LEGAL DESCRIPTION

A PARCEL OF LAND LOCATED IN THE EAST HALF OF SECTION 17, TOWNSHIP 3 SOUTH, RANGE 66 EAST, SIXTH PRINCIPAL MERIDIAN, CITY AND COUNTY OF DENVER, STATE OF COLORADO, BEING MORE PARTICULARLY DESCRIBED AS FOLLOWS:

BEGINNING ON A POINT ON A CURVE ON THE EASTERLY RIGHT-OF-WAY LINE OF SAID DENVER STREET AS DESCRIPTION PROVIDED BY PARKFIELD FILING NO. 11, AS RECORDED UNDER RECEIPT NUMBER 200115260, THE RECORDS OF THE CITY AND COUNTY OF DENVER, CLERK AND RECORDER, SAID POINT ALSO BEING THE NORTHWESTERNLY CORNER OF LOT 1, BLOCK 1, PARFIELD FILING NO. 11, AS RECORDED UNDER RECEIPT NUMBER 200405060, THE RECORDS OF THE CITY AND COUNTY OF DENVER CLERK AND RECORDER, AND CONTINUING THE NORTH LINE OF THE SOUTHEASTERN EIGHTH OF SAID SECTION 17 TO BEAR SOUTH 89°02'09" EAST WITH ALL BEARINGS CONTAINED HEREIN BEING RELATIVE TO A BENCH MARK ESTABLISHED AT THE EASTERN RIGHT-OF-WAY LINE OF SAID DENVER STREET THE FOLLOWING FIVE (5) COURSES:

1) ALONG THE ARC OF A CURVE TO THE LEFT HAVING A CENTRAL ANGLE OF 08°20'22". A RADUS OF 9940.00 FEET AND AN ARC LENGTH OF 681.67 FEET, THE CHORD OF WHICH BEARS SOUTH 16°16'11" WEST, A DISTANCE OF 481.54 FEET TO A POINT OF REVERSE CURVE.

2) ALONG A CURVE OF A CURVE TO THE LEFT HAVING A CENTRAL ANGLE OF 15°25'18". A RADIUS OF 8840.00 FEET AND AN ARC LENGTH OF 1903.68 FEET, THE CHORD OF WHICH BEARS SOUTH 14°45'51" WEST, A DISTANCE OF 1038.59 FEET TO A POINT ON THE SOUTH LINE OF THE REWARD CANAL AS DESCRIBED IN THE DOCUMENT RECORDED AT RECEPTION NUMBER 92-537230 OF THE RECORDS OF THE CITY AND COUNTY OF DENVER CLERK AND RECORDER.

THENCE ALONG SAID SOUPERHLY LINE THE FOLLOWING THREE (3) COURSES:

1) NORTH 1°17'53" WEST, A DISTANCE OF 304.27 FEET TO A POINT OF CURVATURE.

2) THENCE ALONG THE CURVE TO THE LEFT HAVING A CENTRAL ANGLE OF 6°20'00". A RADUS OF 3813.72 FEET AND AN ARC LENGTH OF 274.82 FEET, THE CHORD OF WHICH BEARS NORTH 67°13'22" WEST, A DISTANCE OF 265.73 FEET.

3) THENCE NORTH 8°39'55" WEST, A DISTANCE OF 264.46 FEET TO THE EASTERLY RIGHT-OF-WAY LINE OF SAID DENVER STREET.

THENCE ALONG SAID EASTERLY RIGHT-OF-WAY LINE THE FOLLOWING FOUR (4) COURSES:

1) NORTH 14°42'55" EAST, A DISTANCE OF 82.86 FEET.

2) NORTH 8°38'36" WEST, A DISTANCE OF 16.86 FEET.

3) NORTH 14°52'45" EAST, A DISTANCE OF 188.03 FEET TO A POINT ON A CURVE.

