

2013072511

**BUCKLEY ANNEX
GENERAL DEVELOPMENT PLAN**
A PART OF THE SOUTHEAST QUARTER OF SECTION 8, TOWNSHIP 4 SOUTH, RANGE 67 WEST, 6TH PRINCIPAL MERIDIAN
LOCATED AT THE INTERSECTION OF LOWRY BOULEVARD & QUEBEC STREET
COVER SHEET

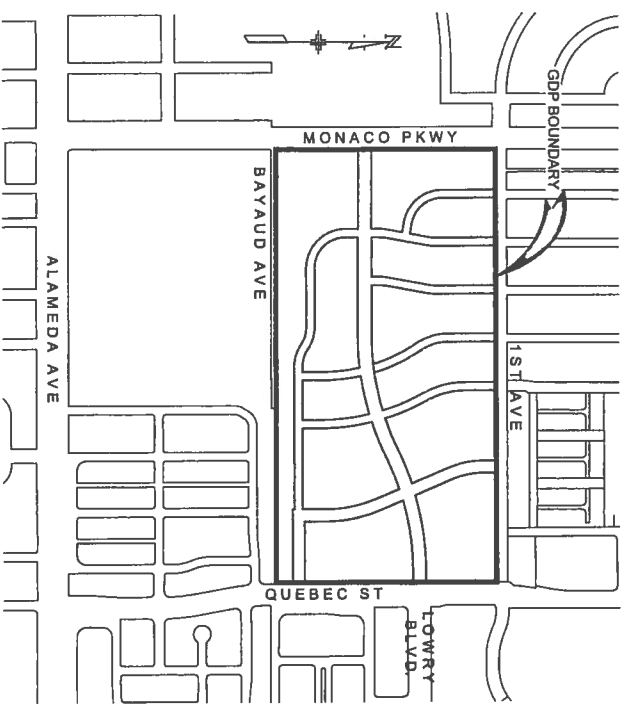
2013072511
City & County of Denver
\$150.00
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LEGAL DESCRIPTION
A PART OF THE SOUTHEAST QUARTER OF SECTION 8, TOWNSHIP 4 SOUTH, RANGE 67 WEST OF THE SIXTH PRINCIPAL MERIDIAN, CITY AND COUNTY OF DENVER, STATE OF COLORADO. SEE LEGAL DESCRIPTION, SHEET 2.

STATISTICAL INFORMATION
SEE GENERAL NOTES, SHEET 3.

GENERAL NOTES
SEE GENERAL NOTES, SHEET 3.



VICINITY MAP
SCALE N.T.S.

APPLICANT AND OWNER
Lowry Economic Redevelopment Authority
By: Montgomery C. Force
Name: Montgomery C. Force Title: Executive Director
State of Colorado)
City and County of Denver) SS

The foregoing instrument was acknowledged before me this 29th day of April, 2013,
by: Force as Executive Director

Witness my hand and official seal
My commission expires 10/5/2013
Orrena J. Lindholm
Notary Public



SURVEYOR'S CERTIFICATION:
I, Robert L. Meadows Jr., a Registered Land Surveyor in the State of Colorado, do hereby certify that the description as shown on Sheet 2, for the Buckley Annex General Development Plan was prepared under my supervision.

Robert L. Meadows Jr., PLS 34977
for and on behalf of Matrix Design Group, Inc.
4/24/13

APPROVALS:
This Buckley Annex General Development Plan ("GDP") is in conformance with Section 12.4.12 of the Denver Zoning Code of the City and County of Denver for General Development Plans, and constitutes a guidance document for all subsequent development within the area covered by this Buckley Annex General Development Plan. In addition, this GDP vests those rights specified herein.

Approved by: Markus Madsen Date: 9 May 2013
Manager of Community Planning & Development

Approved by: W. M. Grand Date: 10 May 2013
Manager of Public Works

Approved by: Kevin Demmerick Date: 10 May 2013
Manager of Parks and Recreation

Approved by: Wade Stiles Date: 5/13/2013
Zoning Administrator

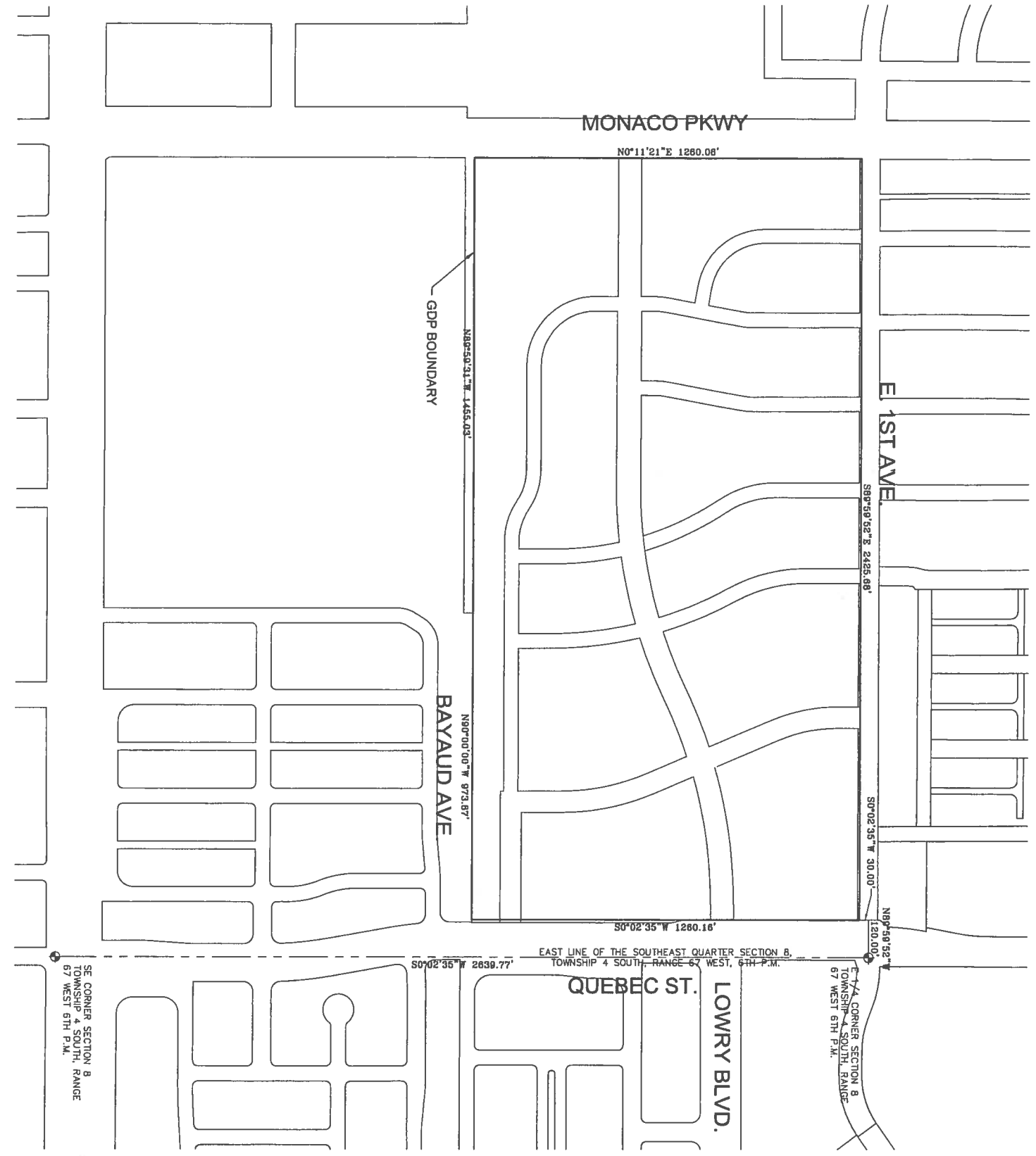
CLERK & RECORDERS CERTIFICATION:
State of Colorado)
City and County of Denver) SS

