FOX NORTH Infrastructure Master Plan

Ascendant Capital Partners DNA, LLC
Woodspear Properties
Ascendant Development
Tryba Architects
Jansen Strawn
DIG Studio
Kimley Horn
The Fox North Infrastructure Master Plan is hereby approved by the Development Review Committee Approved by:

[Signatures and dates]

The Fox North Infrastructure Master Plan is hereby approved by the Property Owner, Ascendant Capital Partners DNA, LLC, a Colorado limited liability company, by each of its Managers below:

[Signatures and dates]

Clerk and Recorder Filing Information:

This project was filed in the City and County of Denver Clerk and Recorders Office on 5/11/18 under City Clerk File Number 2018-0232.
Existing Site

Southern View to Downtown
1.0 Project Overview

1.1 Project Objectives

The 41-acre Fox North redevelopment will be a transformative mixed-use center for North Denver. The proposed plan captures and leverages public and private infrastructure investment in combination with medium/high density mixed-use development creating jobs, providing housing and integrating public spaces. This combination realizes the vision of the City and County of Denver ("City") for this part of the 41st and Fox station area.  

Vision objectives as stated in the 41st and Fox Station Area Plan (2009):

- Improve pedestrian connections to the station, between neighborhoods, and along major corridors.
- Create opportunities to add more housing, jobs and services to the station area.
- Incorporate sustainable plazas, parks and open space into redevelopment areas.
- Capitalize on the station area’s proximity to Downtown and location on RTD’s G-Line and B-Line corridors.
- Balance the needs of new development and existing uses.

The Infrastructure Master Plan ("IMP") was initiated to support a more refined, integrated development vision for the Fox North redevelopment area by Ascendant Capital Partners DNA, LLC ("Property Owner") and the City, to serve as a regulatory tool to replace the repealed 25/70 GDP. The IMP is centered on preserving the opportunity to save the former Denver Post building, while building on the foundations laid in the repealed 25/70 GDP concepts, including centralized open space, walkable streets, and a diversity of uses throughout the redevelopment. Specifically:

- Adjusting the street grid—particularly Fox Street—creates the potential to reuse the former Denver Post Building.
- Central open space has been maintained, with additional open spaces and urban tree canopy added throughout the project.
- Street connections have been improved forming a more complete street grid for car, bike, pedestrian and bus transportation with special emphasis on connecting to 41st and Fox Transit Station. This will allow for more refined connectivity to the surrounding communities and improved circulation at the site.
- Providing the opportunity for a mix of densities and uses throughout the development of the site creates the potential for increased residential units and employment opportunities for the community.
1.2 Project Background

The IMP process was initiated in accordance with the previously agreed on Summary of Regulatory Tools for Ascendant Capital Partners DNA, LLC Redevelopment at former Denver Post Site at I-70 and I-25 (4400 Fox Street). The Summary defines a process by which the Development Review Committee (“DRC”) would support repealing the existing 25/70 GDP in place of a new IMP if the neighborhood was generally receptive during public outreach by the Fox North Property Owner and appropriate regulatory tools enacted.

In addition to multiple conversations with neighborhood organizations and interested stakeholders two public meetings were hosted:

- Public Meeting #1 was held on 02/02/2017 to ensure community support of the refined Fox North vision and Infrastructure Master Plan Process.
- Public Meeting #2 was held on 05/24/2017 to provide the neighborhood with an IMP and GDP repeal progress update and meet requirements for the GDP repeal Public Meeting.

Both meetings featured broad public support of the Fox North vision and the IMP. Based on the positive community support for the refined Fox North vision and IMP, the Fox North IMP will replace the 25/70 GDP as the guiding document for infrastructure planning to support future development.

1.3 Regulatory Tools

Overall development of Fox North will be supported by three regulatory instruments:

41st and Fox Station Area Plan and Globeville Neighborhood Plans - The property is subject to both the 41st and Fox Station Area Plan, Globeville Neighborhood Plan, 2000 Comprehensive Plan and Blueprint Denver. These plans describe a framework plan, vision elements, transformative projects, and implementation strategies for the future evolution of the area. They also identify needs and make recommendations for infrastructure, mobility, parking, land use, open space, economic development, housing, and other cultural and community investments.


Infrastructure Master Plan - The IMP is a narrative document combined with graphical depictions of the plan concepts, and it includes supplemental engineering studies. These combined elements outline the on-site and off-site infrastructure and open space requirements associated with developing the property in the future. The IMP and supporting supplemental engineering studies will include conceptual design and layout of transportation, water, wastewater, storm water, and open space.

All subsequent subdivision, site development plans, zoning permits, and other applications submitted to the City for construction of infrastructure, open space, roadways, and site development are subject and shall be designed in accordance with the IMP.

The IMP provides design guidance for future site plans and engineering in lieu of City administered Urban Design Standards and Guidelines, specifically:

- Street Cross-Sections
- Street Corridor Hierarchies
- Primary and side street classifications
- Location and minimum amount of publicly accessible open space

The property will be subject to privately administered design standards and guidelines in addition to this IMP’s design guidance for the elements listed above.

The IMP and its components have been reviewed concurrently across City agencies to ensure coordination and organization. The IMP will serve as the conceptual infrastructure design document on which final engineering plans and other submittals will be based at the time each portion of the development goes through the Site Development Planning process with the City.

1.3.1 DEVELOPMENT AGREEMENTS

The components of these agreements generally include:

- What required infrastructure is to be constructed; who will construct the required infrastructure; who will own, operate and maintain such infrastructure; funding of such infrastructure construction; proposed timing of such infrastructure construction; certain vested property rights; and form(s) of public easements.
All ownership, construction, operation, timing, and design agreements related to publicly accessible open space are controlled by the Fox North Development Agreement ("Development Agreement"). This IMP establishes the general location of public amenities, but does not dedicate land to parks, trails, open space, natural areas or public facilities. Dedication, whether public or private, will occur at the time of subdivision or during the Site Development Plan process, or as otherwise established through future development agreement(s) or revisions to the Development Agreement, which will be executed concurrently with this IMP.