4) ALONG THE CURVE TO THE LEFT HAVING A CENTRAL ANGLE OF 14°27'16". A RADIUS OF 1065.00 FEET AND AN ARC LENGTH OF 387.34 FEET, THE CHORD OF WHICH BEARS NORTH 08°21'16" EAST, A DISTANCE OF 396.30 FEET TO A POINT ON THE SOUTHERLY BOUNDARY LINE OF SAID PARKFIELD FILING NO. 13, BEING A POINT OF REVERSE CURVATURE.

THENCE ALONG THE SOUTHERLY, EASTERNLY AND NORTHERLY BOUNDARY LINES OF SAID PARFIELD FILING NO. 13, THE FOLLOWING SEVEN (7) COURSES:

1) ALONG A CURVE OF A CURVE TO THE LEFT HAVING A CENTRAL ANGLE OF 4°37'02". A RADIUS OF 25.00 FEET AND AN ARC LENGTH OF 33.33 FEET, THE CHORD OF WHICH BEARS NORTH 40°58'36" EAST A DISTANCE OF 34.68 FEET.

2) NORTH 89°10'32" EAST, A DISTANCE OF 217.71 FEET TO A POINT OF CURVATURE.

3) ALONG THE ARC OF A CURVE TO THE LEFT HAVING A CENTRAL ANGLE OF 07°30'35". A RADIUS OF 863.50 FEET AND AN ARC LENGTH OF 52.48 FEET, THE CHORD OF WHICH BEARS SOUTH 82°24'50" EAST A DISTANCE OF 52.47 FEET.

LEGAL DESCRIPTION - CONTINUED

4) NORTH 02°40'49" EAST, A DISTANCE OF 73.00 FEET TO A POINT ON A CURVE.

5) ALONG THE ARC OF A NON-TANGENT CURVE TO THE LEFT HAVING A CENTRAL ANGLE OF 01°12'18". A RADIUS OF 1056.50 FEET AND AN ARC LENGTH OF 31.96 FEET, THE CHORD OF WHICH BEARS NORTH 88°27'24" WEST, A DISTANCE OF 31.96 FEET.

6) NORTH 00°62'26" WEST, A DISTANCE OF 232.57 FEET.

7) SOUTH 86°13'23" WEST, A DISTANCE OF 286.85 FEET TO THE POINT OF BEGINNING.

CONTAINING A CALCULATED AREA OF 2,822,897 SQUARE FEET OR 64.85 ACRES.

SEE SHEET 8 FOR SURVEY GRAPHIC.

LEGAL DESCRIPTION - CONTINUED

4) NORTH 02°40'49" EAST, A DISTANCE OF 73.00 FEET TO A POINT ON A CURVE.

5) ALONG THE ARC OF A NON-TANGENT CURVE TO THE LEFT HAVING A CENTRAL ANGLE OF 01°12'18". A RADIUS OF 1056.50 FEET AND AN ARC LENGTH OF 31.96 FEET, THE CHORD OF WHICH BEARS NORTH 88°27'24" WEST, A DISTANCE OF 31.96 FEET.

6) NORTH 00°62'26" WEST, A DISTANCE OF 232.57 FEET.

7) SOUTH 86°13'23" WEST, A DISTANCE OF 286.85 FEET TO THE POINT OF BEGINNING.

CONTAINING A CALCULATED AREA OF 2,822,897 SQUARE FEET OR 64.85 ACRES.

SEE SHEET 8 FOR SURVEY GRAPHIC.

GENERAL NOTES

1. ANGLES NOT SHOWN ARE EITHER 90 DEGREES OR THE SUPPLEMENT OF THE ANGLE INDICATED.

2. THIS GDP IS A FRAMEWORK PLAN ONLY AND DOES NOT SPECIFICALLY ALLOCATE BUILDING HEIGHTS, MIX OF USES, DENSITY OF THE DEVELOPMENT OR RELATED LIMITATIONS, WHICH WILL BE LEFT TO APPLICABLE PROCESSES OTHER THAN THE GDP PROCESS.