I hereby certify that this instrument was recorded in my office at 1:45 o'clock P. M. May 30, 2013, and duly recorded in Book N/R at Pages N/R, and Reception Number 2013-077511

by Debra Jones Deputy
Clerk and Recorder
Fee: \$150.00



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LOCATED AT THE INTERSECTION OF LOWRY BOULEVARD & QUEBEC STREET
GDP BOUNDARY EXHIBIT & LEGAL DESCRIPTION



SE CORNER SECTION 8
TOWNSHIP 4 SOUTH, RANGE
67 WEST 6TH P.M.



LEGAL DESCRIPTION:

DESCRIPTION
LOWRY BUCKLEY ANNEX

A PART OF THE SOUTHEAST QUARTER OF SECTION 8, TOWNSHIP 4 SOUTH, RANGE 67 WEST OF THE SIXTH PRINCIPAL MERIDIAN, CITY AND COUNTY OF DENVER, STATE OF COLORADO, MORE PARTICULARLY DESCRIBED AS FOLLOWS:

COMMENCING AT THE EAST QUARTER CORNER OF SAID SECTION 8; THENCE NORTH 89°58'52" WEST, ALONG THE NORTHERLY LINE OF SAID SOUTHEAST QUARTER, A DISTANCE OF 120.00 FEET; THENCE SOUTH 89°58'52" WEST, ALONG THE WESTERLY LINE OF SAID SOUTHEAST QUARTER, A DISTANCE OF 30.00 FEET TO THE SOUTHERLY LINE OF FIRST AVE. AND THE POINT OF BEGINNING, THENCE ALONG THE WESTERLY LINES OF THE SOUTH PART OF EDC PARCEL, DESCRIBED AT RECEPTION NUMBER 970080389 IN THE CLERK AND RECORDERS OFFICE OF SAID CITY AND COUNTY OF DENVER THE FOLLOWING TWO (2) COURSES:

1.) SOUTH 00°02'35" WEST, PARALLEL WITH AND 120.00 FEET WEST OF SAID SOUTHERLY LINE, A DISTANCE OF 1280.16 FEET;

2.) NORTH 11°21'00" WEST, PARALLEL WITH AND 120.00 FEET TO A CORNER IN SAID WESTERLY LINE OF THE SOUTH PART OF EDC PARCEL, THENCE NORTH 89°59'31" WEST, ALONG THE NORTHERLY LINE OF BAYAUD AVE, A DISTANCE OF 1455.03 FEET TO THE EASTERLY LINE OF S. MONACO ST. PARKWAY; THENCE NORTH 00°11'21" EAST, PARALLEL WITH AND 60.00 FEET EAST OF THE WESTERLY LINE OF SAID SOUTHEAST QUARTER AND ALONG SAID EASTERLY LINE OF S. MONACO ST. PARKWAY AND ALONG THE SOUTHERLY LINE OF MONACO ST. PARKWAY, A DISTANCE OF 1280.88 FEET TO THE EAST LINE OF SAID SECTION 8; THENCE SOUTH 89°58'52" WEST, PARALLEL WITH AND 30.00 FEET SOUTH OF SAID NORTHERLY LINE OF THE SOUTHEAST QUARTER OF SECTION 8 AND ALONG SAID SOUTHERLY LINE OF FIRST AVE, A DISTANCE OF 2425.88 FEET TO THE POINT OF BEGINNING.

CONTAINING 3,059,748 SQUARE FEET OR 70.219 ACRES, MORE OR LESS.

BEARS OF BEARING: BEARINGS ARE BASED ON THE EAST LINE OF THE SOUTHEAST QUARTER OF SECTION 8, TOWNSHIP 4 SOUTH, RANGE 67 WEST OF THE SIXTH PRINCIPAL MERIDIAN, CITY AND COUNTY OF DENVER, STATE OF COLORADO AS BEING SOUTH 00°02'35" WEST. THE EAST QUARTER CORNER OF SAID SECTION 8 IS A 3/4" ALUMINUM CAP IN A RANGE BOX STAMPED BRW INC, PLS 20863. THE SOUTHEAST CORNER OF SAID SECTION 8 IS A 1" STEEL ROD 0.5" BELOW THE ASPHALT.

NOTES:

1. THIS EXHIBIT DESCRIBES THE BOUNDARIES OF THIS GENERAL DEVELOPMENT PLAN. IT INCLUDES OWNERSHIP PARCELS, PORTIONS OF TRANSPORTATION RIGHTS-OF-WAYS, EASEMENTS AND OTHER ENCUMBRANCES. THIS EXHIBIT AND DESCRIPTION SHALL NOT BE USED TO TRANSFER PROPERTY OR AS A BASIS FOR DESCRIBING ENCUMBRANCES.
2. THIS EXHIBIT DOES NOT REPRESENT A MONUMENTED SURVEY. IT IS INTENDED ONLY TO DEPICT THE ATTACHED DESCRIPTION.