1.4 Procedure for Amendments and Minor Deviations

Once the IMP is approved and executed by the DRC and Property Owner ("Approved"), it may only be modified by DRC administrative process of amendment or "minor deviation." An amendment or minor deviation to an Approved IMP may be reviewed concurrently with other applications. An amendment or minor deviation to an Approved IMP shall be reviewed per the following procedures and subject to the same limitations and requirements as established in this Section. The following list sets forth standards that trigger an amendment to an Approved IMP:

- Substantially moving or altering storm water drainage or water quality to or within the development;
- Substantially altering the location or amount of land area intended for publicly accessible open space required by the Approved IMP or by other City ordinances, rules, or regulations, in place at the time of City approval of the IMP;
- Changing or negating a condition of approval;
- Substantial increases in overall housing density or substantial changes in total use categories exceeding capacity of planned infrastructure; or
- Modifying any other element of the Approved IMP that would substantially change the Development’s overall character or impacts on surrounding property, as reasonably determined by the Manager of Community Planning and Development.

The DRC may approve minor deviations from the Approved IMP in its reasonable discretion. Minor deviations are allowed provided such deviation does not constitute an amendment to the Approved IMP as defined above.

1.4.1 PROCEDURE FOR AMENDMENTS AND MINOR DEVIATIONS

An amendment or minor deviation to an Approved IMP shall be reviewed according to the following procedures:

- A concept meeting will be scheduled to discuss the proposed change. At the concept meeting, a determination on whether a proposed change to an Approved IMP constitutes a minor deviation or amendment, the submittal requirements, and necessary referral agencies will be established based upon the scope of change (amendment vs. minor deviation) and other pertinent information.
- Amendments will require a public meeting before a formal application is submitted. Public meetings shall follow the noticing requirements for an Official Map Amendment.
- After the concept meeting, and public meeting, as applicable, a formal application will be submitted for review by the agreed upon referral agencies.
- Minor deviations will be approved as redlined edits to the Approved IMP.
- Amendments will be approved as superseding the Approved IMP.

1.4.2 FILING OF THE APPROVED IMP, APPROVED IMP AMENDMENTS AND APPROVED IMP MINOR DEVIATIONS

The Approved IMP and any amendments or minor deviations shall be put on file in the City Clerk’s Office and assigned a City Clerk File Number.
2.0 Districts and Uses

Proposed districts and uses are complimentary to Fox North’s circulation network and open spaces and align with the 41st and Fox Station Area Plan.

Three districts, anticipate a mix of uses and higher densities near the transit station, I-70, the RTD G line and active ground floor uses/retail along Fox Street (and possibly Galapago Street). Modest densities and residential uses would transition to the existing neighborhood and provide scale within the Fox North development.

1 PRINTING PLANT
This area is envisioned as a mixed-use creative commercial center with office, retail, special industrial/fabrication and supporting residential uses. Potential adaptive reuse of the former Denver Post Printing Plant, should it occur, will drive the commercial character and phasing of the district.

2 FOX PARK
This district anticipated as a primarily residential district with mid-density development capturing mountain and downtown views. Fox Park will be an important public, recreational gathering space for the community.

3 BRICKYARD
Generally, located on the Former Denver Brick and Pipe Co. fabrication site, the Brick Yard is intended as mixed-use, combining active ground-floor uses with residential uses throughout, and office uses near the transit station. Fox Street (and possibly Galapago Street), will provide for commercial development, while the Huron Street Open Space will infuse the district with urban character and green space. Retail will be focused around Printing Plant Plaza and 44th Avenue Plaza to promote vibrant pedestrian oriented district and integrate active uses between Fox Street (and possibly Galapago Street).

Proposed Uses and Heights
Anticipated land uses and levels of development are detailed in Exhibit 2.2 and are provided as the basis for infrastructure and transportation system analysis. The uses and densities are anticipated as an upper-limit to proposed development on the site. Deviations to the exact mix and land uses are anticipated based upon market conditions and as permitted by underlying zoning. Increases in overall housing density or significant changes in total use categories exceeding capacity of planned infrastructure may necessitate a need to modify the IMP through amendment or minor deviation as provided in Section 1.4 above. To evaluate potential utility and transportation changes based on such increase in overall housing density or significant changes in total use categories, the DRC may approve amendments and minor deviations from the approved IMP in conformity with Section 1.4 above.
Exhibit 2.2
Anticipated Uses and Heights
3.0 Circulation Network

3.1 Circulation Overview

Well integrated with the neighborhood and regional street grid, the proposed Fox North circulation network fosters an engaging and connected public realm accommodating all modes of transportation: pedestrian, bike, car and bus.

Existing regional access to the site, described in Exhibit 3.1, is provided by Interstate 70 and Interstate 25 with neighborhood access via 38th Avenue/Park Avenue, Fox Street and 44th Avenue. The existing single-entry point to the site will be replaced with a fully connected street grid aligned with the City’s existing transportation network and classifications, including the North Denver Cornerstone Collaborative Mobility Study. Future connectivity may occur to the west via a connection to 47th Avenue over the Consolidated Main Line (“CML”) rail tracks or through a reconfiguration of the 38th Avenue viaduct under the CML rail tracks.

Proposed Street Hierarchy

This Section also identifies primary and side streets to guide future building orientation [See Exhibits 3.5 and 3.6]. To ensure active uses are oriented towards key public thoroughfares and open spaces, primary streets correspond to collector streets (Fox Street) related open spaces and pedestrian ways. Street sections [Exhibits 3.9-3.20] further detail the composition of the three corridor hierarchies.

- **Collector Streets:** Fox Street is the Fox North’s primary north/south commercial collector, connecting to the greater neighborhood, transit station, and the existing Denver street grid. As a commercial collector, Fox Street accommodates car lanes, bus service, dedicated bike lanes, and generous pedestrian sidewalk and amenity zones.
  