3. ALL DEVELOPMENT IN THIS GDP IS SUBJECT TO THE TERMS AND CONDITIONS CONTAINED IN THE DEVELOPMENT AGREEMENT AMENDED PARKFIELD PLANNED UNIT DEVELOPMENT (PURD) DATED SEPTEMBER 21, 1983 CITY CLERK FILING # 20-4544A, AS MODIFIED BY THREE LETTER AGREEMENTS DATED DECEMBER 18, 1987, MAY 1, 1988, AND OCTOBER 29, 1995, NOTHER WRITTEN AGREEMENT DATED RECEIPT NUMBER 9370114320, ON DECEMBER 24, 1997, AND AT RECEIPT NUMBER 980807898, ON MAY 26, 1998. AS FURTHER AMENDED BY "AMENDMENT TO DEVELOPMENT AGREEMENT" DATED MAY 21, 2001 CITY CLERK FILING # 41-426, WHICH WAS RECEIVED ON JUNE 19, 2001. AT RECEIPT NUMBER 2001100350. REFERRED TO HEREIN COLLECTIVELY AS "THE PARKFIELD DEVELOPMENT AGREEMENT," NOTHING IN THIS GDP IS INTENDED OR SHALL BE CONSTRUED AS TO PRECLUDE, SUPERSEDE, REPLACE, MODIFY, ALTER OR EXTEND THE TERMS AND CONDITIONS CONTAINED IN THE PARKFIELD DEVELOPMENT AGREEMENT, UNLESS AND UNTIL SUCH TIME AS THE PARKFIELD DEVELOPMENT AGREEMENT MAY BE AMENDED IN ACCORDANCE WITH ITS TERMS TO ALTER OR MODIFY ITS TERMS AND CONDITIONS CONSISTENT WITH THIS GDP OR IS OTHERWISE REVOKED OR SUPERSEDED. IN ADDITION, NOTHING IN THIS GDP SHALL OBLIGATE THE CITY AND COUNTY OF DENVER TO AGREE TO AMEND THE PARKFIELD DEVELOPMENT AGREEMENT OR AGREE TO ANY SPECIFIC NEW OR MODIFIED TERMS OR CONDITIONS IN THE EVENT THERE IS A PROPOSED AMENDMENT OF THE PARKFIELD DEVELOPMENT AGREEMENT.

4. THE FOLLOWING ELEMENTS OF THIS GDP MAY BE SUBMITTED AS SEPARATE DOCUMENTS TO THE DENVER ZONING CODE AND COLORADO STATE LAW:

- THE TERRAIN, STREET, AND STREET PARTS:"STREET AND BLOCK PATTERNS"

- THE PRESENTLY PREVAILING STANDARDS OF THE CITY AND COUNTY OF DENVER THAT REQUIRE FOR PUBLIC ACCESS OR OPEN SPACE MAY BE SATISFIED BY PROVIDING 10% OF THE GROSS GDP AND 5% OF THE PURD. THE GDP'S ALLOWANCES FOR TRAILS AND OPEN SPACE/VIEW CORRIDORS, INCLUDING THEIR GENERAL CONFIGURATIONS AND LOCATIONS, AS SET FORTH ON SHEET 5 OF THIS GDP, WHICH ALLOWANCES WILL SATISFY THE OPEN SPACE STANDARDS AND REQUIREMENTS AS SET FORTH ON SHEET 5 OF THIS GDP.

- THE PROVISIONS ON SHEET 4 OF THIS GDP UNDER THE HEADING "STREET AND BLOCK PATTERNS.

- THE GENERAL NOTES ON SHEET 6 OF THIS GDP, INCLUDING OPEN SPACE STANDARDS AND REQUIREMENTS AS SET FORTH ON SHEET 6 OF THIS GDP.

- THE Configurations and Specifications for MAXWELL PLACE, 53RD AVENUE AND AIRPORT WAY ON SHEET 6 OF THIS GDP, AND THEIR PHASING IN ACCORDANCE WITH SHEET 4 OF THIS GDP.

