

COLORADO STATION GDP
COLORADO STATION GENERAL DEVELOPMENT PLAN, PROJECT #20071-00120, AT COLORADO BOULEVARD AND I-25
LOCATED IN THE NW 1/4 OF SECT 30, TOWNSHIP 4 SOUTH, RANGE 67 WEST OF THE 6TH P.M.,
CITY AND COUNTY OF DENVER, STATE OF COLORADO

CHW
GWS

APPROXIMATE PROJECT STATISTICS (PRIMARY GDP AREA):

SQUARE FOOTAGES ARE BASED ON DEVELOPABLE AREAS

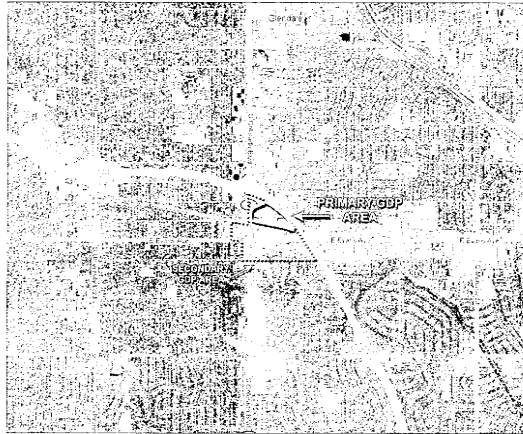
TOTAL PRIMARY GDP GROSS AREA	566,803 SQFT (13.012 AC)
Existing ROW (0%)	0 SQFT
Potential ROW Deductions (0%)	0 SQFT
TOTAL PRIMARY GDP NET AREA	566,803 SQFT (13.012 AC)
TOTAL ESTIMATED PROGRAM	1,400,562 - 2,222,562 SF
Commercial (including office, retail and hotel)	1,243,562 - 1,971,562 SF
Residential	157,000 - 351,000 SF
Residential Units	100 - 200 Units
Density (estimated)	2.5 - 4.0 FAR*
Residential Density	15 - 18 units per acre
TOTAL PROPOSED OPEN SPACE (12.5% - 16% of Primary GDP Area)	71,000 - 88,600 SF

*Existing T-MU-30 zoning for the GDP Primary Area allows for a maximum 5:1 FAR

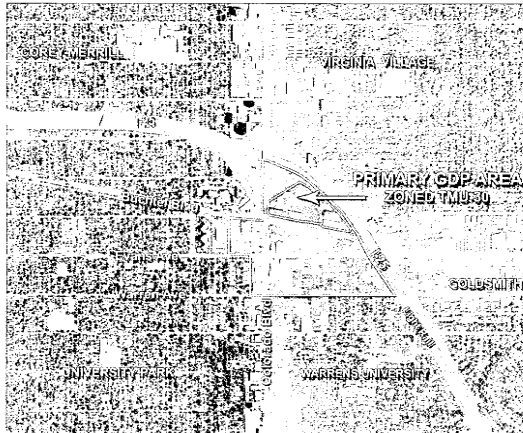
APPROXIMATE PROJECT STATISTICS (SECONDARY GDP AREA):

SQUARE FOOTAGES ARE BASED ON DEVELOPABLE AREAS

TOTAL SECONDARY GDP GROSS AREA	3,303,200 SQFT (75.83 AC)
TOTAL ESTIMATED PROGRAM	4,800,000 - 5,400,000 SQFT
Commercial (including office, retail and hotel)	2,000,000 - 2,200,000 SF
Residential	1,000,000 - 1,300,000 SF
Parking	1,800,000 - 1,900,000 SF
PROPOSED OPEN SPACE	55,000 - 57,000 SF



CONTEXT MAP
1" = 2000'



VICINITY MAP
1" = 1000'

SHEET INDEX:

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SHEET 8	OPEN SPACE CONCEPTS
SHEET 9	STORM WATER CONVEYANCE AND DETENTION
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APPLICANTS' SIGNATURE:

PRIMARY GDP AREA

I, the undersigned, shall comply with all regulations contained in Chapter 59, Article 10, Sections 59-616 through 59-622 of the Revised Municipal Code of the City and County of Denver.
 The following signature constitutes a consent of the owners of land and structures included in the Primary GDP AREA.

LINCOLN PROPERTY COMPANY
 BY: [Signature] DATE: 3-7-08
 Scott Cabore - Senior Vice President

State of Colorado
 City and County of Denver

The foregoing instrument was acknowledged before me this 7 day of March 2008 by Scott Cabore

Witness my hand and official seal
 My commission expires: 7-23-2011
[Signature]
 Notary Public
1000 S. Colorado Blvd
 Address



SECONDARY GDP AREA

The City and County of Denver is the applicant for a color property encompassed by this GDP in the Secondary GDP Area and is signing as an applicant for that purpose.

CITY AND COUNTY OF DENVER
 BY: [Signature] DATE: 3.12.08
 Peter F. Maringer - Community Planning & Development

State of Colorado
 City and County of Denver

The foregoing instrument was acknowledged before me this 12 day of March 2008 by Peter F. Maringer

Witness my hand and official seal
 My commission expires: 6-17-2008
[Signature]
 Notary Public
5150 Larimer St
 Address



SURVEY CERTIFICATE:

[Signature], a Registered Land Surveyor in the State of Colorado, do hereby certify that the legal description for the Colorado Station Primary GDP Area on page 3 hereof was made under my supervision and that I accurately and properly describe the boundaries of the Primary GDP Area.

[Signature] 3/10/08
[Signature] 3/10/08

APPROVALS:

- APPROVED BY: [Signature] DATE: 3-12-2008
 City Manager, Zoning Administration
- APPROVED BY: [Signature] DATE: 3.12.08
 Manager of Community Planning and Development
- APPROVED BY: [Signature] DATE: 3/19/08
 Manager of Public Works
- APPROVED BY: [Signature] DATE: 3-18-08
 Manager of Parks and Recreation
- APPROVED BY: [Signature] DATE: 3/17/08
 Planning Board Chair

CLERK & RECORDER'S CERTIFICATION:

STATE OF COLORADO, CITY AND COUNTY OF DENVER

I HEREBY CERTIFY THAT THIS INSTRUMENT WAS FILED FOR RECORD IN MY OFFICE AT 7:12 O'CLOCK P.M. 2008
 RECEPTION # 2008031008

[Signature]
 Clerk and Recorder, Ex-Officio Clerk of the City and County of Denver
 BY: [Signature]
 Deputy Clerk and Recorder
 FEE: \$0.00



COVER SHEET

**THE CITY AND COUNTY OF DENVER AND
 LINCOLN ASB COLORADO CENTER, LLC**

DAVID OWEN TRYBA ARCHITECTS
 1520 Larimer Street
 Denver, Colorado
 303.891.4010

DATE	TIME	FILED

01.16.08

1 of 11

COPIES OF THIS PLAN ARE AVAILABLE FOR REVIEW AT THE OFFICE OF THE CITY AND COUNTY OF DENVER, 1001 14TH AVENUE, DENVER, COLORADO 80202. THE CITY AND COUNTY OF DENVER IS NOT RESPONSIBLE FOR THE ACCURACY OF THE INFORMATION CONTAINED HEREIN.

COLORADO STATION GGP
COLORADO STATION GENERAL DEVELOPMENT PLAN, PROJECT #20071-00120, AT COLORADO BOULEVARD AND I-25
LOCATED IN THE NW 1/4 OF SECT 30, TOWNSHIP 4 SOUTH, RANGE 67 WEST OF THE 6TH P.M.,
CITY AND COUNTY OF DENVER, STATE OF COLORADO

GENERAL NOTES

- 1. THE PRIMARY GDP AREA IS SHOWN IN PURPLE. SEE SHEET 4.
2. WESTED PROPERTY RIGHTS

Section 39-314(d) of the Denver Revised Municipal Code states as follows:

An approved GDP shall constitute a site specific development plan which triggers a vested property right pursuant to CRS 24-68-102(4). Such property right approval in the general development plan. The applicant obtains vested rights only to the extent the GDP is approved prior to the effective date of the amendment and the amendment and zoning ordinance and those sections are specifically approved. The vested right is subject to the application, plan, amendments and subsequent zoning ordinance and those sections are specifically approved. The vested right is subject to the application, plan, amendments and subsequent zoning ordinance and those sections are specifically approved. The vested right is subject to the application, plan, amendments and subsequent zoning ordinance and those sections are specifically approved.

- A. Sheet 1A
B. Sheet 1B
C. Sheet 1C
D. Sheet 1D
E. Sheet 1E
F. Sheet 1F
G. Sheet 1G
H. Sheet 1H
I. Sheet 1I
J. Sheet 1J
K. Sheet 1K
L. Sheet 1L
M. Sheet 1M
N. Sheet 1N
O. Sheet 1O
P. Sheet 1P
Q. Sheet 1Q
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S. Sheet 1S
T. Sheet 1T
U. Sheet 1U
V. Sheet 1V
W. Sheet 1W
X. Sheet 1X
Y. Sheet 1Y
Z. Sheet 1Z

APPROXIMATE PROJECT STATISTICS (PRIMARY GDP AREA):

Table with 2 columns: Category and Value. Includes rows for Total Estimated Program, Total Estimated Gross Area, Total Primary GDP Gross Area, Total Primary GDP Net Area, Total Proposed Open Space, etc.