  In the future, 47th Avenue may become a commercial collector if a bridge at 47th Avenue is completed to connect Fox North to Sunnyside (see Exhibit 3.3) to the west.

- **Local Streets:** These provide access to local destinations, and include car, bike and pedestrian access. In specific instances enhanced multiuse paths have been provided on Huron Street to align the site for a better connection to the 41st and Fox Transit Station and along 47th Avenue to accommodate anticipated future east/west road connectivity.

- **Pedestrian Ways:** Fox North proposes two potential pedestrian ways, Galapago Street* and Fox Park Way, to provide improved access to transit and open space for pedestrians.

- **Alleys:** Potential Alley locations have been identified in Exhibit 3.5 to provide service access to larger blocks North/South between Fox Street and Huron Street and East/West between 45th Avenue and Elati Street. Galapago Street* may also be able to provide limited service functions.

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### Exhibit 3.1 Existing Street Heirarchy

- **Fox Street**
- **45th Ave**
- **Huron St**
- **Galapago St**

### Exhibit 3.2 Proposed Street Heirarchy Summary

<table>
<thead>
<tr>
<th>Street Name</th>
<th>Collector</th>
<th>Local</th>
<th>Ped. Way</th>
<th>City Owned</th>
</tr>
</thead>
<tbody>
<tr>
<td>Fox St</td>
<td>Y</td>
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<td></td>
<td></td>
</tr>
<tr>
<td>47th Ave.</td>
<td></td>
<td>Y</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Huron St.</td>
<td></td>
<td>Y</td>
<td></td>
<td></td>
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<tr>
<td>Elati St.</td>
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<tr>
<td>45th Ave.</td>
<td></td>
<td>Y</td>
<td></td>
<td></td>
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<tr>
<td>44th Ave</td>
<td></td>
<td>Y</td>
<td></td>
<td></td>
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<tr>
<td>43rd Ave</td>
<td></td>
<td>Y</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Galapago St*</td>
<td></td>
<td>Y</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Fox Park Way</td>
<td></td>
<td>Y</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

* indicates street with enhanced multiuse path

* Galapago Street is intended as a private Pedestrian Way as a means to provide mid-block connectivity for pedestrians. Actual alignment, location, and phased construction to be determined at the Site Development Plan level when adjacent development occurs.
3.2 Onsite and Neighborhood Traffic Management

Both onsite and offsite traffic management are contemplated in this Section of the IMP.

3.2.1 ONSITE ROAD INFRASTRUCTURE
Includes all onsite traffic infrastructure: public streets, private streets, sidewalks, streetscape improvements, including privately owned streets, lighting and signage.

3.2.2 ADJACENT ROAD IMPROVEMENTS
Fox North will be responsible for improvements directly adjacent to the property. These improvements will be triggered when warranted, or when adjacent parcels are developed, which ever happens first.

- 44th Ave & Fox St
  - Traffic Signal EB and WB Left Turn Lanes
  - Intersection reconstruction as needed

- 43rd Ave & Fox St
  - Traffic Signal
  - Intersection reconstruction as needed

3.2.3 OFFSITE NEIGHBORHOOD ROAD IMPROVEMENTS
Improvements not directly adjacent to Fox North may be required and triggers for each mitigation will be identified by Public Works as detailed in the Development Agreement. Reference Appendix B Traffic Impact Study for additional detail.

1. Southbound I-25 Ramp and Fox Street
   Option A
   - Dual southbound turn lanes
   - Traffic signal modification with new poles and mast arms

   Option B
   - Southbound protected/permitted left turn phasing
   - Westbound triple left turn lanes with new westbound right turn lane constructed
   - Traffic signal modification with new poles and mast arms

2. 38th Avenue and Fox Street
   - Reconstructing eastbound 38th Avenue past the bridge underpass structure to lengthen the westbound dual left turn lanes
   - Traffic signal modification

3. 39th Avenue and Fox Street
   - Designating left turn lanes on all four approaches
   - Designating second southbound through lane
   - Traffic signal upgrades

4. 45th Avenue and Lincoln Street
   - Signalization

5. 45th Avenue and Washington Street
   - Restripe eastbound left turn lane to lengthen from 50 feet to 100 feet

3.2.4 TRANSPORTATION DEMAND MANAGEMENT
In order to mitigate transportation demand, transportation demand management measures will be instituted per the Development Agreement.
3.3 Regional Traffic Mitigation

Property Owner and the City recognize the impact the development of the Fox North will have upon roads and traffic in the area bounded by the railroad tracks to the west of Fox North, I-70 to the north of the Fox North, I-25 to the east of the Fox North, and the intersection of 38th Avenue and Fox Street to the South of the Fox North (collectively all area within such boundaries including but not limited to the Fox North “Fox Station Area East”), and the unique traffic and access issues posed by the location of the property within Fox Station Area East. In order to further investigate measures to fund and implement the mitigation of such impact, the City and Property Owner agree to initiate a Next Steps Study.

The City will undertake a Next Steps Study to research capital, regulatory and programmatic solutions to the increased vehicular traffic impact and transportation demands caused future development of Fox Station Area East neighborhood and to promote alternative forms of transportation.

The Next Steps Study may include regulatory and financial programs such as formation of improvement districts, impact fees, urban renewal, creation of or inclusion within a Transportation Management Association or other mechanisms to ensure regional participation in funding capital and programmatic solutions to broader traffic inside Fox Station Area East and that related to surrounding areas. Fox North will be involved in all material aspects of the Next Steps Study as further detailed by the Development Agreement.

3.3.1 REGIONAL TRAFFIC IMPROVEMENTS

Fox North Transportation Impact Study has identified a menu of potential regional transportation improvements. It is anticipated the Next Steps Study will further evaluate regional traffic share as well as appropriate mitigation measures and development thresholds:

- 38th Avenue & Fox St Intersection
- 47th Avenue Bridge or alternative connection

The 47th Avenue bridge alignment will be further evaluated with the Next Steps Study for project feasibility. The alignment, depicted in Exhibit 3.4, is anticipated to connect with the 47th Avenue ROW layed out by the Fox North IMP, Exhibit 3.4. See Appendices C and G for supporting 47th Avenue bridge analysis.