BUCKLEY ANNEX
GENERAL DEVELOPMENT PLAN
 A PART OF THE SOUTHEAST QUARTER OF SECTION 8, TOWNSHIP 4 SOUTH, RANGE 67 WEST, 6TH PRINCIPAL MERIDIAN
 LOCATED AT THE INTERSECTION OF LOWRY BOULEVARD & QUEBEC STREET
 GENERAL NOTES

A. Introduction and Purpose

A General Development Plan (GDP) establishes a framework for future land use and development and resulting public infrastructure. The GDP provides an opportunity to identify issues and the development's relationship with significant public infrastructure improvements such as major multi-modal facilities and connectors thereof, major utility facilities, and publicly accessible parks and open spaces. An approved GDP provides a master plan for coordinating development, infrastructure improvements, and regulatory decisions as development proceeds within the subject area.

This General Development Plan for the Buckley Annex has been created within the guiding principles and framework of the 2008 Buckley Annex Redevelopment Plan (the "Redevelopment Plan"). Many of the notes and principles on this sheet and through the Buckley Annex GDP come directly from the Redevelopment Plan. The term "Buckley Annex" shall refer to all property within the boundaries defined for this document (see Sheet 2).

B. Sustainability Principles

Development throughout Buckley Annex will be consistent with the principles of sustainable development by encouraging and fostering the following:

- Land uses that provide a variety of transportation alternatives and pedestrian trails;
- A variety of living and employment alternatives for a broad mix of economic levels;
- A wise use of natural resources - including water and energy;
- Landscaping that emphasizes water conservation and uses climate adapted plant materials;
- The use of building materials that are in keeping with concepts of sustainable construction practices;
- Consideration of LEED ND requirements; and
- Protection of the air, water and natural environments;
- Commitment to renewable energy practices

C. Development Concept

Intent:

The Buckley Annex GDP calls for creation of a comprehensive community through the integration of housing, employment, and recreation. The 70-acre Buckley Annex land plan is shaped by an open space system that connects the walkable neighborhood and mixed-use developments to the surrounding neighborhoods, parks, and commercial areas.

Housing:

- Consider a range of housing product types to attract and retain a vibrant and diverse community.
- Provide affordable housing options.
- Provide compatible mix of medium density and low density housing.
- Ensure high quality residential development that will complement existing portions of Lowry and the surrounding neighborhoods.
- Integrate housing into a dynamic, mixed-use development.
- Relate housing types to surrounding residential context and promote appropriate affinities between building type and street types.

Planning:

- A diverse mixed-use plan will be more sustainable in the market place.
- Communities are enhanced by integrating with neighboring areas and systems.
- Integrated and diverse uses promote walkability.
- A distinctive destination will draw and lend value to the larger community.
- Open space should be high quality and enhanced by adjacent land uses
- Maximize connections into the surrounding areas for all transportation modes.
- Use lower density to buffer sensitive uses.
- Neighborhood and area needs and amenities should be met on-site to the greatest extent possible.

Edge Treatments:

- In order to fulfill the GDP Development Concept while fitting within the existing fabric of the adjacent neighborhoods, a number of edge treatments will be implemented with various types of land uses, roadway improvements, and landscaping as discussed below.

The development concept for Buckley Annex seeks to achieve this vision.

Lowry Boulevard

- Building Placement and Orientation. Lowry Boulevard is expected to be an active urban boulevard that will be made more intimate by building massing, framing the street and establishing a pedestrian scaled street edge. All sites within Buckley Annex will treat Lowry Boulevard as their primary orientation with regard to the quality and direction of site design and architecture; this orientation may be in addition to any other required or provided access and layout. All development should provide as much Lowry Boulevard building frontage and activity as possible, and have active pedestrian entries visible from Lowry Boulevard and connected to the Lowry Boulevard street sidewalk by the most direct route practical.
- Parking Placement. All surface parking lots, parking structures, and drive aisles must be screened from Lowry Boulevard. It is preferred to have parking at the rear of buildings fronting Lowry Boulevard. If parking is located at the side, it must be screened. Landscaping or decorative wall/fences may be used as screening materials.

Land Use and Urban Design:

Sheet 5 establishes five subareas in order to achieve the vision for Buckley Annex. The following provides the detail for those subareas:

First Avenue Residential:

Intent: The First Avenue Residential subarea is a residential area focused on pocket parks and walkable streets that connect to the existing Mayfair Park and Lowry West Neighborhoods. An enhanced 1st Avenue streetscape further integrates the three neighborhoods. It is the intent of the GDP to provide single unit residential along 1st Avenue adjacent to the Mayfair Park Neighborhood to buffer the neighborhood from the higher density areas along Lowry Boulevard while providing pedestrian and bicycle connections to and across the site.

Land Use: Single Unit Detached with Accessory Dwelling Units

Height: Maximum 2.5 Stories

Urban Design:

- Vehicular access from alley
- Lot sizes 3,000 square feet to 7,000 square feet
- Consistent Stalow setbacks

Neighborhood Center West:

Intent: The current character along Monaco Parkway is respected through a 35' setback, the preservation of the existing storm water basin and the addition of landscaping. Non-residential space located at the intersection of Lowry Boulevard and Monaco Parkway will be oriented with primary frontage and entries along Lowry Boulevard. Secondary frontage and signage is allowable along Monaco Parkway.

Land Use: Mixed Use (Residential, Retail, Office, Civic)

Height: Maximum 5 stories, 3 stories maximum along Monaco Parkway.

Urban Design:

- Across Monaco Parkway from Crestnor: Neighborhood, building and signs will be setback 35 feet from right-of-way with landscaping and an improved sidewalk along Monaco Parkway in accordance with Monaco's existing status as a designated "Parkway".
- Build-to lines and pedestrian entrances along Lowry Boulevard.