PREPARED BY:

PARKFIELD GDP
EXISTING CONDITIONS:

EXTENSIVE INFRASTRUCTURE AND ENGINEERING MASTER PLANS HAVE BEEN DEVELOPED AND APPROVED FOR THE PARKFIELD MASTER PLAN FRAMEWORK WHICH IS INCLUSIVE OF THE LAND LOCATED WITHIN THE PARKFIELD GDP. THE PARKFIELD GDP IS TO BE IMPLEMENTED UTILIZING THE EXISTING INFRASTRUCTURE AND CONSISTENT WITH THE APPROVED PARKFIELD MASTER UTILITY, DRAINAGE AND TRANSPORTATION PLANS AND REPORTS. UNLESS SPECIFIED OTHERWISE WITHIN THIS GDP OR A SITE DEVELOPMENT PLAN.

ALL REQUIRED INFRASTRUCTURE HAS BEEN COMPLETED IN ACCORDANCE WITH THOSE APPROVED PLANS AND REPORTS AND ACCEPTED BY THE CITY AND COUNTY OF DENVER THROUGHOUT THE PARKFIELD MASTER PLANNED COMMUNITY TO THE WEST AND INCLUSIVE OF MEMPHIS STREET, AS WELL AS TO THE EAST OF MEMPHIS STREET ALONG 48TH AVENUE. GREEN VALLEY RANCH BOULEVARD (46TH AVE.), A PORTION OF 48TH AVENUE EAST OF MEMPHIS STREET AND THE EXISTING DRAINAGE CHANNEL THROUGH PARKFIELD. ALL UTILITY MAINSTRAIGHT FACILITIES HAVE BEEN COMPLETED EXCEPT FOR THE PROPOSED WATER AND STORM SEWER IMPROVEMENTS (SHOWN ON SHEET 7).

EXISTING INFRASTRUCTURE & ENGINEERING:

APPROVED INFRASTRUCTURE REPORTS AND ANALYSES INCLUDE THE FOLLOWING:

1. PARKFIELD DEVELOPMENT TRAFFIC ACCESS AND CIRCULATION EVALUATION, BY FELSBURG HOLT & ULLEVEIL, DATED SEPTEMBER, 1996, JOB NO. 96-125.


4. PARKFIELD DEVELOPMENT MASTER WATER DISTRIBUTION PLAN, BY DRAINER WATER.-ALUM CROUCH, DATED 12/1/99.

5. SANITARY SEWER DESIGN REPORT FOR PARKFIELD PARCEL K SOUTH AND PARCEL L OFFSITE SANITARY SEWER. BY KRAMHAM MICHEL CONSULTING ENGINEERS, DATED NOVEMBER 2, 2003, JOB NO. M-000708 (SERVING THE GDP AREA).


7. PARKFIELD GPS ROCKY MOUNTAIN ARSENAL WRENCH GLOACH STORM WATER MANAGEMENT - STORM WATER QUALITY DETENTION Ponds Final plans, By WRIGHT WATER ENGINEERS, INC., DATED MAY 28, 2000, JOB NO. 95-130-300.


10. PARKFIELD PARCEL K SOUTH WILLETAN CHANNEL CONSTRUCTION PLANS - PHASE 5, SP-07-08, BY KRAMHAM MICHEL CONSULTING ENGINEERS, DATED AUGUST 21, 2001, JOB NO. M-000708.


12. CONSTRUCTION PLANS FOR WILLETAN CHANNEL IR-2 FROM MEMPHIS STREET TO PERA BOULEVAR DISTRICT-WILLETAN CHANNEL, IR-2A, SP-02-03, BY CARROLL & LANGE, INC., DATED APRIL 11, 2006, JOB NO. 2793.