Statement of Intent for the Whole GDP Area

Create an active retail and employment destination at the station.

- Other higher density housing opportunities near the station
Improve station access and connectivity to the neighborhood
Improve pedestrian environment at S. Colorado Blvd and E. River Ave
Provide safe, green and growing transportation
Improve station access and connectivity to the neighborhood
Improve pedestrian environment at S. Colorado Blvd and E. River Ave
Provide safe, green and growing transportation

Secondary GDP Area Design Intent Statements

1. Ground Floor Framework

The framework is an important component to the land use arrangement. Ground floor uses set the tone for an active station area and establish the key activity areas.

- a. Ground floor uses shall be:
Retail (merchandise shops and/or restaurants)
Commercial businesses that sell services and goods
Other higher density housing opportunities near the station
Improve pedestrian environment at S. Colorado Blvd and E. River Ave
Provide safe, green and growing transportation

2. Building Floor Framework

The build is framework identifies the block faces where it is expected to have building heights of the following. The framework is intended to provide pedestrian safety and create a street environment as a "place" - a safe and comfortable level of comfort for the pedestrian by providing turn of view, safety and variation.

- a. Build to lines should be in the following locations:
Along the new station street
Along the new station street and East Street extensions north of E. Evans Avenue
Along the new station street and East Street extensions south of E. Evans Avenue
Along the new station street and East Street extensions north of E. Evans Avenue and East Street extensions south of E. Evans Avenue

3. Active Edge Framework

Active edges are the block faces where it is expected to have interventions that promote comprehensive and high quality public life and create an edge at active pedestrian environment. Active edge interventions include elements such as street-level plant, public art, public furniture, and public art.

- a. Active edge interventions should include:
Public art
Public furniture
Public art
Public furniture
Public art
Public furniture

4. Building Mass and Form

Create interesting and comfortable scale variation within the street through vertical and horizontal modulation of the building massing.

- b. Create interesting and comfortable scale variation within the street through vertical and horizontal modulation of the building massing
c. Provide the exposure of people, faces and other spaces to the street and sky
d. Provide the exposure of people, faces and other spaces to the street and sky

5. Parking Structures

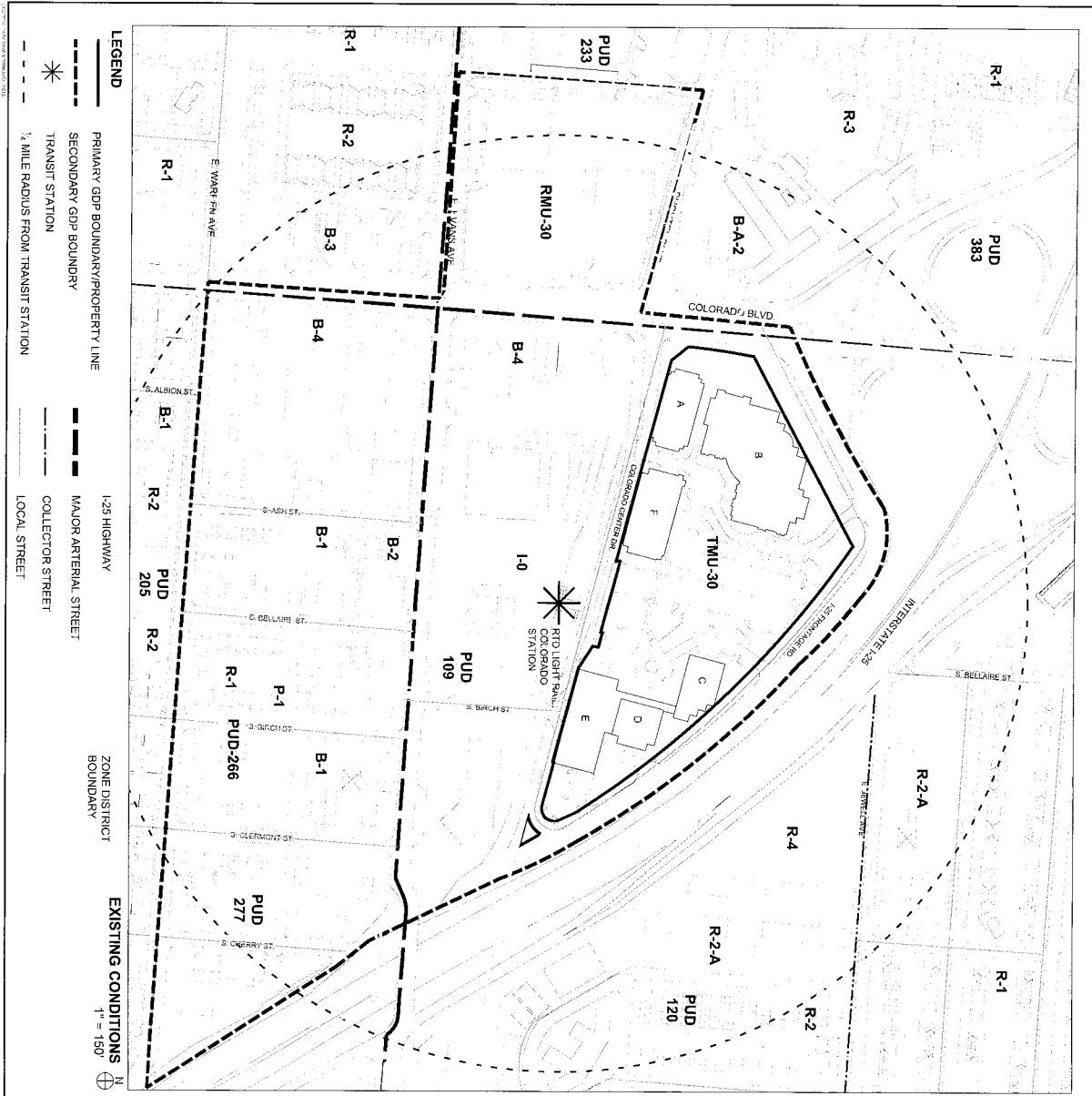
Provide for parking for the station and surrounding area. Parking structures should be designed to be integrated with the surrounding urban fabric.

- a. Provide for parking for the station and surrounding area
b. Provide for parking for the station and surrounding area
c. Provide for parking for the station and surrounding area
d. Provide for parking for the station and surrounding area

GENERAL NOTES

DAVID OWEN TRYBA ARCHITECTS
1520 Logan Street
Denver, Colorado
80202
953-831-4910
THE CITY AND COUNTY OF DENVER AND LINCOLN ASB COLORADO CENTER, LLC

COLORADO STATION GDP
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 CITY AND COUNTY OF DENVER, STATE OF COLORADO



LEGEND
 PRIMARY GDP BOUNDARY/PROPERTY LINE
 SECONDARY GDP BOUNDARY
 TRANSIT STATION
 1/4 MILE RADIUS FROM TRANSIT STATION
 I-25 HIGHWAY
 MAJOR ARTERIAL STREET
 COLLECTOR STREET
 LOCAL STREET
 ZONE DISTRICT BOUNDARY
 EXISTING CONDITIONS
 1" = 150'

EXISTING CONDITIONS

EXISTING ZONING DISTRICTS: R-1, R-2, R-3, R-4, R-2-A, B-1, B-2, B-3, B-4, I-0, PUD 233, PUD 383, PUD 109, PUD 205, PUD 266, PUD 277, TMU-30.

EXISTING STREETS: E. Warrick Ave, Albion St, Ash St, Bellare St, Colorado Blvd, Intersect 135, S. Bellare St, S. Birch St, S. Cherry St, S. Federal Ave.

EXISTING LANDMARKS: R1D Light Rail Station.

EXISTING UTILITIES: Water, Sewer, Gas, Electric, Fiber Optic.

EXISTING ENVIRONMENTAL FEATURES: Wetlands, Trees, Grasses.

EXISTING HISTORIC RESOURCES: None.

EXISTING TRANSPORTATION: I-25, Colorado Blvd, Intersect 135, S. Federal Ave.

EXISTING PUBLIC UTILITIES: Water, Sewer, Gas, Electric, Fiber Optic.

EXISTING LANDMARKS: R1D Light Rail Station.

EXISTING ENVIRONMENTAL FEATURES: Wetlands, Trees, Grasses.

EXISTING HISTORIC RESOURCES: None.

EXISTING TRANSPORTATION: I-25, Colorado Blvd, Intersect 135, S. Federal Ave.

EXISTING PUBLIC UTILITIES: Water, Sewer, Gas, Electric, Fiber Optic.