3.4 Bus Route Improvements

RTD bus Route 8 travels from North Broadway to Huron. Locally the route travels along Park Avenue to Fox Street to 44th Avenue connecting East and West Globeville across I-25. As development occurs at Fox North will work with RTD to evaluate potential adjustments to the bus route to better serve population growth. Two trigger points have been identified:

- Former Denver Post Building Redevelopment and Fox Park are Completed - Consider extending bus route north on Fox Street to the former Denver Post Building/Fox Park to better connect the new employment base to transit, and better connect the neighborhood to outdoor/recreation space. Exhibit 3.7 identifies potential turn-around alignment for the bus.

In the future the developer may explore a local circulator option with the City and RTD. If a local circulator is implemented RTD Route 8 may not require adjustment, as Fox North will be served by local circulator.
Note: Street layout is conceptual and is subject to change to meet CCD roadway design criteria.
NOTE: The purpose of this exhibit is to provide guidance on the classification of Primary and Side Street for future Site Development Plan applications. Nothing prohibits the additional classification of Primary Streets based upon site specific proposals.
Exhibit 3.7

BUS CIRCULATION

FOX NORTH INFRASTRUCTURE MASTER PLAN

TRYBA ARCHITECTS
1860 Lincoln Street
Denver, Colorado 80203
303.870.8100

Exhibit 3.7
BUS CIRCULATION

PROPOSED ON-SITE BUS ROUTE
POTENTIAL (ALT) ON-SITE BUS ROUTE
POTENTIAL OFF-SITE BUS ROUTE
EXISTING OFF-SITE BUS ROUTE
OPEN SPACE
PLAZA
DETENTION
BUS STOP

*PROPOSED OFF-SITE IMPROVEMENTS NOT IN STATION AREA PLAN
Fox Street

Fox Street is an important neighborhood connector linking 38th Avenue and 41st and Fox Transit Station to Fox Park and the heart of the Fox North development. The proposed street section anticipates planned off-site improvements accommodating car, bus, bike and pedestrian circulation.
47th Avenue & Huron Street

47th Avenue and Huron Street are important transitions between development and infrastructure. Both street sections employ landscape buffers which double as functional spaces for multi-use paths, utility easements and detention. These ‘linear open spaces’ establish important character areas capturing North Denver’s unique potential for integrating its industrial character and functional/native landscapes.

Exhibit 3.12
47th Street 60’ ROW - Parking on South Side

Exhibit 3.13
Huron Street 60’ ROW - Parking on East Side
Elati Street

Elati Street responds to the existing topography and integrates detention and water quality into the typical street section, while providing additional green street planting.

Elati Street incorporates Denver Public Works Ultra Urban Green Infrastructure Guidelines (published 2016) integrating detention as a character generating streetscape feature.
45th Avenue

Bisecting the heart of Fox North, this local street plays an important role connecting the neighborhood to Fox Park, Printing Plant Plaza and the potential redevelopment of the former Denver Post Building.

45th Avenue adjacent to the former Denver Post Building incorporates shared travel lanes to increase sidewalk and amenity zones while accommodating street parking. Although exhibit 3.16 depicts single loaded parking on the south side of 45th Avenue, double sided parking should be evaluated with Denver Fire Department and CPD at the time adjacent parcels are developed.

As 45th Avenue intersects Fox Park, it becomes two lanes with raised paving to create continuity throughout Fox Park, linking the northern and southern portions of Fox Park as well as to calm and slow vehicular traffic.
43rd and 44th Avenues

Building upon the existing street grid, these local streets accommodate all modes of transportation and incorporate shared travel lanes to increase sidewalk and amenity zones.

If any portion of 43rd or 44th Avenue need to be classified as a Primary Street based upon Site Development Plans, then the sidewalk should be expanded through additional building setback to at least 8’ wide.
**Galapago Street**

Galapago Street* is a dedicated paved pedestrian street potentially connecting to 41st and Fox Station, with some limited service access for the development adjacent to it. This corridor will prioritize pedestrian and bicycle circulation and minimize the impact of vehicular traffic. Along this pedestrian oriented street, the articulation of architectural facades may accommodate outdoor cafes, live-work & gallery spaces and informal seating areas for residents and visitors to congregate.

*Galapago Street is intended as a private Pedestrian Way as a means to provide mid-block connectivity for pedestrians. Actual alignment, location, and phased construction to be determined at the Site Development Plan level when adjacent development occurs.*
4.0 Open Space Network

4.1 Open Space Overview

Fox North’s proposed open space network integrates a variety of recreation and green infrastructure spaces that provide and exceed the required minimum 10% publicly accessible open space with additional bonus open spaces. The open spaces that are being credited toward the 10% requirement along with minimum open space sizes are provided in Exhibit 4.3.

The open space system will facilitate pedestrian and multi-modal movement and internal connection throughout the development, specifically connectivity to Fox Street as a corridor to the 41st and Fox Transit Station, and 38th Avenue pedestrian/bicycle path system and to the broader context of the surrounding neighborhood will be enhanced. These Open Space areas include:

1. **Fox Park** is a 2.52 acre neighborhood park and epicenter for recreation and community gathering. This public park will serve the broader neighborhood’s recreational uses and will include large areas of flexible lawn to accommodate informal games and activities as well as additional spaces for smaller, more intimate gatherings and relaxation.

2. **Printing Plant Plaza** will offer gathering, seating and landscaped areas that will form the western edge of Fox Park creating additional common neighborhood spaces for the potentially repurposed former Denver Post Building. Printing Plant Plaza will be publicly accessible and meet the criteria for creating public open space while enhancing the pedestrian environment. If the former Denver Post Building or Printing Plant Plaza is modified or demolished, a minimum .42 acre plaza located at the NW corner of 45th Avenue and Fox Street will be required to remain. The plaza will have at least 224 ft. of frontage along Fox Street and a minimum depth of 58 ft.