LEGEND

EXISTING MAJOR STREETS

EXISTING MAJOR TRAILS

EXISTING ZONING:

PARKFIELD PLUG No. 515

PREPARED BY:

VOGEL & ASSOCIATES

DRAWN BY:

SHEETS 1-8

SHEET 3 OF 8
INTENT
THE PRESENT PRIVATE PROPERTY OWNERS AND THEIR SUCCESSORS ARE REQUIRED TO PROVIDE A MINIMUM OF 10% OF THE GROSS GDP AREA AS OPEN SPACE WITHIN THE GDP BOUNDARIES, AND SUCH OPEN SPACE MUST BE PUBLICLY ACCESSIBLE AND AVAILABLE, ACCORDING TO THE DENVER ZONING CODE. TO COMPLY, THE PRESENT PRIVATE PROPERTY OWNERS AND THEIR SUCCESSORS INTEND TO PROVIDE AN OPEN SPACE SYSTEM WITHIN THE BOUNDARIES OF THE GDP AREA THAT ACHIEVES THE FOLLOWING PURPOSES:

- PRESERVE THE EXISTING WETLAND CHANNEL AND HIGH LINE CANAL CORRIDORS, AND ENHANCE PUBLIC SPACES.
- PRESERVE VIEW CORRIDORS FROM PENA BOULEVARD AND AIRPORT WAY ALONG EXISTING DRAINAGEWAYS.
- ENHANCE OPEN SPACE AND PEDESTRIAN CONNECTIONS WITHIN THE GDP AREA TO PUBLIC PLACES AND ACTIVITY CENTERS LOCATED OUTSIDE THE GDP AREA, INCLUDING PARKFIELD PARK, THE MONTIBELLO RECREATION CENTER, AND EXISTING AND PLANNED NEIGHBORHOOD SCHOOLS.
- PROVIDE TRAIL CONNECTIONS WITHIN THE GDP AREA TO ENHANCE CONNECTIONS TO EXISTING AND PLANNED REGIONAL FACILITIES.

RECREATION AND OPEN SPACE

<table>
<thead>
<tr>
<th>Description</th>
<th>Area</th>
<th>Square Foot (s.f.)</th>
</tr>
</thead>
<tbody>
<tr>
<td>Ponds, Creek, Open Space and Trail</td>
<td>122,244</td>
<td>1,220,644</td>
</tr>
<tr>
<td>A trail connecting to the existing trail system and regional park located in the Parkfield Master Planned Community.</td>
<td></td>
<td></td>
</tr>
<tr>
<td>High Line Canal Open Space and Trail</td>
<td>51,126</td>
<td>523,600</td>
</tr>
<tr>
<td>Open space area that shall serve as a view corridor from Pena Blvd and Airport Way. The view corridor shall be a minimum of 150' wide.</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Airport Way Open Space Corridor</td>
<td>35,406</td>
<td>377,790</td>
</tr>
<tr>
<td>A 12' wide, landscaped and maintained open space corridor located on the west side of Airport Way as a public amenity, which shall be located on a private property. The corridor shall extend from Mission Place for the High Line Canal. The 12' corridor on the Airport Way open space corridor shall be calculated net of any internal ROW or public access way (e.g., alleys), but inclusive of any tree space and setback area exceeding a combined width of 12'. Open space corridor may intersect with major and local streets.</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

Total Open Space Provisioned for the total GDP Area | 282,942 | 1,610,034 |

LEGEND

### PROPOSED OPEN SPACE

### EXISTING OPEN SPACE

### PROPOSED TRAILS

### EXISTING TRAILS

PREPARED BY:

[Signature]

[Company]

Scale in Feet: 1" = 400

OPEN SPACE
JULY 6, 2011

PARKFIELD GDP
PARKFIELD GDP

PARKFIELD GENERAL DEVELOPMENT PLAN
DENVER, COLORADO

A PARCEL OF LAND LOCATED IN THE EAST HALF OF SECTION 17, TOWNSHIP 3 SOUTH, RANGE 66 WEST OF THE SIXTH PRINCIPAL MERIDIAN, CITY AND COUNTY OF DENVER, STATE OF COLORADO