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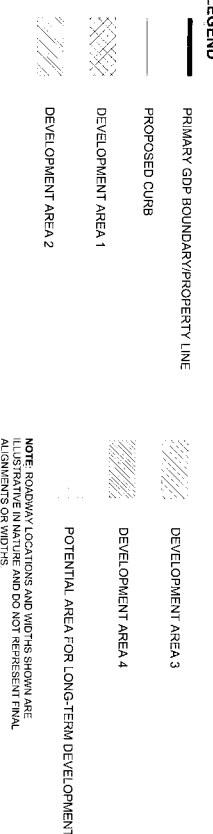
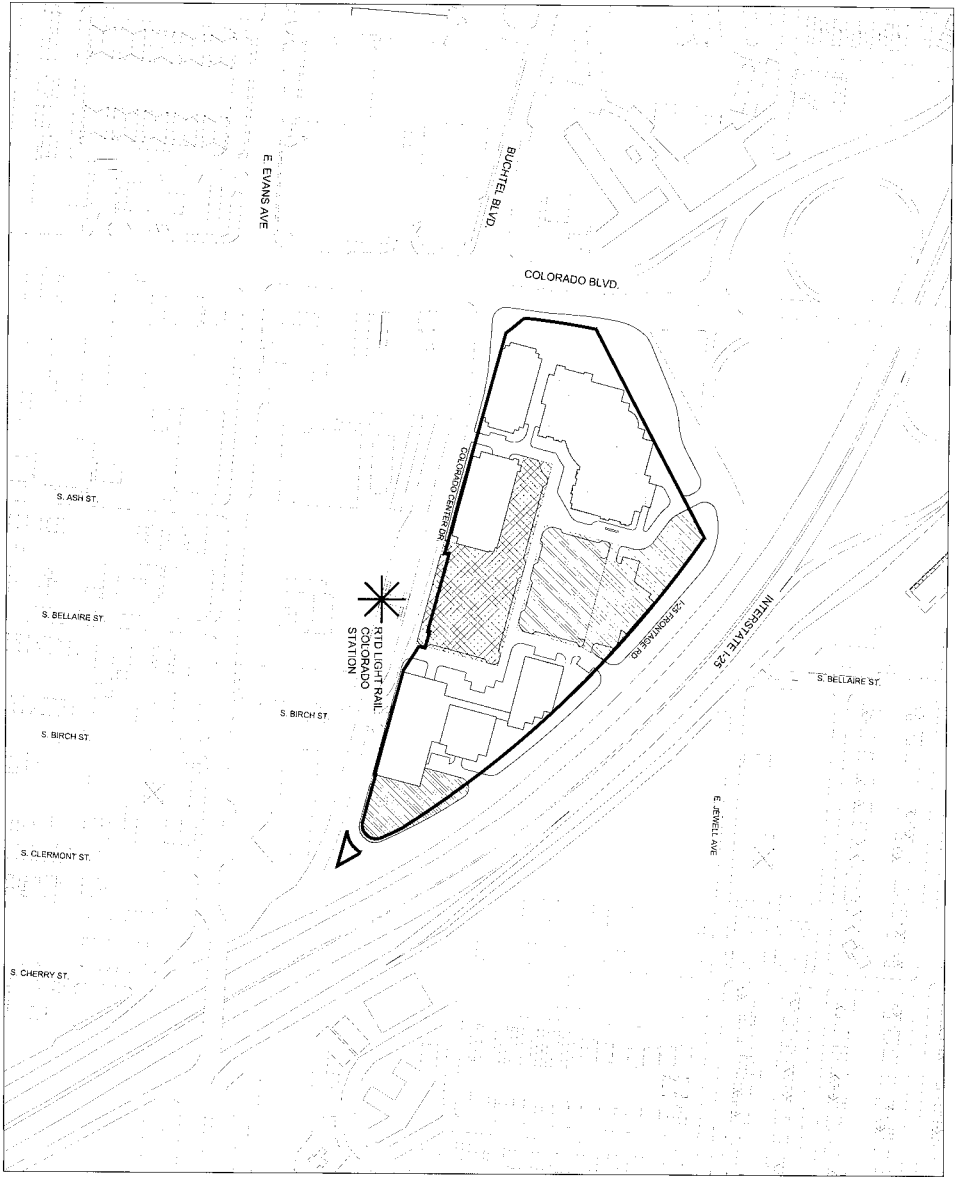
EXISTING CONDITIONS

DATE: 01/16/08
 PROJECT: COLORADO STATION GDP
 SHEET: 4 OF 11

DAVID OWEN TRYBA ARCHITECTS
 1520 Logan Street
 Denver, Colorado
 303.733.4010

THE CITY AND COUNTY OF DENVER AND LINCOLN ASB COLORADO CENTER, LLC

COLORADO STATION GDP
COLORADO STATION GENERAL DEVELOPMENT PLAN, PROJECT #220071-00120, AT COLORADO BOULEVARD AND I-25
 LOCATED IN THE NW 1/4 OF SECT 30, TOWNSHIP 4 SOUTH, RANGE 67 WEST OF THE 6TH P.M.,
 CITY AND COUNTY OF DENVER, STATE OF COLORADO



LEGEND

- PRIMARY GDP BOUNDARY/PROPERTY LINE
- PROPOSED CURB
- DEVELOPMENT AREA 1
- DEVELOPMENT AREA 2
- DEVELOPMENT AREA 3
- DEVELOPMENT AREA 4
- POTENTIAL AREA FOR LONG-TERM DEVELOPMENT

NOTE: ROADWAY LOCATIONS AND WIDTHS SHOWN ARE ILLUSTRATIVE IN NATURE AND DO NOT REPRESENT FINAL ALIGNMENTS OR WIDTHS.

1" = 150'

LAND USE CONCEPTS: PRIMARY GDP AREA

General Concepts - The Colorado Station GDP is intended to transform an auto-oriented office area into a vibrant, walkable, transit-oriented community. The development will be located in a Strategic Denver Area of Change, leading partners of the Colorado Station GDP include the City and County of Denver, the Colorado State Office Building, and the Colorado State Office Building. The development will be located in a Strategic Denver Area of Change, leading partners of the Colorado Station GDP include the City and County of Denver, the Colorado State Office Building, and the Colorado State Office Building.

- Create a vibrant, walkable, transit-oriented community.
- Incorporate pedestrian and bicycle infrastructure.
- Locate higher density in a way that encourages transit, shops and services pedestrian circulation.
- Provide a mix of housing types and densities.
- Incorporate transit-oriented development (TOD) concepts.
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- Incorporate transit-oriented development (TOD) concepts.
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- Incorporate transit-oriented development (TOD) concepts.

Public Open Space Concepts - Situated parking is intended to be a high quality amenity and to provide general and specific parking for commuters and other transit users. To increase density and promote walkability, the Colorado Station GDP includes a mix of public open space, including pedestrian paths, bicycle paths, and public art. The development will be located in a Strategic Denver Area of Change, leading partners of the Colorado Station GDP include the City and County of Denver, the Colorado State Office Building, and the Colorado State Office Building.

Public Amenity Concepts - No public amenities such as parks, pools, or fire stations are required within the Colorado Station GDP Area.

Key Issues, Regulations, and Guidelines - Certain other guidelines may influence application of the Colorado Station GDP. These include:

- The Colorado Station General Development Plan.
- The Pedestrian Master Plan.

PRELIMINARY LAND USE SUMMARY: PRIMARY GDP AREA

RANGE OF LAND USES (SF)

ZONING AREA	NET AREA	SETBACKS	RESIDENTIAL	TOTAL	OPEN SPACE	DENSITY	RESIDENTIAL DENSITY
T14U-30	586,893 SF	1,263,562	197,000	1,400,582	71,000	2.5 - 4.0 FSR**	15 - 18 units per acre
	1,917,240	1,971,592	357,000	2,222,592	88,600		

PRELIMINARY LAND USE BREAKDOWN

DEVELOPMENT AREA	PROPOSED SF	PROPOSED RANGE OF LAND USES (SF)	RES. DENSITY	PROPOSED HEIGHT RANGE**
1	34,000	34,000	100,000	6' - 84'
2	320,000	320,000 - 420,000	420,000	18' - 22'
3	140,000	140,000 - 180,000	180,000	12' - 18'
4	197,000	197,000	157,000	17' - 22'
POTENTIAL LONG TERM DEVELOPMENT	548,000	480,000	148,000	130-170 units per acre
EXISTING DEVELOPMENT	748,562***	748,562***	590,000	198' - 220' per acre
TOTAL	1,400,862	1,243,562 - 2,222,562	1,871,562	157,000 - 357,000

** As defined in the Denver Zoning Code, 35-333

*** All existing development on site is proposed to remain.

DEVELOPMENT CONCEPTS: PRIMARY GDP AREA

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 1520 Lyons Street
 Denver, Colorado
 80202