3. **Galapago Street Parklet** is a 1.0 acre publicly accessible neighborhood gathering space, landscaped with seating and lighting along park edges. The western portion of the park functions as a shallow-detention basin and usable bonus open space.

4. **Huron Street Open Space** provides a .28 acre stretch of heavily planted landscape and a multi-use trail that will buffer the west side of the site from train activity within the CML corridor. This buffer will provide an enhanced streetscape to Huron Street from 43rd Avenue to 47th Avenue. Huron Street Open Space is considered a bonus open space and will not count towards the required minimum 10% publicly accessible open space.
4.2 Fox Park

The following project narrative of open space elements and construction items is intended to illustrate the design intent of the Fox Park Open Space. The final schedule of elements will be determined during the design stage in collaboration with Denver Parks and Recreation ("DPR"). Both interim design submittal and final design will be reviewed by DPR. The park design will conform to DPR standards.

4.2.1 NEIGHBORHOOD CONNECTIONS
New enhanced circulation will activate the existing street grid and connect Fox Park and Printing Plant Plaza to the existing neighborhood and transit station.

- **Fox Street**, the neighborhood’s primary thoroughfare, will directly connect Fox Park north/south to the greater 41st and Fox Transit Station area. The multimodal street provides enhanced pedestrian zone, bike lanes and tree canopy seamlessly integrated into Fox Park lawn, dog park, playground and recreation areas.

- **45th Avenue** will serve as an important pedestrian, bike and limited vehicular connector from the greater neighborhood as well as a transitional promenade to a dog park and small children’s play area located within the southern portion of the park.

- **Fox Park Way** will be a tree-lined pedestrian promenade along the eastern edge of the park, providing shaded seating and transition between residential development and the large open lawn area used for recreational and community event venue space.

4.2.2 ACTIVE MIXED-USE EDGES
Well-connected and activated by a multitude of potential uses, Fox Park will become an important public epicenter to an active urban-neighborhood.

Active uses such as residential, commercial and retail will support all edges of the park:
- Printing Plant Plaza and potentially the former Denver Post Building with its diverse potential retail and dynamic maker space opportunities to the west;
- New residential district with the possibility for townhomes and high-rise living to the east and;
- Creative district (Brickyard) with opportunities for live/work lofts, micro-units and high density mixed-use to the south.

The Open Space design will capture surrounding land use activities and synthesize them into a series of connected urban spaces that become the social and physical fabric that engages the larger neighborhood and celebrates the Colorado climate, culture, and landscape.

4.2.3 FOX PARK PHASING
Fox Park will be a phased 2.52-acre park that will contain the following programmatic elements.

A. Phase One Improvements
Phase 1 Improvements are required to be completed within a specified timeframe once a certain level of development has occurred in Fox North as detailed in the Development Agreement. Completion of Phase I ensures a minimum level of neighborhood park amenities is available for area residents.

The Phase 1 Improvements consist of the following elements:
- Temporary multi-use, irrigated turf Lawn
- Concrete walks adjacent to Fox Street
- Site Lighting adjacent to Fox Street
- Park Furniture adjacent to Fox Street
- Temporary Paths along the eastern perimeter of the park
- Irrigation to support landscape areas installed with this phase

The conceptual park design process will refine the scope and extent of these elements.

B. Phase Two Improvements
Phase 2 of Fox Park is the final design and construction of the park improvements intended to be owned and maintained by the City. When the park is fully constructed, Fox Park will be 2.52 Acre park that will contain the following programmatic elements:
- Dog Park
- Concrete Walks
- Site Lighting
- Park Furniture
- Multi-use irrigated turf Lawn
- Landscaping
- Irrigation
- Sport Court
- Screened Bathroom Portalet Location
- Nature Play Area
C. Phase Two Design Alternative
In the instance that development thresholds set forth in the Development Agreement are not met for Phase 2, but the Fox North development is substantially built-out as further detailed in the Development Agreement, the City has agreed to a Phase 2 Design Alternative that contains the following programmatic elements:

- Dog Park
- Concrete Walks
- Site Lighting
- Park Furniture
- Multi-use, irrigated turf Lawn
- Nature Play Elements
- Landscaping
- Irrigation

This park will be designed in conjunction with DPR staff through the DPR design process. Site elements can be substituted at the time of Fox Park design as agreed upon by both the City and the corresponding developer for that portion (or all) of Fox North. Fox Park is intended to be owned and maintained by the City and County of Denver, subject to the terms and conditions set forth in the Development Agreement and this IMP.

Specific design and park details will be determined at the time of parks design and approval per the procedures outlined in the Park Design, Review, and Approval Section below.

4.2.4 FOX PARK DESIGN ELEMENTS
Further qualitative aspects of the park will include the following:

**Landscaping**
The planting design intent is to highlight and enhance areas of concentrated pedestrian activity. Shade trees in the open space and along the walkways and streets will create comfortable places for people to sit, soften the edges of the urban space, and help mediate the scale of proposed buildings. Tree species will be selected to meet Denver Forestry requirements. Plant material will be a combination of evergreen and deciduous trees as well as ornamental trees, shrubs and perennials. Selected plant species will be adaptable to survive the Colorado climate and provide year-round interest.

In accordance with the Denver Parks & Recreation’s Game Plan, this park will contain naturalized areas and drought resistant plants to promote water conservation and reduce maintenance costs. A combination of public and private tree plantings will create 15% canopy coverage within 15 years in accordance with the Game Plan (pg. 29). Flexible, low water use, turf area[s] will be incorporated into the design to allow for a mix of uses, from community gatherings to pick-up field games. Mulch or groundcovers will be applied to all planting beds and underneath trees.

**Pedestrian Paving**
A variety of paving materials will be used for this project. Substantial 10’ wide concrete sidewalks will be the primary circulation route through the park. 6’ wide secondary concrete walks will support circulation patterns and serve aesthetic aspects such as dividing landscape types or program elements. Additional crusher fines pathways (.4’ wide) will be incorporated into the park to provide additional access to a variety of areas including access through and alongside native areas. For ease of maintenance a 12” wide concrete mow band will separate turf areas from other planting types.