TRANSPORTATION

THE PARKFIELD GDP IS DEFINED BY EXISTING MEMPHIS STREET LOCATED TO THE WEST AND PROPOSED AIRPORT WAY THAT IS TO BE LOCATED TO THE EAST. MAXWELL AND SIRD AVENUE ALIGNMENTS WILL SERVE AS CENTRAL EAST-WEST EXTENSIONS FROM THE EXISTING STREET NETWORK. STREET SECTIONS HAVE BEEN CREATED FOR AIRPORT WAY, MAXWELL STREET AND SIRD AVENUE. THESE STREET SECTIONS INCLUDE APPOSITE TRAVEL LANES AS REQUIRED TO PROVIDE CONVENIENT AND EFFICIENT AUTOMOBILE CIRCULATION. DETACHED SIDEWALKS ARE PROVIDED ON EITHER SIDE OF MAXWELL STREET AND SIRD AVENUE PROVIDING SAFE AND CONVENIENT PEDESTRIAN ACCESS. AIRPORT WAY WILL BE CONSTRUCTED AS ILLUSTRATED AND NOTED BELOW. THE AIRPORT WAY STREET SECTION ILLUSTRATED ON THIS TRANSPORTATION PLAN IS TO BE CONSTRUCTED FOR THE SECTION OF STREET LOCATED WITHIN THIS GDP.

33RD AVENUE

77' RIGHT-OF-WAY SECTION

MAXWELL PLACE

77' RIGHT-OF-WAY SECTION

AIRPORT WAY

73' RIGHT-OF-WAY SECTION

AIRPORT WAY - ALTERNATIVE

59' RIGHT-OF-WAY SECTION

AIRPORT WAY NOTES:

THE AIRPORT WAY RIGHT-OF-WAY SECTIONS SHOWN ON THIS SHEET DO NOT INCLUDE THE PRESENTLY PREVAILING CITY AND COUNTY OF DENVER STANDARD FORMS A. RESIDENTIAL AND B. TREE LANDING ALONG THE EAST SIDE OF THE AIRPORT WAY RIGHT-OF-WAY SECTION, WHICH SHALL BE WAIVED IN RETURN FOR CONSTRUCTION OF A SEGMENT OF THE PEAK BOULEVARD TRAIL ACCORDING TO THE AMENDMENT MADE IN 2001 TO THE PARKFIELD DEVELOPMENT AGREEMENT. PARAGRAPH (B)(1), "ADJUSTMENTS TO ROADS IMPROVEMENTS.”

THIS ALTERNATIVE DESIGN FOR THE PLANNED EXTENSION OF AIRPORT WAY VARIES FROM THE DESIGN APPROVED IN THE PARKFIELD DEVELOPMENT AGREEMENT. SEE SHEET 2, GENERAL NOTES, NOTE NUMBER 3.

A. IF SUPPORTED BY TRAFFIC ANALYSIS CONFIRMING A LEVEL OF CROWDING ACCEPTABLE TO THE CITY, THEN SETTING THE CITY'S EXISTING STANDARD TAXI WIDENING AND 20' ON EACH SIDE OF THE AIRPORT WAY RIGHT-OF-WAY SECTION, WHICH SHALL BE WAIVED IN RETURN FOR CONSTRUCTION OF A SEGMENT OF THE PEAK BOULEVARD TRAIL ACCORDING TO THE AMENDMENT MADE IN 2001 TO THE PARKFIELD DEVELOPMENT AGREEMENT, PARAGRAPH (B)(1), "ADJUSTMENTS TO ROADS IMPROVEMENTS.”

B. THE THREE LANE SECTION CAN HAVE A FLOWLINE TO CENTERLINE DIMENSION OF 20' ON EACH SIDE AND A ROW DIMENSION OF 56' AS SHOWN BY THE ABOVE CROSS-SECTION.

C. TRANSITIONS TO THE THREE LANE SECTION FROM THE ADJACENT AIRPORT WAY SECTIONS ON ITS NORTH AND SOUTH SIDES, ACCEPTABLE TO THE CITY BASED ON GENERALLY PREVAILING TRAFFIC ENGINEERING STANDARDS OF THE CITY, MUST BE COMPLETED WITHIN OR ADJACENT TO THE GDP AREA.

TRANSPORTATION / CIRCULATION

JULY 6, 2011
SHEET 6 OF 8

PARKFIELD GDP