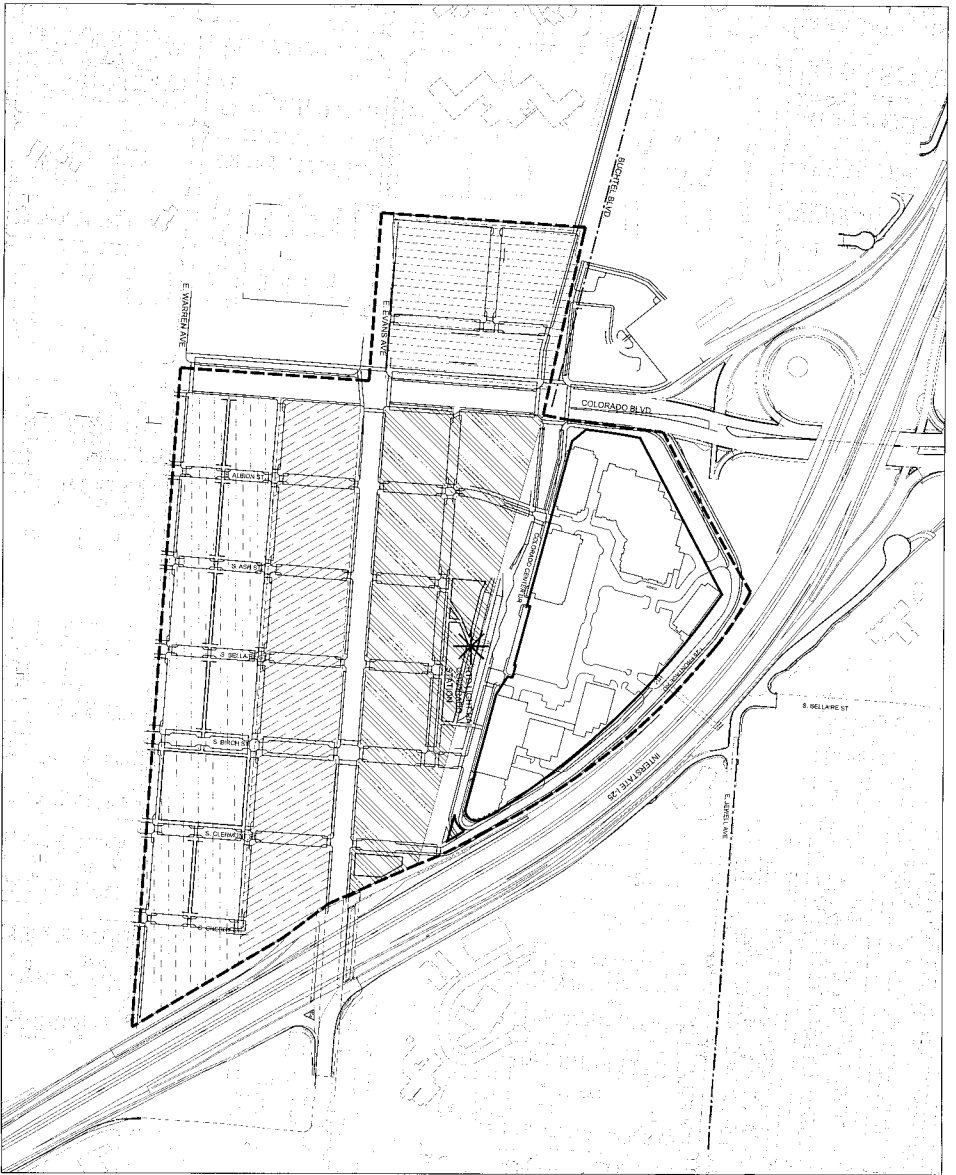
THE CITY AND COUNTY OF DENVER AND LINCOLN ASB COLORADO CENTER, LLC

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COLORADO STATION GDP

COLORADO STATION GDP
LOCATED IN THE NW 1/4 OF SECT 30, TOWNSHIP 4 SOUTH, RANGE 67 WEST OF THE 6TH P.M.,
CITY AND COUNTY OF DENVER, STATE OF COLORADO



- LEGEND**
- SECONDARY GDP BOUNDARY
 - PRIMARY GDP BOUNDARY/PROPERTY LINE
 - PROPOSED CURB
 - DEVELOPMENT AREA 1
 - DEVELOPMENT AREA 2
 - DEVELOPMENT AREA 3
 - DEVELOPMENT AREA 4

DEVELOPMENT CONCEPTS
1" = 200'

NOTE: ROADWAY LOCATIONS AND WIDTHS SHOWN ARE ILLUSTRATIVE IN NATURE AND DO NOT REPRESENT FINAL ALIGNMENTS OR WIDTHS.

LAND USE CONCEPTS: SECONDARY GDP AREA

- Fundamental Concept:**
- Offer a new mix and a certain nature of uses.
 - Maximize the site's physical and demographic opportunities.
 - Provide a definition of office use that is not limited to traditional office space.
 - Establish a pedestrian-oriented atmosphere.
 - Offer new neighborhood amenities - retail and commercial uses and open space.
 - Integrate development types and configurations that are consistent with TOD principles.
 - Offer a mix of uses that are complementary to the surrounding area and contribute to the overall vitality of the station.
 - Offer a mix of uses that are complementary to the surrounding area and contribute to the overall vitality of the station.
 - Contribute to greater transit ridership at the Colorado Station.
- Development Area #1**
370,000 SF Residential (650 units)
- Residential transition area between the innovative office development and lower density uses south of E. Waverly Ave.
 - 4-6 stories.
 - Attached to a mix of housing types (e.g. condominiums, apartments, townhomes and townhomes all).
 - Structured parking on-site that is located below-grade.
- Development Area #2**
334,000 SF Office
- 7,000 SF Commercial
 - Primary land use is office use proximate to major transit corridors.
 - Structure commercial office uses in a mix of building heights and forms to create a sense of scale and context with surrounding areas.
 - Building heights range from 1-15 floors.
 - Office buildings should be oriented away from Interstate 25 and oriented towards the station.
 - A minimum of 1 parking space per 200 SF of office development is suggested.
- Development Area #3**
1,055,000 SF Office
- 57,200 SF Commercial
 - Land Use Concept
 - Primary land use is office use proximate to major transit corridors.
 - Structure commercial office uses in a mix of building heights and forms to create a sense of scale and context with surrounding areas.
 - Building heights range from 1-15 floors.
 - Office buildings should be oriented away from Interstate 25 and oriented towards the station.
 - A minimum of 1 parking space per 200 SF of office development is suggested.
- Development Area #4**
330,000 SF Residential (150 units)
- 20,000 SF Commercial (Hotel)
 - Land Use Concept
 - Residential transition area between office development and low-density uses west of Monroe Street.
 - Attached to a mix of housing types (e.g. condominiums, apartments, townhomes and townhomes all).
 - Commercial uses are neighborhood-serving types and office-supportive uses such as hotels, banks, dry cleaners, retail (hardware or big box store) and other neighborhood-serving types.
 - Commercial uses are generally located on the ground floor of housing, office buildings or parking structures to activate the street.
 - Where commercial uses tend to have more restricted hours of operation than retail uses, they nevertheless contribute to the creation of a vibrant street.

DEVELOPMENT CONCEPTS: SECONDARY GDP AREA

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THE CITY AND COUNTY OF DENVER AND LINCOLN ASB COLORADO, LLC

DAVID OWEN TRYBA ARCHITECTS
1510 Logan Street
Denver, Colorado
80202
303.831.4610

Funding Concept:

- Structure parking with near development parcel or at an adjacent parking structure.
- Offer a mix of uses that are complementary to the surrounding area and contribute to the overall vitality of the station.
- A minimum amount of parking should be provided for retail uses within development parcels with the exception of the new Station Street (see ground floor retail diagram).
- Commercial uses are neighborhood-serving types and office-supportive uses such as hotels, banks, dry cleaners, retail (hardware or big box store) and other neighborhood-serving types.
- Commercial uses are generally located on the ground floor of housing, office buildings or parking structures to activate the street.
- Where commercial uses tend to have more restricted hours of operation than retail uses, they nevertheless contribute to the creation of a vibrant street.

Building Form and Mass

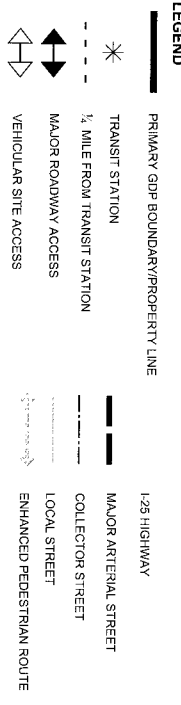
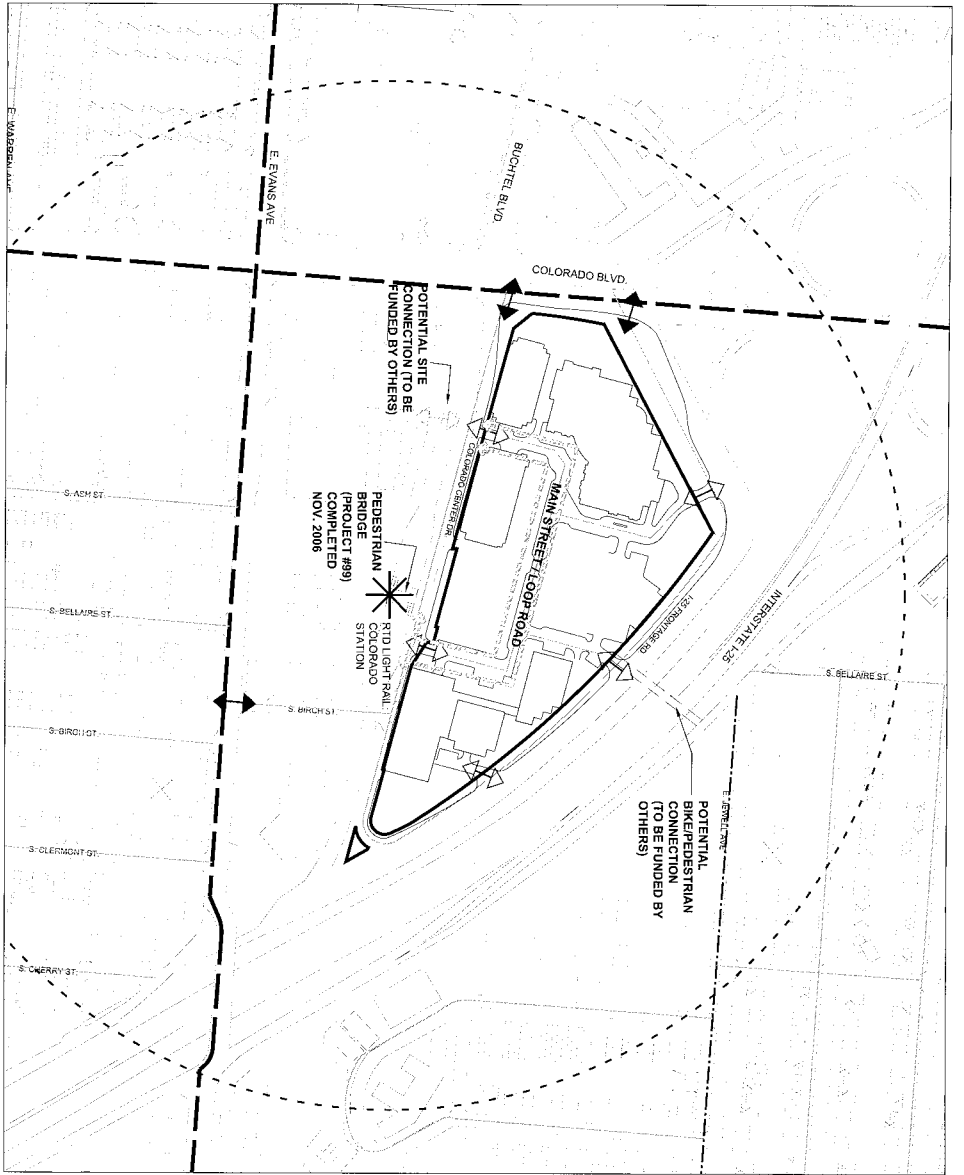
- Building heights are highest adjacent to the station and step down toward existing neighborhoods.
- Building setbacks are encouraged at the street to minimize the mass of taller buildings and contribute to a sense of scale.
- All retail uses should be street-oriented (see design guidelines).
- Commercial uses are generally located on the ground floor of housing, office buildings or parking structures to activate the street.
- Where commercial uses tend to have more restricted hours of operation than retail uses, they nevertheless contribute to the creation of a vibrant street.