**Site Elements (Furnishings, Structures & Lighting)**
A variety of site furnishings will be used throughout the open space that meet DPR standards or otherwise approved by DPR. This includes tables & chairs, benches, litter & recycling receptacles and bike racks. Furniture will be either an exterior grade stainless steel or high-quality powder coated steel. It is anticipated that the site furniture will come from a variety of manufactures.

Shade is intended to be provided by the use of shade structures, trees, or a combination of the two to create respite from the sun and create comfortable places to sit. A variety of lighting types including LED post top lights will be used to create a safe, comfortable and inviting evening environment. Future construction phases for the Open Space will include additional site elements which could include, but not be limited to, additional site furnishings, a flexible sport court, a restroom enclosure, and a passive play area that meets DPR standards.

**Irrigation**
The irrigation system for this project will be designed as a fully automated irrigation system that integrates DPR standards, sensors and features that will address water conservation and system efficiency while providing a system that minimizes water consumption and minimal
maintenance costs. The system will be zoned such that different plant materials, exposures and elevation will be considered and separate zones will be provided where these conditions would dictate.

4.2.5 PARK DESIGN, REVIEW AND APPROVAL
Fox Park will be designed and constructed in accordance DPR design standards and specifications with final approval by the Executive Director of Parks and Recreation, or their designee. The Executive Director may approve any material deviations from the elements of Fox Park set forth in this IMP at the time of design of Fox Park pursuant to Section 4.2.5 of the IMP.

Fox Park will be designed in an iterative process to accommodate the anticipated phasing and implementation of elements of the park.

• A conceptual, 30% parks design will be submitted and approved in conjunction with the first formal Site Development Plan or subdivision application within Fox North.

• The conceptual plans will account for both Phase 1 and Phase 2 designs and the Phase 2 Design Alternative, plus any potential sub-phasing.

• One or more public meetings to be facilitated by DPR may be required at the concept-level design stage, but such meeting shall not materially alter the scope of any of the improvements required to be constructed or installed by Property Owner pursuant to this IMP.

• Formal Site Development Plans and supplemental engineering plans for 100% design of Fox Park will be submitted to and approved by DPR in conjunction with the formal Site Development Plan that triggers the Phase of improvements as set forth in the Development Agreement.

4.2.6 PARK INSPECTIONS, SUBSTANTIAL COMPLETION AND ESTABLISHMENT PERIOD
A. Inspection of Phase I and Sub-Phases
The developer of Fox Park may request an inspection by DPR at any time after the completion of a sub-phase or Phase 1 Improvements. DPR shall document any identified defects or deficiencies and provide a reasonably detailed written inspection report to the developer no later than thirty [30] days after such inspection. These inspections are considered optional and will not constitute acceptance of improvements by the City.

B. General Inspection of Phase 2/Phase 2 Design Alternative
Prior to construction of Phase 2/Phase 2 Design Alternative Improvements, the developer of Fox Park and DPR will hold a pre-construction meeting to determine construction milestones for inspections and to establish contacts and procedures on how to request the inspections.

When Fox Park Phase 2/Phase 2 Design Alternative construction is nearing completion, the developer of Fox Park shall request a final inspection by DPR. DPR shall prepare a reasonably detailed written final inspection report that identifies deficient items in the Phase 2/Phase 2 Design Alternative Improvements. Additional inspections will be required until all deficiencies are resolved. Once there are no remaining deficiencies, the City will issue a letter of substantial completion to the developer of Fox Park stating the date of substantial completion to be the date of the final inspection, no later than thirty [30] days following the last inspection of the Phase 2/Phase 2 Design Alternative Improvements.

C. Establishment Period and Park Maintenance Responsibility
The maintenance of Fox Park is the responsibility of the Property Owner or the designee it selects pursuant to the Development Agreement until the 2-year establishment period is completed after the substantial completion of Phase 2/Phase 2 Design Alternative Improvements.

The issuance of the substantial completion letter will begin a 2-year establishment period starting on the date of the substantial completion of Phase 2/Phase 2 Design Alternative Improvements as set forth in such letter (“Establishment Period”). During the Establishment Period the Property Owner or its applicable designee maintains Fox Park per DPR standards. During the Establishment Period, inspections by DPR can be requested at 6 months and 1 year at the election of the Property Owner or its applicable designee in which DPR will identify any potential maintenance or repair issues, and DPR shall provide a reasonably detailed written report of such issues no later than thirty (30) days following each such inspection.

D. Final Inspection of Phase 2/Phase 2 Design Alternative
A final inspection by DPR shall take place 6 months before the expiration of the Establishment Period in which DPR will issue an inspection report identifying any necessary repairs to the Phase 2/Phase 2 Design Alternative Improvements. Upon receipt of the final inspection
report, the Property Owner or its applicable
designee will coordinate with DPR to begin to
transition maintenance responsibilities for Fox
Park to the City. Once all repairs or issues noted in
the final inspection report are resolved (if any) or
the Establishment Period passes without issues/
repairs, the City shall take over maintenance of
Fox Park as further set forth in the Development
Agreement.