Rowhouse Boulevard:

Intent: The Rowhouse Boulevard subarea connects the entire neighborhood by defining Lowry Boulevard as a comfortably scaled urban rowhouse/townhouses district. Rowhouse/townhouse overlook a tree-lined boulevard where bikers, joggers, and walkers pass by using the trail to and from Crestnor Park, neighborhood retail, the community park, and the surrounding neighborhoods.

Land Use: Single unit attached, single unit detached.

Height: Maximum 3 stories.

Urban Design:

- Build-to lines and pedestrian entrances along Lowry Boulevard.

South Residential:

Intent: This residential area focuses on single-family detached and attached homes in close proximity to the neighborhood center to the west and the community park to the east. Single unit detached, single unit attached, or multi-units on the southern edge provide a transition from the higher density uses in Berkshire Apartments to the south of the site.

Land Use: Multi-unit, single unit attached, single unit detached.

Height: Maximum of 5 stories.

Urban Design:

- Pedestrian and vehicular access from the street.

Community Park South Residential:

Intent: Abutting the Park Heights Neighborhood, lower density residential will be utilized to provide a buffer between the neighborhood and the mixed-use development to the north. The Community Park South subarea presents an opportunity for single family detached homes to enjoy a prime location on the community park and serve as a transition to the existing Park Heights Neighborhood to the south. This subarea also provides a pedestrian connection that directly links the Park Heights Neighborhood to the community park.

Land Use: Single unit detached.

Height: Maximum 2.5 stories.

Urban Design:

- Vehicular access from the street.
- Street facing garages shall not be allowed along Oneida Court, but may be allowed along Archer Place, and they must be set back from the front of the house. Accessory dwelling units are permitted on set back detached garages.

Community Park Mixed Use Center:

Intent: The Community Park Mixed-Use Center serves as a community-wide gathering place that is defined by a significant community park and plaza, new opportunities for park-side retail, and multifamily and single-family residences that look onto the park and plaza. The area for additional library parking shall also be provided in the northeast corner of this subarea to support the existing Schlessman Library at the intersection of 1st Avenue and Quebec Street and to create synergy between library users and the new mixed-use center. Along the frontage of Lowry West Neighborhood, single family attached housing is anticipated before stepping up to higher density residential and mixed-use developments.

Land Use: Mixed use (residential, retail, office, civic). This area includes a community park that should serve as a gathering place for the Lowry Community.

Height: Maximum 5 stories with maximum height of 3 stories and 2.5 stories along 1st Avenue and a maximum height of 3 stories along Quebec Street between Archer Place and Lowry Boulevard.

Urban Design:

- Build-to lines and pedestrian entrances along Lowry Boulevard, and Pontiac Street.
- Ground-floor active uses.
- Parking located to the side and/or the rear of buildings or structures.
- Buildings and uses will also be oriented to the active park.
- 35' setback from Quebec ROW to building face

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GENERAL NOTES

D. Infrastructure Master Plan

Redevelopment of Buckley Annex poses unique infrastructure challenges that require an integrated approach to planning land uses, transportation elements, and utility systems. To facilitate this integration, the infrastructure sheets later in this GDP identify the necessary infrastructure to support development at the former military base. Separate utility and traffic studies are being submitted to the City as companion documents to this GDP, but approved separately from the GDP.

Underlying principles for the development of infrastructure at Buckley Annex include the following:

- Develop plans that offer new linkages and relationships with surrounding neighborhoods by providing pedestrian and vehicular access, shared recreational resources, and infrastructure upgrades that mitigate potential impacts to existing systems.
- Promote designs that will create a sustainable environment and the natural resources and features of the site with consideration to LEED ND requirements.
- Provide designs that safely build-out conditions and which can be constructed in a phased manner whereby infrastructure is provided "just-in-time" to minimize initial cash flow and maintenance requirements.

E. Transportation and Major Street Network

Intent:

- Transportation options support a diversified, local community, with multi-modal access to the surrounding neighborhoods.
- Support alternative transportation including pedestrian and bicycle connections to reduce automobile dependency.
- Connectivity to the surrounding neighborhoods is key to providing an efficient transportation network.
- A mix of land uses will distribute traffic throughout the day and encourage the use of pedestrian and bicycle facilities and enhancements.

Development of the Buckley Annex will provide numerous improvements to the local transportation system. The roadways provide a network of local and collector streets, bicycle and pedestrian facilities, and transit services that establish critical linkages to the surrounding local and regional transportation system for a variety of transportation modes as shown on Sheets 6, 8, and 9.

Mass transit use will be encouraged by providing pedestrian access to the existing bus routes 6, 65, and 73 provided by the Regional Transportation District (RTD). Route 6 provides bus service along Quebec Street north of Lowry Boulevard, Route 65 provides bus service along Monaco Parkway, and Route 73 provides bus service along Quebec Street south of Lowry Boulevard.

A comprehensive network of pedestrian and bicycle facilities is proposed to link on- and off-site neighborhoods, community facilities, and commercial areas for recreational cyclists, commuter cyclists, and pedestrians. Multi-use trails have been planned across the site to accommodate cyclists. The proposed locations of bike paths are shown on Sheet 9.

The existing major streets are shown on Sheet 6. The street network to be constructed within the GDP shall be as shown on Sheet 6. Such roadways shall be constructed in accordance with the Typical Sections specifically detailed on Sheet 7. At the time a subdivision plat is submitted, there may be further refinement of the roadway configurations shown in Sheet 6; however, such refinement shall not create greater standards than those detailed in this GDP unless the Manager of Public Works determines that the filing level traffic studies have changed substantially to dictate a greater standard.

The following is a summary of the proposed major street network:

Lowry Boulevard:

Lowry Boulevard will be an important corridor as the primary access to Buckley Annex. With appropriate laneage and treatments, this important roadway has the opportunity to provide both mobility and access and serve as a focal point of the development rather than a barrier to pedestrians and bicyclists. Pedestrian crossing distances, traffic speeds, buildings, landscaping and other improvements are all important in reinforcing the street's positive image.

- Lowry Boulevard will be extended through Buckley Annex to a new T-Intersection at Monaco Parkway. This provides an additional collector level east-west connection north of Alameda Avenue between Quebec Street and Monaco Parkway. The road will be a 2-lane roadway with the typical sections shown on Sheet 7 in order to provide additional east-west capacity to the regional network without creating an unwalkable barrier through the middle of Buckley Annex.
- Provide on-street parking.
- Behind back of curb from Oneida Court to Quebec Street, the right-of-way will provide a paved amenity zone and tree grates along with a sidewalk on the south side and a multi-use path on the north side. From Niagara Street to Oneida Court, the area behind back of curb will have tree lawns, a sidewalk on the south side, and a multi-use path on the north side.