Parking Concept

- Structure parking at an adjacent parking structure.
- A minimum of 1 parking space per 200 SF of office development is suggested.
- Housing should be on 1-4 stories and situated on the west edge of the site.
- Commercial and office building heights range from 1-15 floors and oriented to Colorado Boulevard.

NO.	DATE	REVISIONS	BY	CHK	APP'D
01	16	08			

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TRANSPORTATION / CIRCULATION
 1" = 150'

NOTES
 1. ROADWAY LOCATIONS AND WIDTHS SHOWN ARE ILLUSTRATIVE IN NATURE AND DO NOT REPRESENT FINAL ALIGNMENTS OR WIDTHS.
 2. ON-STREET PARKING AND BIKE-OUTS ARE CONCEPTUAL AND WILL BE REVIEWED BY CCD PM TRANSPORTATION ON A CASE-BY-CASE BASIS.

STREET CLASSIFICATION: PRIMARY GDP AREA

STREET	FUNCTIONAL CLASSIFICATION	STREET TYPE	OTHER CLASSIFICATION	PROPOSED ROW WIDTH
COLORADO BLVD	MAJOR ARTERIAL	COMMERCIAL	DESIGNATED PARKWAY	N/A
I-25	FRONTAGE RD	LOCAL	TYPICAL STREET	N/A
LOCAL STREETS	LOCAL	COMMERCIAL	TYPICAL STREET	N/A

1. Functional classifications and street types are based from Denver, Colorado and the State and Requirements for General Development Plans, 2. Other classifications are derived from City and County of Denver, Residential Vehicle Plan (August 2004) and the Department of Parks and Recreation, 3. All proposed streets within the GDP Area will be privately owned.

CIRCULATION CONCEPTS: PRIMARY GDP AREA

- Vehicular**
 - Colorado Station Primary GDP Area proposes a system of arterial roads that will have the ability to accommodate Colorado Station Primary GDP Area and provide a system of arterial roads that will have the ability to accommodate Colorado Station Primary GDP Area and provide a system of arterial roads that will have the ability to accommodate Colorado Station Primary GDP Area.
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- Pedestrian**
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- Bicycles**
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- Proposed Transportation Improvements**
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TRANSPORTATION/CIRCULATION: PRIMARY GDP AREA

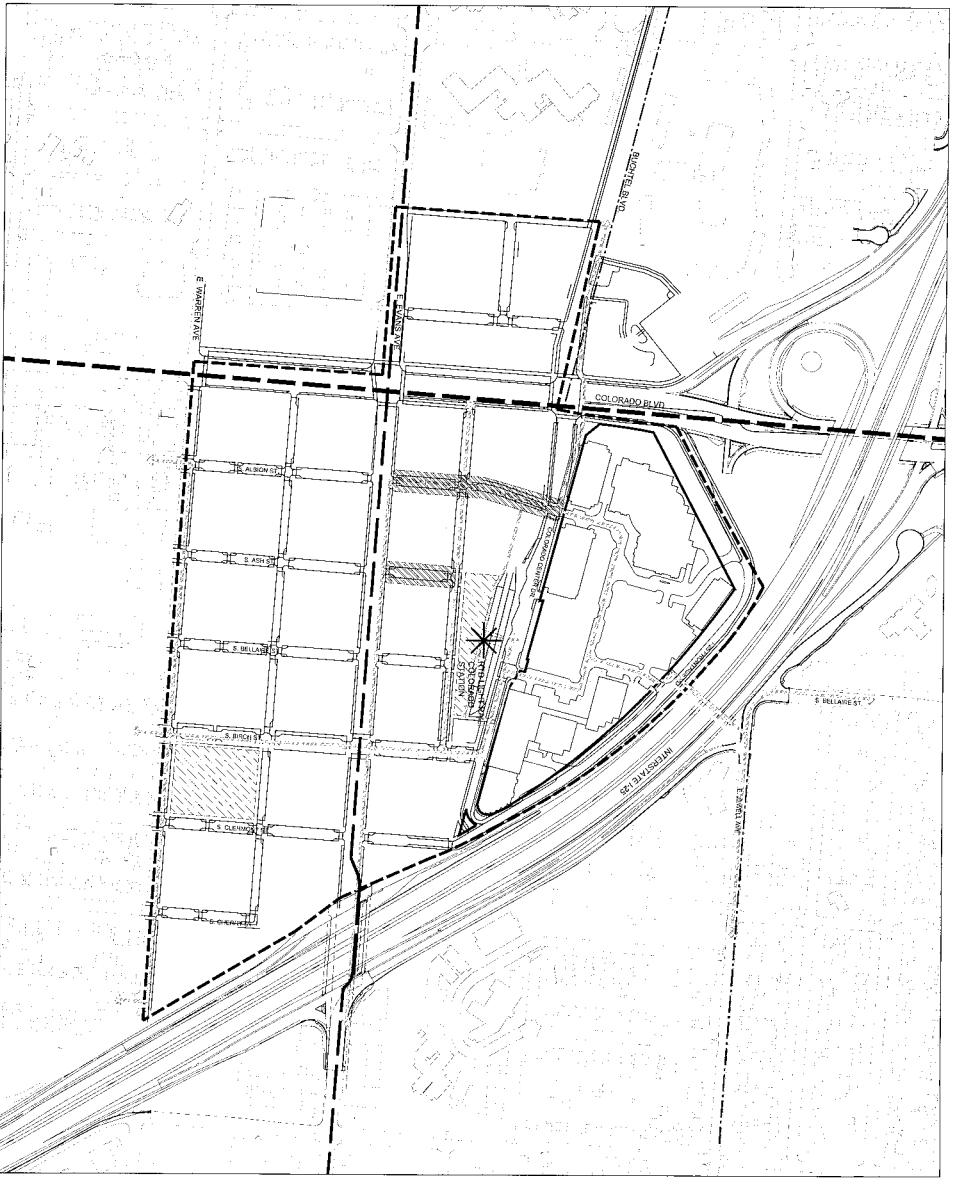
DAVID OWEN TRYBA ARCHITECTS
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 Denver, Colorado
 80202
 303.851.4020

THE CITY AND COUNTY OF DENVER AND LINCOLN ASB COLORADO CENTER, LLC

CDOT PROJECT NO. 011608
 DATE: 01/16/08
 SCALE: 1" = 150'

6A of 11

COLORADO STATION GPP
 COLORADO STATION GENERAL DEVELOPMENT PLAN, PROJECT #20071-00120, AT COLORADO BOULEVARD AND I-25
 LOCATED IN THE NW 1/4 OF SECT 30, TOWNSHIP 4 SOUTH, RANGE 67 WEST OF THE 6TH P.M.,
 CITY AND COUNTY OF DENVER, STATE OF COLORADO



LEGEND

	SECONDARY GDP BOUNDARY
	PRIMARY GDP BOUNDARY/PROPERTY LINE
	PROPOSED CURB
	MAJOR ARTERIAL STREET
	COLLECTOR STREET
	PRIMARY PEDESTRIAN CIRCULATION
	PROPOSED BIKE CIRCULATION
	KEY STREET EXTENSION
	SECONDARY GDP AREA PROPOSED OPEN SPACE

TRANSPORTATION/CIRCULATION
 1" = 200'

NOTE: BOUNDARY LOCATIONS AND WIDTHS SHOWN ARE ILLUSTRATIVE IN NATURE AND DO NOT REPRESENT FINAL ALIGNMENTS OR WIDTHS.