E. Transfer of Park Property to the City and
County of Denver
At the time of completion of the final inspection
pursuant to this IMP and according to the terms
and conditions of the Development Agreement, the
Property Owner or its applicable designee may
initiate the transfer of ownership of Fox Park to
the City, and the City shall accept Fox Park after
the Establishment Period is complete with DPR
standards met.
TOTAL AREA 41.05 AC
Proposed Publicly Accessible ROW Area 11.63 AC
Net Development Area 29.42 AC
10% Open Space Required 2.94 AC

INFRASTRUCTURE MASTER PLAN

2.52 ac Parcel A
9.19 ac Parcel B
3.21 ac Parcel C
1.08 ac Parcel D
1.52 ac Parcel E
1.6 ac Parcel F
1.53 ac Parcel G
1.84 ac Parcel H
1.01 ac Parcel I
1.02 ac Parcel J
1.59 ac Parcel K

Exhibit 4.2
NET DEVELOPMENT AREA

TOTAL AREA 41.05 AC
Proposed Publicly Accessible ROW Area 11.63 AC
Net Development Area 29.42 AC
10% Open Space Required 2.94 AC
Printing Plant Plaza has two areas related to the existing building frontage each with respective minimum dimensions: South Plaza: 58’x224’; North Plaza 27’x365’

**INFRASTRUCTURE MASTER PLAN**

**Parcel A**

**Parcel B**

**Parcel C**

**Parcel D**

**Parcel E**

**Parcel F**

**Parcel G**

**Parcel H**

**Parcel I**

**Parcel J**

**Parcel K**

**OPEN SPACE LEGEND**

- FULLY CREDITED OPEN SPACE
- BONUS OPEN SPACE
- DETENTION

**OPEN SPACE**

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<th>BONUS OPEN SPACE</th>
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</tr>
<tr>
<td>3. Galapago Street Parklet</td>
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<td><strong>2.94</strong></td>
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*Printing Plant Plaza has two areas related to the existing building frontage each with respective minimum dimensions: South Plaza: 58’x224’; North Plaza 27’x365’

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**FOX NORTH INFRASTRUCTURE MASTER PLAN**

**Exhibit 4.3**

**OPEN SPACE**

4.27.2018
5.0 Water and Drainage

5.1 Drainage Design

5.1.1 EXISTING STORM WATER CONDITIONS
The Fox North development contains approximately 41.05 acres of land containing the existing 319,000 square-foot industrial building with associated walks, drives, and landscaped areas. The site is located within Basin DFA 0061 as outlined by Urban Drainage. No major or minor drainage ways exist on the site. Further, there are no known mapped floodplains impacting this site. According to the FEMA Flood Insurance Rate Map Panel 0800460088H, revised November 20, 2013, the site is zoned as an area determined to be outside of any mapped floodplain. The current drainage patterns on-site direct storm water to an existing detention pond located approximately 600-feet northeast of the existing entrance off of 45th Avenue. This detention pond provides a controlled release in the City storm sewer that routes flows east to an existing 72-inch storm sewer that runs northeast, under the interchange of I-25 and I-70 and ultimately to the South Platte River.

5.1.2 PROPOSED STORM WATER DESIGN
The proposed redevelopment calls for multi-family residential and commercial buildings with multiple public roadways. The site will be broken up into five drainage basins that will be defined by the proposed roadways and grading anticipated for the development. Through storm sewer and overland flow, the storm water runoff anticipated will be routed to one of the five on-site detention and water quality ponds designed per the requirements of the City. A sixth pond will be required for the southern four acres that drains to the intersection of Fox Street and 43rd Avenue. The controlled storm water release will be consistent with the existing conditions, flowing into the downstream storm sewer in 45th Avenue or Fox Street.

5.2 Domestic and Fire Water Design

5.2.1 EXISTING WATER DISTRIBUTION
Currently the site is served by a 12-inch existing waterline from I-70, north of the existing former Denver Post Printing Plant. The 12-inch line loops the existing building and runs along the western property line to 43rd Avenue. There is an existing 12-inch waterline in 43rd Avenue and a 6-inch line in Fox Street, south of 44th Avenue. An 8-inch line existing to the east of the site in 44th Avenue.

5.2.2 PROPOSED DISTRIBUTION DESIGN
In the proposed condition, new water mains will be routed through the proposed streets to provide the necessary fire flow and domestic water distribution, as shown on the IMP utility plan. The existing connection under I-70 will be utilized on the north and connections to the existing mains in 43rd Avenue and 44th Avenue will be completed, at a minimum. It is assumed that all on-site water will be 12-inch mains. Denver Water Department requires that their water mains are in a 30-foot easement that has to be a paved access with no parking or public ROW.

Water Demands will be calculated using the City and County of Denver’s Water Model. Inputs for the domestic demand will vary from 10 to 40 multi-family residential units per acre.

For all future development, the latest International Fire Code shall be referenced to find the fire flow demand, number of hydrants, and the space between each hydrant. The fire department must be contacted to coordinate the required fire flow and locations of the proposed hydrants.

5.3 Wastewater Design

5.3.1 EXISTING INFRASTRUCTURE
The site is currently served by an existing 8-inch Vitrified Clay Pipe originating at the intersection of Fox Street and W. 44th Avenue. The wastewater flows are routed south of this intersection to 39th Avenue and ultimately connects to the existing Metro Line at approximately 39th Avenue and Elati Street.

5.3.2 PROPOSED SYSTEM
Two sanitary mains will be proposed on-site. The first will connect to an existing 8-inch line within Fox Street. The second will run to the east in 45th Avenue and connect to the existing 72-inch main within Cahita Street.
5.3.3 SYSTEM CAPACITY
To adequately size the proposed sanitary sewer system, the proposed site build-out was used as follows:

- 85,000 square feet of retail
- 300,000 square feet of office
- 50,000 square feet of industrial
- 331,000 square feet of business park (this use classification was used for the Denver Post Building)
- 2,800 residential units for rent (apartments)
- 150 residential units for ownership (townhomes)

The City and County of Denver have supplied metered flow values for the main within Fox Street. The total peak flow within the Fox Street at 39th Street was measured to have a peak flow of 0.35 cfs. Downstream slopes have been provided for the entire run of the 8-inch main within Fox Street. Using the City and County of Denver’s peaking flow factor and the hydraulic capacity of each segment of the existing 8-inch line within Fox Street, the analysis was used to calculate the available capacity within each segment of the main within Fox Street. The analysis has shown that at the most restrictive pipe location, approximately 400 apartment units from the Fox North site can be tributary to the main within Fox Street. The total peak flow at the intersection of 39th street and Fox Street will increase from 0.35 cfs to 0.875 cfs.