First Avenue:

Improvements to 1st Avenue will give the roadway more of a residential collector feel and provide pedestrian and bicycle connections to and across the site including the additional library parking. Proposed changes include providing an on-street bicycle facility (see Sheet 9) and creating a new detached sidewalk along the south side with a landscaped tree lawn. On-street parking will not be provided along 1st Avenue.

Monaco Parkway:

Across Monaco Parkway from the Crestmoor Neighborhood, buildings and signs will be setback 35 feet from right-of-way with landscaping and a sidewalk along Monaco Parkway in accordance with Monaco's existing status as a designated "Parkway". Pedestrian and bicycle access will be enhanced with access at the proposed signalized intersection at Monaco Parkway and Lowry Boulevard and a multi-use path provided along Lowry Boulevard to connect to the multi-use paths and parks planned on-site and the existing paths and parks east of Quebec Street.

Quebec Street:

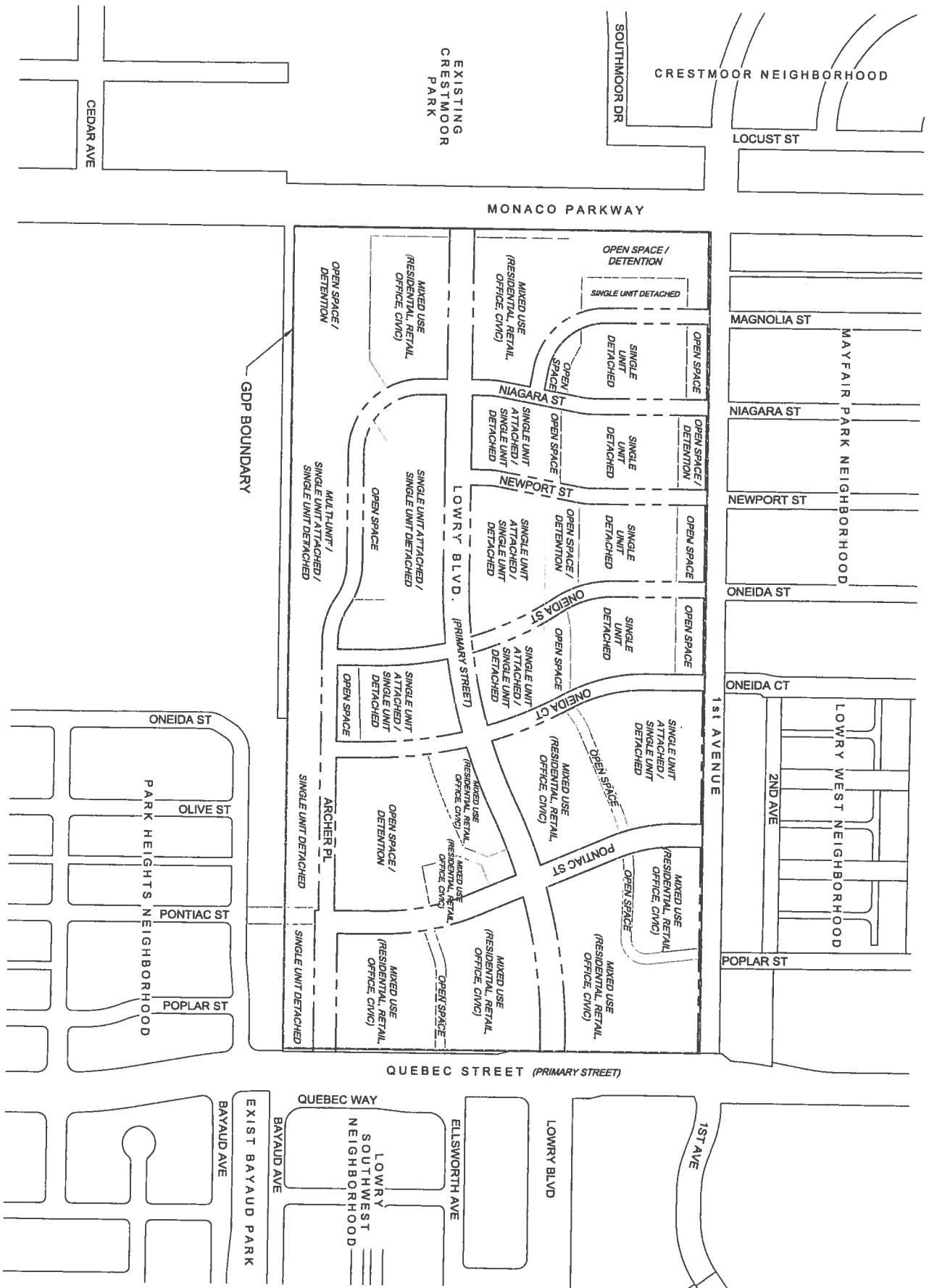
Across Quebec from the Lowry Southwest Neighborhood, the west side of Quebec Street buildings will be setback 35 feet from ROW. Trees lawns will be landscaped and an existing sidewalk will connect the existing unsignalized crossing at approximately Bayaud Avenue to the intersection of 1st Avenue.

F. Vesting

Certain portions of the approved and recorded Buckley Annex GDP constitute a site specific development plan and trigger vested property rights under Article 12 of the Denver Zoning Code. All such vested property rights shall remain vested for a period of three (3) years. The vesting only extends to the following specific portions of this GDP:

1. The street network subject to Public Works design criteria and warrant analysis to be constructed within the GDP area is vested as shown on Sheet 6.
2. At the time of subdivision plat, there may be further refinement of the roadway configurations shown in Sheet 6 provided however that such refinement shall not create greater standards than those detailed in this GDP unless filing level traffic studies change substantially to justify application of a different standard in the opinion of the Manager of Public Works.
3. The Roadway Typical Sections detailed on Sheet 7 are vested except that on-street parking is not vested. For roads constructed within Buckley Annex, no greater standards shall be required than those detailed on Sheet 7 unless filing level traffic studies change substantially to justify application of a different standard in the opinion of the Manager of Public Works.