CIRCULATION CONCEPTS: SECONDARY GDP AREA

- Proposed Pedestrian Circulation Concepts:**
- Establish a hierarchy of streets and access ways to improve mobility between the station and surrounding neighborhoods for pedestrians, cyclists, buses and cars.
 - Utilize the street grid to define the form, scale, massing and character of new buildings and open spaces as established.
 - New streets are intended to be public owned and managed.
 - Streets connecting to existing ones as well as within the GDP area.
- Street**
- Propose primary collector, secondary access, and local streets.
 - Expand the existing street grid by providing additional streets as illustrated on the circulation diagram at land assembly and redevelopment options.
 - Propose streets that improve circulation to the station area and include:
 - A new east-west street north of E. Evans Avenue east of E. Colorado Boulevard.
 - A new street extension north of E. Evans Avenue to Colorado Center Drive.
 - A new street extension north of E. Evans Avenue to the new station project.
- Additional circulation improvements recommended for land assembly and redevelopment zones include:**
- The Barron Street and E. Evans signalized intersection re-alignment.
 - Demolish, Ash and replace existing north of E. Evans Avenue.
 - All street lighting should be two-way.
 - Proposed streets are not intended to be used as through routes.
 - Not-signalized intersections: Initial improvements such as a median to provide left turns in right locations.
 - Final engineering and design are shown on the final master plan.
 - Proposed streets are shown on the final master plan.
 - In order to cross Cherry Street as shown on the GDP master plan, the road design must comply with current ASHTO local road standards.
- Parking**
- Provide outdoor parking along all street edges wherever feasible.
- Bicycles**
- Propose bicycle lanes along the Barron Street, Colorado Boulevard, and E. Evans Avenue.
 - Expansion of these bike lanes can vary depending on availability of right-of-way and other conditions as determined by local roads such as above.
 - A 10-foot wide bike lane should be included as part of a pedestrian bridge crossing over I-25 (located by other) new design.
 - Other bicycle lanes should be provided along major streets.
 - Other bicycle lanes should be provided along major streets.
 - Other bicycle lanes should be provided along major streets.
- Proposed primary pedestrian circulation routes include:**
- All designated primary pedestrian routes should include pedestrian signal lighting.
 - Proposed streets should include pedestrian crossings.
 - Roundabouts should be provided at major intersections.
 - Special crosswalk paving and striping, and raised or raised crosswalks are indicated per adjacent TFS plans that have final.
 - Severance and crosswalks should be aligned to avoid out-of-alignment movement.
 - Corner radii can exceed 25' at stations or anywhere indicated by the urban form plan for the design vehicle.
 - Severance and crosswalks should be provided for all new and enhanced streets that have corridors leading to minimize pedestrian street crossing distance.
- Transit**
- Bus routes should remain.
 - A new RTD park-and-ride parking structure is suggested within the current parking lot area (see circulation diagram).
 - Additional transit options and stationing should be provided within the proposed structure.
- Universal Accessibility**
- All public spaces, buildings, and open space must be ADA compliant.

TRANSPORTATION/CIRCULATION: SECONDARY GDP AREA 6B of 11

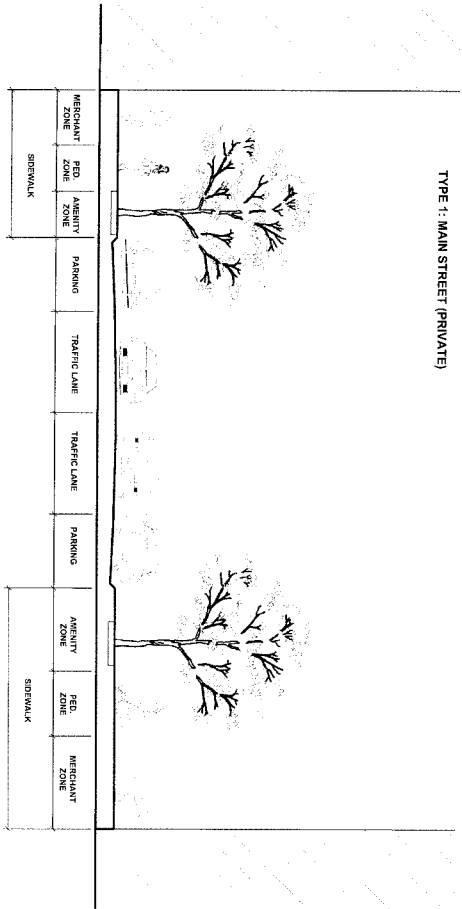
DATE:	01/16/08
DRAWN BY:	
CHECKED BY:	
DESIGNED BY:	
PROJECT NO.:	
SCALE:	

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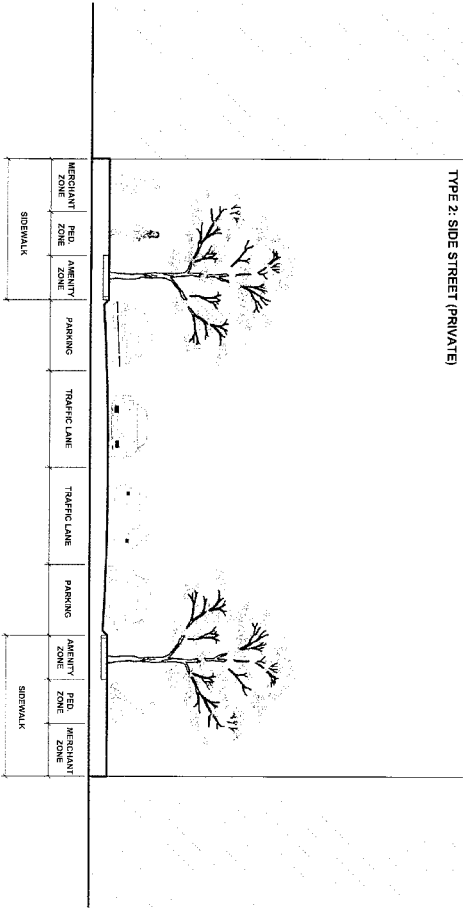
THE CITY AND COUNTY OF DENVER AND LINCOLN ASB COLORADO CENTER, LLC

COLORADO STATION GDP
COLORADO STATION GENERAL DEVELOPMENT PLAN, PROJECT #20071-00120, AT COLORADO BOULEVARD AND I-25
LOCATED IN THE NW 1/4 OF SECT 30, TOWNSHIP 4 SOUTH, RANGE 67 WEST OF THE 6TH P.M.,
CITY AND COUNTY OF DENVER, STATE OF COLORADO

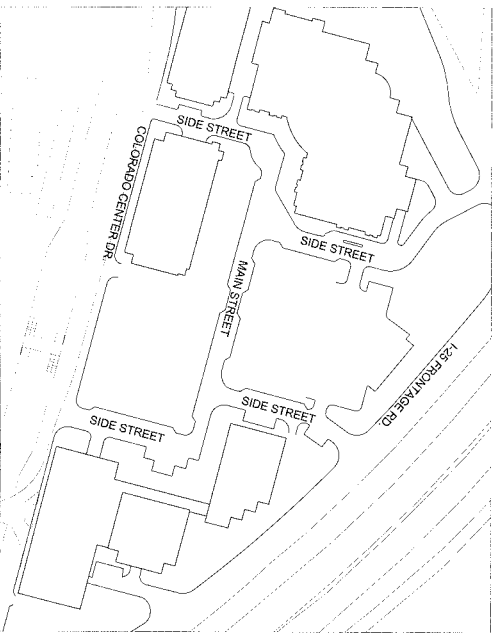
TYPE 1: MAIN STREET (PRIVATE)



TYPE 2: SIDE STREET (PRIVATE)



- NOTES**
1. THE GROSS SECTIONS SHOWN ARE ILLUSTRATIVE ONLY AND DO NOT REPRESENT FINAL DESIGN OR WIDTHS. ON STREET PARKING LANES MAY INCLUDE DIAGONAL PARKING.
 2. ROADWAY LOCATIONS AND WIDTHS SHOWN ARE ILLUSTRATIVE IN NATURE AND DO NOT REPRESENT FINAL ALIGNMENTS OR WIDTHS.
 3. ALL SIDEWALKS SHALL MEET THE DESIGN CRITERIA SET FORTH IN THE COLORADO CENTER URBAN DESIGN STANDARDS AND GUIDELINES.
 4. ALL PROPOSED STREETS WILL BE PRIVATELY OWNED AND MAINTAINED.



