanitary and storm service, as necessary.
- Necessary roadway and infrastructure improvements.
- ROW Improvements shall be coordinated with the Broadway NEPA Study.

### Phase V - South Broadway Infill Development

This phase will complete residential and commercial mixed-use infill development along South Broadway. Activities include, but are not limited to:

- Construction of residential and commercial mixed-use structures.
- Limited relocation and reconfiguration of alleys and alley utilities.
- Streetscape improvements along the east side of Broadway.
- Each development shall construct detention and water quality facilities for all disturbed area, as necessary.
- Each development shall construct on-site sewers and extend mains for sanitary and storm service, as necessary.
- Necessary roadway and infrastructure improvements.
- ROW Improvements shall be coordinated with the Broadway NEPA Study.

LUI DENVER BROADWAY, LLC

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| DATE     | REV | REMARKS               | ISSUED | CHKD | APPRD |
|----------|-----|-----------------------|--------|------|-------|
| 11/13/06 |     | PRELIMINARY SUBMITTAL |        |      |       |
| 11/13/06 |     | SECOND SUBMITTAL      |        |      |       |
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| 11/13/06 |     | FINAL SUBMITTAL       |        |      |       |

PROJECT NO:  
0526.00

DATE:  
11.13.06

DRAWING TITLE:

## PHASING PLAN

11 of 11