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PROPOSED LAND USE



SUB-AREA LEGEND:

- First Avenue Residential
- Community Park, South Residential
- Neighborhood Center West
- Row House Boulevard
- Community Park Mixed Use
- South Residential

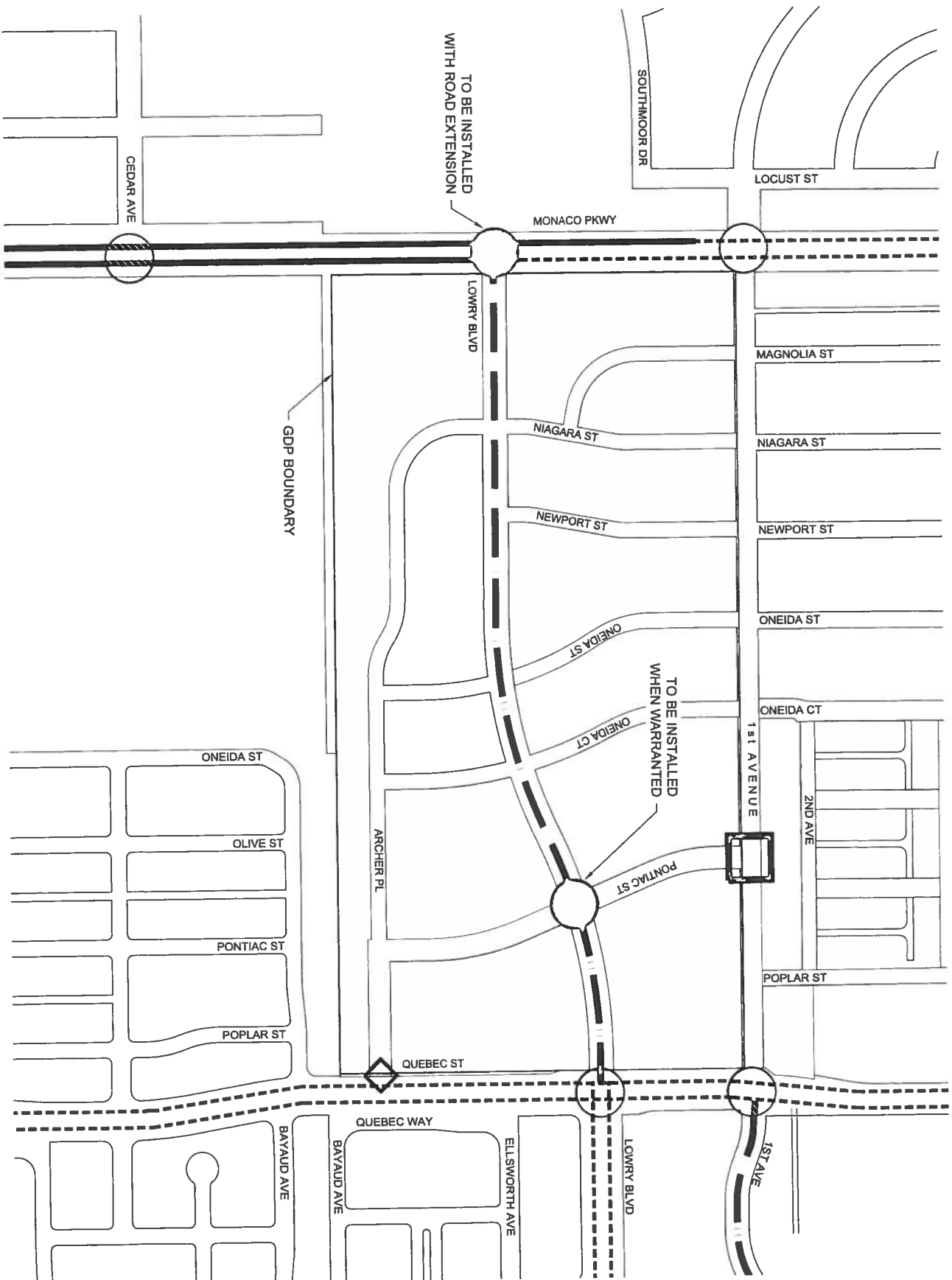
NOTE:

1. Individual parcels will be designed in accordance with the Lowry Design Guidelines and applicable zoning regulations.
2. Lowry Blvd shall be a Primary Street for purposes of zoning. All other Primary Streets required by zoning shall be determined at Site Development Plan.







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VEHICLE CIRCULATION







LEGEND:

TRAFFIC SIGNALS:

-  Existing Traffic Signal
-  Proposed Traffic Signal (When MUTCD Warrants are met)
-  Proposed Right-in / Right-out
-  Potential All-Way Stop

All new signal locations are subject to warrant analysis.

STREET NETWORK:

-  2-Lane Local and Collector Roads
-  3-Lane Collector Road
-  4-Lane Arterial Road
-  6-Lane Arterial Road

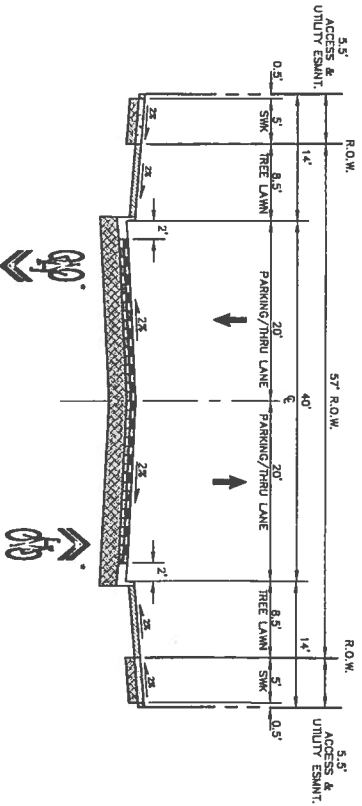
NOTE:

1. See Sheet 7 for Roadway Typical Sections.
2. All proposed roadways shown within the GDP Boundary will be dedicated as public streets.
3. Final alignments to meet all Public Works criteria.