STREET CROSS SECTIONS - PRIMARY GDP AREA

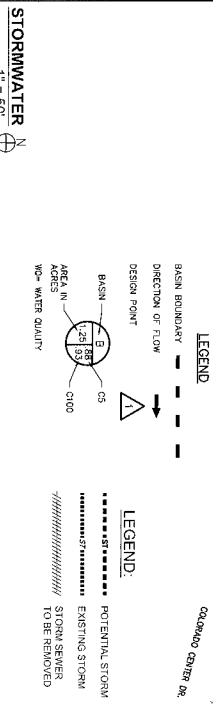
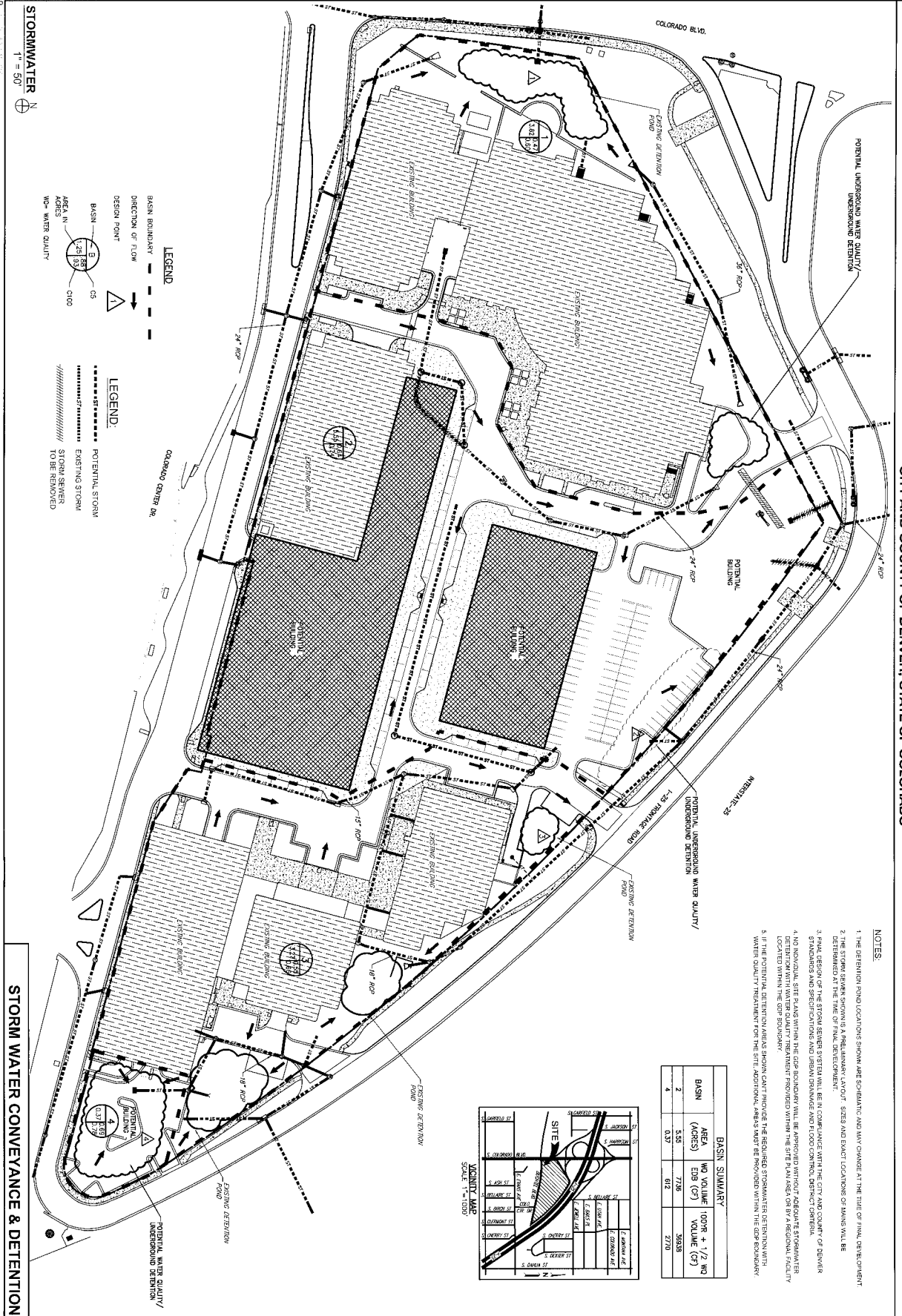
7A of 11
 COLORADO STATION GDP

DATE	01.16.08
PROJECT NO.	20071-00120
SCALE	1" = 150'
DESIGNER	DAVID OWEN TRYBA ARCHITECTS
CHECKED BY	DAVID OWEN TRYBA ARCHITECTS
DATE	01.16.08

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THE CITY AND COUNTY OF DENVER AND LINCOLN ASB COLORADO CENTER, LLC

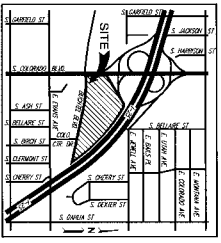
COLORADO STATION GDP
COLORADO CENTER GENERAL DEVELOPMENT PLAN, PROJECT # 20071-00120, AT COLORADO BOULEVARD AND I-25
 LOCATED IN THE NW 1/4 OF SECT 30, TOWNSHIP 4 SOUTH, RANGE 67 WEST OF THE 6TH P.M.,
 CITY AND COUNTY OF DENVER, STATE OF COLORADO



- NOTES:**
1. THE DETENTION POND LOCATIONS SHOWN ARE SCHEMATIC AND MAY CHANGE AT THE TIME OF FINAL DEVELOPMENT DETERMINED AT THE TIME OF FINAL DEVELOPMENT.
 2. THE STORM BASIN SHOWN IS A PRELIMINARY LAYOUT. SIZE AND EXACT LOCATION OF BASINS WILL BE DETERMINED AT THE TIME OF FINAL DEVELOPMENT.
 3. FINAL DESIGN OF THE STORM SEWER SYSTEM WILL BE IN COMPLIANCE WITH THE CITY AND COUNTY OF DENVER STANDARDS AND SPECIFICATIONS AND URBAN DRAINAGE AND FLOOD CONTROL DISTRICT CRITERIA.
 4. NO INDIVIDUAL SITE PLANS WITHIN THE GDP BOUNDARY WILL BE APPROVED WITHOUT ADEQUATE STORMWATER DETENTION WITH WATER QUALITY TREATMENT PROVIDED WITHIN THE SITE PLAN AREA OR BY A REGIONAL FACILITY LOCATED WITHIN THE GDP BOUNDARY.
 5. IF THE POTENTIAL DETENTION AREAS SHOWN CAN'T PROVIDE THE REQUIRED STORMWATER DETENTION WITH WATER QUALITY TREATMENT FOR THE SITE, ADDITIONAL AREAS MUST BE PROVIDED WITHIN THE GDP BOUNDARY.