The remaining proposed development within the Fox North site will be routed to the east into the existing 72-inch main within Cahita Street. The remaining area will contribute a peak flow of 2.57 cfs to the downstream system.
GENERAL NOTES:
1. All storm infrastructure (i.e. storm sewer line, manholes, inlets, detention facilities, water quality facilities, etc.) are shown for graphical representation only and are intended to be conceptual. All storm sewer infrastructure will be designed and constructed in accordance with the City and County of Denver Public Works Standards, actual configuration to designed at site plan stage.

2. Temporary detention ponds may be designed as interim solutions to pre-phase development and may revise potential phasing depicted on this plan.

3. A final drainage study shall be submitted for review by CCD. A more detailed drainage report and related storm sewer construction plans will be required during development review.

STORMWATER NOTES:
1. All proposed utilities are conceptual and dependent of the future design of the Fox North site.

2. Existing utility features are a representation of data collected from the Aztec survey and assumed locations from utility maps. This data should be used for visual purpose only.

DRAWING NOTES:
1. Possible storm water detention and water quality enhancement to be constructed in accordance with UDFFC and the City and County of Denver Standards.
Exhibit 5.3 WATER PLAN

DENVER WATER STANDARD NOTES:
1) EACH FIRE HYDRANT MUST SUPPLY 1500 GPM MINIMUM AT 20 PSI RESIDUAL PRESSURE.
2) WATER PLANS FOR THIS PROJECT MUST BE SUBMITTED TO DW FOR REVIEW & APPROVAL SEPARATE OF THE DRM PROCESS.
3) AN APPROVED DW BACKFLOW PREVENTER IS REQUIRED ON ALL COMMERCIAL AND MULTI-FAMILY DWELINGS.
4) METER LOCATIONS MUST BE APPROVED BY DW.
5) DEVELOPER IS RESPONSIBLE FOR ANY NECESSARY SYSTEM MODIFICATIONS NEEDED TO MEET THE REQUIRED FIRE FLOWS.
6) ANY EXISTING TAPS ON THE SITE THAT ARE NOT USED MUST BE CUT-OFF AT THE MAIN AND INSPECTED BY DW. THIS WILL BE DONE AT THE DEVELOPER’S COST.
7) ANY SYSTEM DEVELOPMENT CHARGE CREDITS FOR TAP CUTS WILL BE ISSUED WITH DW POLICY.

COOLING DEVICES USED AT THIS SITE MUST MEET DWS CONSERVATION STANDARDS. A WATER EASEMENT IS REQUIRED ON THIS SITE, THIS EASEMENT WILL BE GRANTED TO DW BY SEPARATE DOCUMENT. EACH INDEPENDENT STRUCTURE MUST HAVE ITS OWN SEPARATED TAP, SERVICE LINE & METER.

11) SUB-METERING IS REQUIRED ON INDIVIDUAL MULTI-FAMILY UNITS AS MANDATED BY CITY ORDINANCE.
12) ANNUAL WATER BUDGETS MUST BE SUBMITTED TO DW FOR ALL 5-INCH AND LARGER TAPS TO DETERMINE THE SYSTEM DEVELOPMENT CHARGE.
13) EXISTING TAPS TO BE USED MUST BE CUT-OFF AT THE MAIN AND WITNESSED BY DENVER WATER.

WATER LEGEND

EXISTING WATER LINE
PROPOSED WATER LINE

FOX NORTH INFRASTRUCTURE MASTER PLAN

TRYBA ARCHITECTS

DENVER, COLORADO 80205
303-897-4600

4.27.2018
6.0 Phasing

The proposed phasing closely aligns with Fox North’s districts, with two phases planned to execute the Printing Plant District. While these phases reflect anticipated market conditions, full development of the site will require flexibility/responsiveness to the market, so such phasing is non-binding.

Regardless of order, each Site Development Plan within a phase must provide adequate fire access, drainage and utilities via permanent construction and/or interim site improvements. These requirements will be evaluated when each Site Development Plan is submitted to the City.

Exhibits 6.2-6.5 illustrate infrastructure and non-City owned open spaces required to be constructed within each phase.

**Printing Plant District - Phase A**
Phase A will extend Fox Street and 45th Avenue to establish early neighborhood connections and access to the repurposed former Denver Post printing plant or new development on the site where the former Denver Post printing plan is located. The existing fire access route will remain in place.

**Printing Plant District - Phase B**
This completes 47th Avenue to Huron Street and Huron Street south the 45th Avenue. This phase will be triggered by a decision to build or not build a bridge at 47th Avenue west to Sunnyside or market pressure to develop the northwest corner of the district in a manner requiring additional public ROW. Should these events not occur, then such improvements are not required to be constructed.

**Fox Park District**
Completes Fox Park District, Fox Street to 47th Avenue and Elati Street. Construction of Fox Park will only be triggered according to the terms and conditions set forth in the Development Agreement. Elati Street will be publicly accessible ROW replacing the existing 45th Avenue ROW and providing crucial site detention.

**Brickyard District**
These improvements serve the 41st and Fox Transit Station proximate development with Galapago and Huron Streets and complete the neighborhood grid by extending 45th, 44th and 43rd Avenues to Huron Street. The construction of Huron Street Open Space and Galapago Street Parklet will also occur here.

**Open Space Phasing**
All open space phasing for Fox North is controlled by the Development Agreement, with open space phasing triggered on a varied basis through the Site Development Plan approval process for adjacent vertical development with respect to non-City owned open spaces, and the development of residential units for City owned open spaces, namely Fox Park. Generally, and once triggered pursuant to the Development Agreement, Fox Park will be constructed in phases as set forth in Section 4 of this IMP.
Exhibit 6.3

Note: Additional Fire Department access may be required with this Phase

LEGEND

PROPOSED POND
DEVELOPMENT PARCEL
PLAZA
DETENTION
PROPOSED WATER HYDRANT
PROPOSED ROW

EXISTING STORM LINE
PROPOSED SANITARY LINE
PROPOSED WATER LINE
EXISTING WATER LINE
EXISTING SANITARY LINE
TEMPORARY STORM SWALE