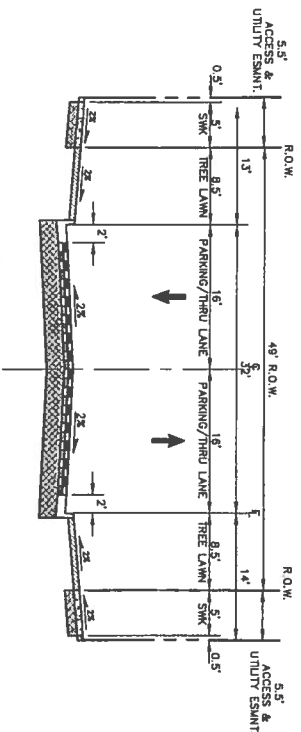


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ROADWAY TYPICAL SECTIONS

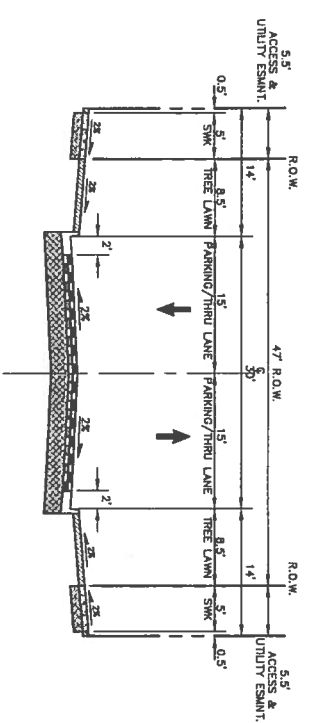
- NOTE:**
1. Exceptions to the Roadway Typical Sections may be allowed by the Manager of Public Works on a case-by-case basis without affecting vested rights or requiring an amendment to this General Development Plan.
 2. A waiver will be requested to provide public sidewalks within access easements in consideration of LEED ND requirements for the applicable typical sections on this sheet.



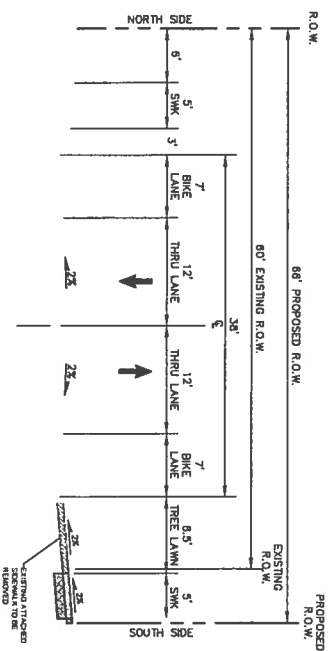
TYPICAL 2-LANE COLLECTOR
 (ADJACENT TO COMMERCIAL OR MULTI-FAMILY)
 *PONTIAC ST BETWEEN 1ST AND LOWRY BLVD ONLY



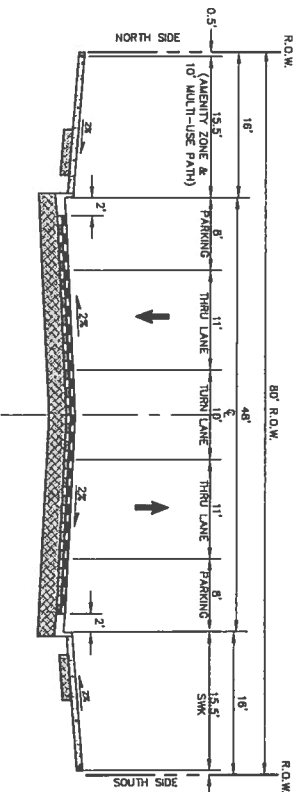
TYPICAL 2-LANE LOCAL
 (3 UTILITIES)



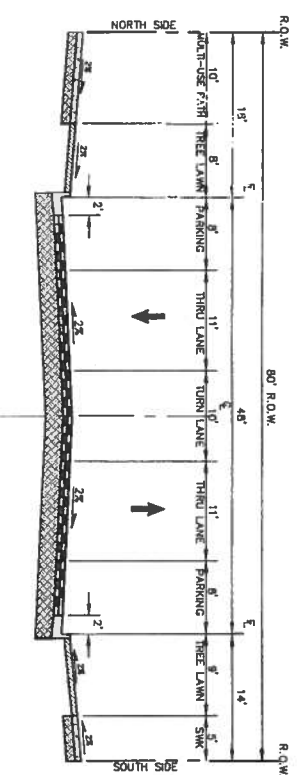
TYPICAL 2-LANE LOCAL
 (2 UTILITIES)



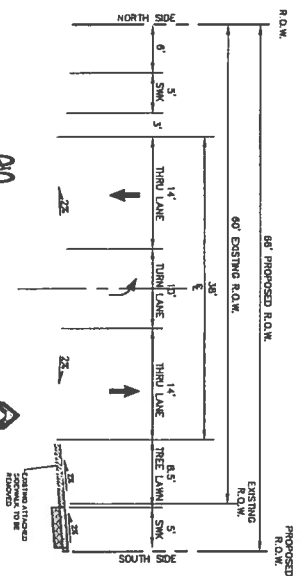
TYPICAL 1ST AVENUE
 (MAGNOLIA TO POPLAR)
 * IMPROVEMENTS TO 1ST AVENUE BETWEEN CURB LINES
 WILL BE LIMITED TO STRIPING TO CREATE BIKE LANES.



TYPICAL LOWRY BOULEVARD
 (MONACO PKWY TO NIAGARA ST)
 (ONEIDA CT TO QUEBEC ST)
 * LOWRY BOULEVARD SECTION WILL VARY BETWEEN ONEIDA &
 QUEBEC AND BETWEEN MONACO & NIAGARA DUE TO TURN
 LANES AND RECEIVING LANES. LOWRY BETWEEN NIAGARA AND
 MONACO MAY BE STANDARD TREE LAWN OR AMENITY ZONE
 WHICH WILL BE DETERMINED DURING TEP PROCESS WITH CITY.