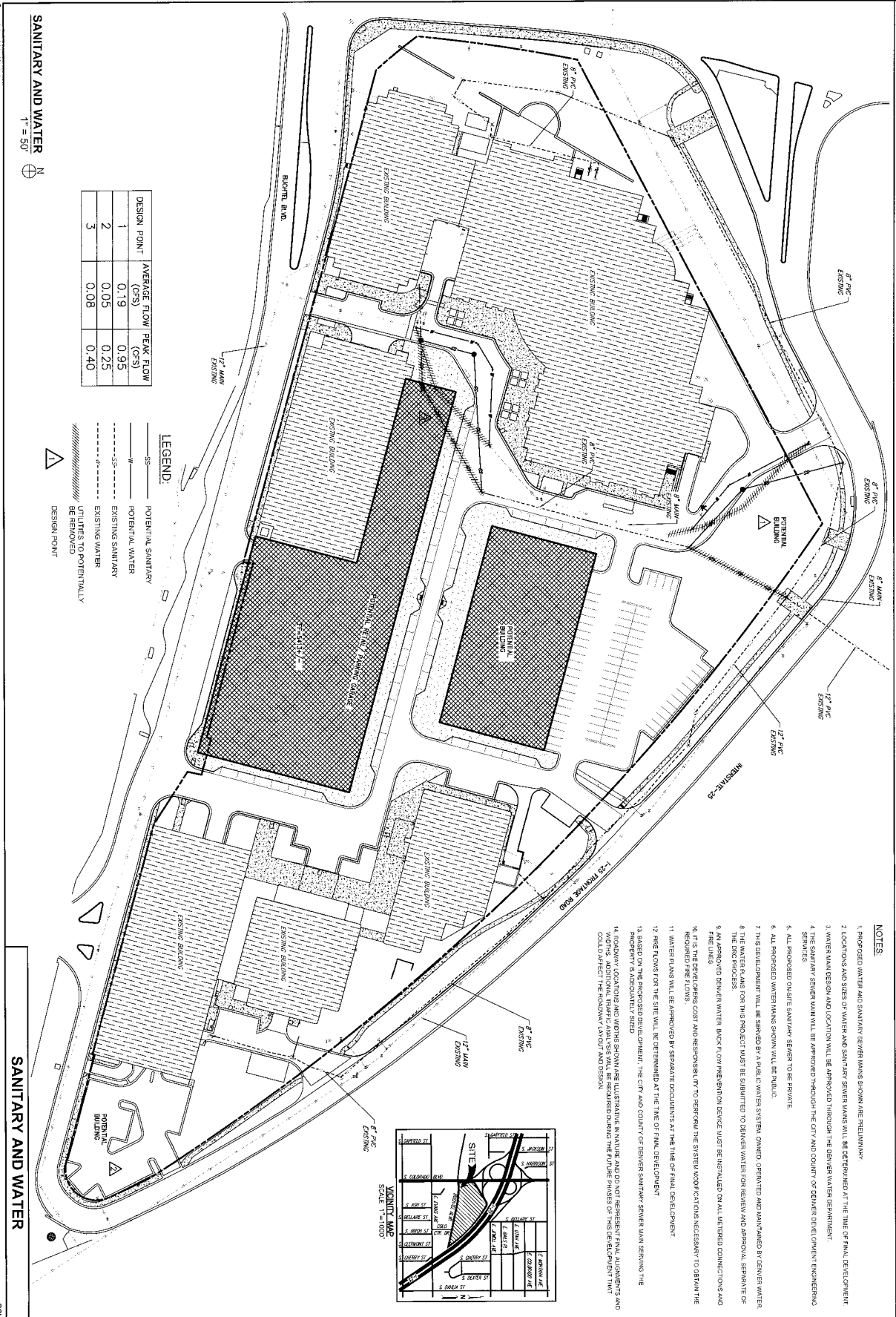
BASIN SUMMARY

BASIN	AREA (ACRES)	WD VOLUME (MG)	100YR + 1/2 WC VOLUME (MG)
1	5.55	77.98	563.88
2	0.37	612	2770
3			
4			



STORM WATER CONVEYANCE & DETENTION

COLORADO STATION GDP
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 CITY AND COUNTY OF DENVER, STATE OF COLORADO



DESIGN POINT	AVERAGE FLOW (GFS)	PEAK FLOW (GFS)
1	0.19	0.95
2	0.05	0.25
3	0.08	0.40

- LEGEND:**
- SS — POTENTIAL SANITARY
 - W — POTENTIAL WATER
 - S — EXISTING SANITARY
 - W — EXISTING WATER
 - ▲ — UTILITIES TO POTENTIALLY BE REMOVED
 - ▲ — DESIGN POINT

- NOTES:**
1. PROPOSED 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 MAINS 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. ALL PROPOSED ON-SITE SANITARY SEWER TO BE PRIVATE.
 6. ALL PROPOSED WATER MAINS SHOWN WILL BE PUBLIC.
 7. THIS DEVELOPMENT WILL BE SERVED BY A PUBLIC WATER SYSTEM OWNED, OPERATED AND MAINTAINED BY DENVER WATER.
 8. THE WATER MAINS FOR THIS PROJECT MUST BE SUBMITTED TO DENVER WATER FOR REVIEW AND APPROVAL. SEPARATE OF AND APPROVED DENVER WATER BACKFLOW PREVENTION DEVICE MUST BE INSTALLED ON ALL WATER CONNECTIONS AND APPLICABLE PERMITS.
 9. ALL PROPOSED SANITARY AND WATER MAINS MUST BE INSTALLED IN ACCORDANCE WITH THE CITY AND COUNTY OF DENVER SANITARY SEWER MAIN SERVING THE PROPERTY'S ADEQUATE SIZE.
 10. WATER MAINS WILL BE APPROVED BY SEPARATE DOCUMENTS AT THE TIME OF FINAL DEVELOPMENT.
 11. BASED ON THE PROPOSED DEVELOPMENT, THE CITY AND COUNTY OF DENVER SANITARY SEWER MAIN SERVING THE PROPERTY IS ADEQUATELY SIZED.
 12. PIPE SIZES FOR THE SITE WILL BE DETERMINED AT THE TIME OF FINAL DEVELOPMENT.
 13. ADDITIONAL PHYSIC ANALYSIS WILL BE REQUIRED DURING THE FUTURE PHASES OF THIS DEVELOPMENT THAT COULD AFFECT THE PROPERTY LAYOUT AND DESIGN.



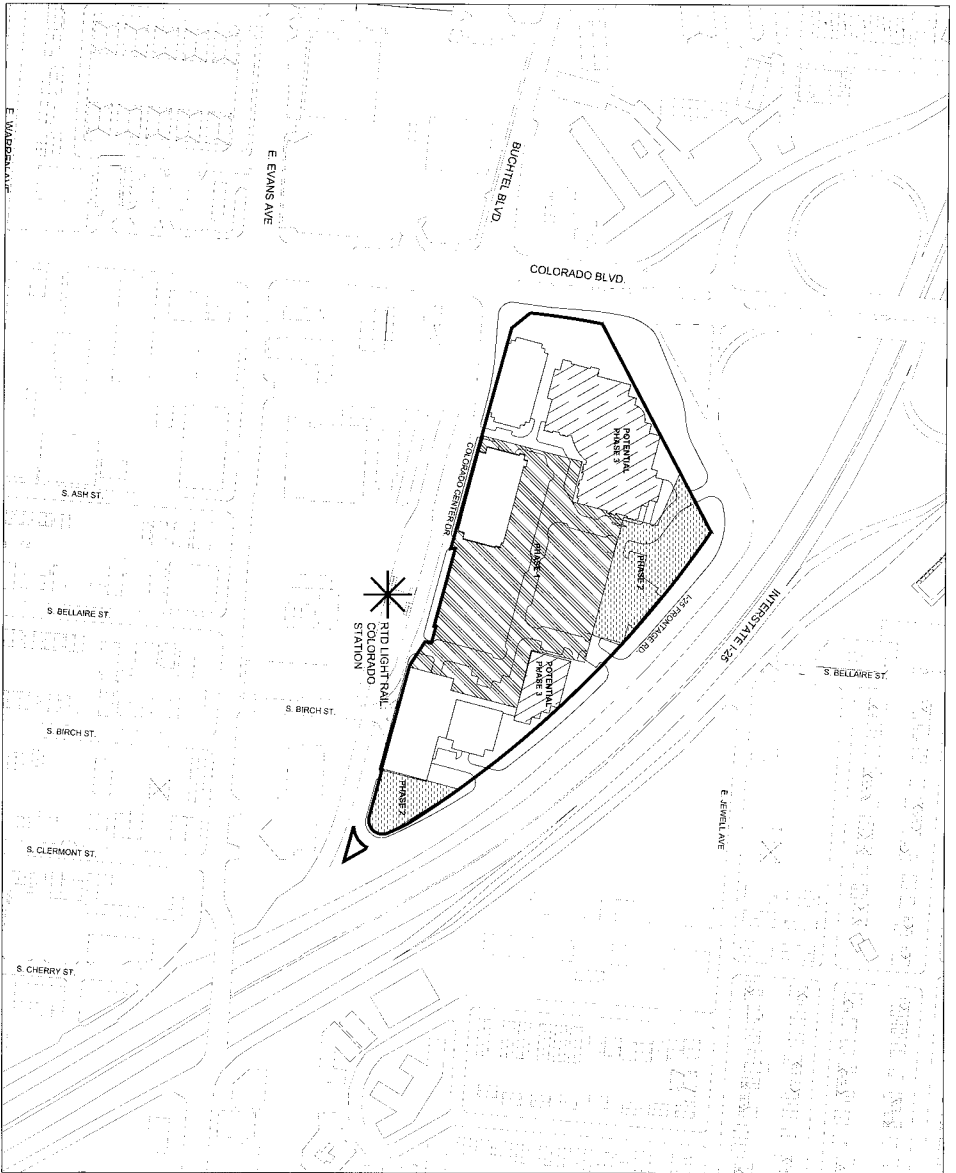
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THE CITY AND COUNTY OF DENVER AND LINCOLN ASB COLORADO CENTER, LLC

SANITARY AND WATER
 1" = 50'
 10 of 11

COLORADO STATION GDP
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 LOCATED IN THE NW 1/4 OF SECT 30, TOWNSHIP 4 SOUTH, RANGE 67 WEST OF THE 6TH P.M.,
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- LEGEND**
- PRIMARY GDP BOUNDARY/PROPERTY LINE
 - ▨ PROPOSED PHASE 1
 - ▩ PROPOSED PHASE 2
 - ▧ POTENTIAL PHASE 3

PHASING PLAN
 1" = 150'

NOTE: BOUNDARY LOCATIONS AND WIDTHS SHOWN ARE BASED ON RECORD PLANS AND DO NOT REPRESENT FINAL ALIGNMENTS OR WIDTHS.

PHASING AND IMPLEMENTATION

General: New construction under the Colorado Station Primary GDP plan is anticipated to begin in late 2008, with final building design, construction, and move-in occurring in 2009. The plan is intended to be implemented in three phases, with the first phase being the most critical. The second and third phases will be implemented in 2010 and 2011, respectively. A preliminary look at potential phasing and implementation for the Colorado Station Primary GDP Area is as follows:

Phase I

The plan will bring new motor uses to the site and provide needed parking and supporting infrastructure. The plan will also see the construction of site infrastructure necessary to support development in Phase I. Activities may include:

- Construction of new structures on-site.
- Construction of support parking for new uses.
- Construction of infrastructure, including new private streets.

Phase II

This phase will complete short-term redevelopment of the site. Activities may include:

- Construction of new structures on-site.
- Construction of support parking for new uses.
- Construction of infrastructure.

Potential Phase III

This phase will see possible long-term additions to the site, including possible additions to existing low- or mid-rise buildings. Activities may include:

- Construction of new structures on-site.
- Construction of support parking for new uses.
- Construction of infrastructure.

PHASING PLAN

DATE	BY	REVISIONS	CHKD	C-NO	APPD
01/16/08	DAVID OWEN TRYBA	ISSUED FOR PERMITTING			
01/16/08	DAVID OWEN TRYBA	REVISED FOR PERMITTING			

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