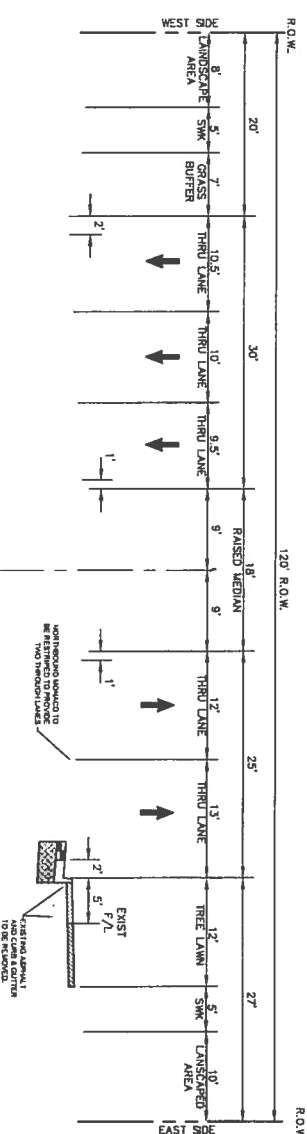


TYPICAL LOWRY BOULEVARD
 (NIAGARA ST TO ONEIDA CT)

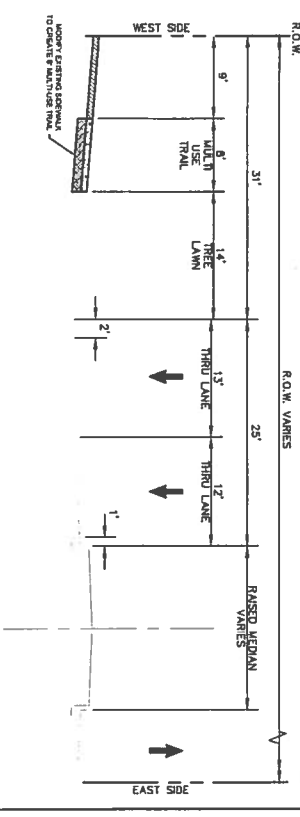


TYPICAL 1ST AVENUE
 (MONACO TO MAGNOLIA)
 (POPLAR TO QUEBEC)

* IMPROVEMENTS TO 1ST AVENUE BETWEEN CURB LINES
 WILL BE LIMITED TO STRIPING TO CREATE SHARED LANE



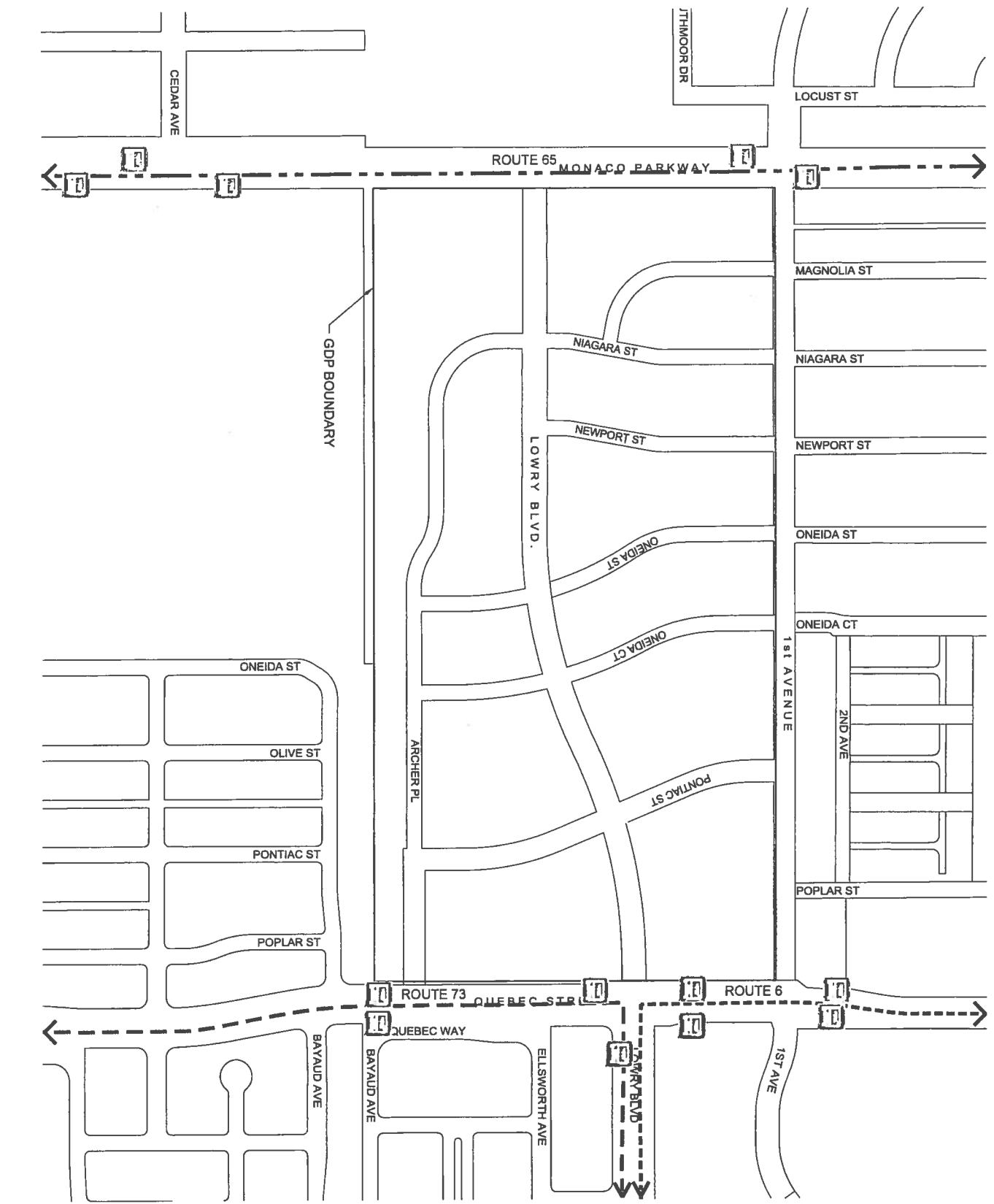
TYPICAL MONACO PARKWAY
 (LOWRY TO 1ST AVE)
 * NO CHANGE SOUTH OF LOWRY BLVD



TYPICAL QUEBEC STREET
 (ALONG PROPERTY FRONTAGE)

ROADWAY TYPICAL SECTIONS





JANUARY 2013



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A PART OF THE SOUTHEAST QUARTER OF SECTION 8, TOWNSHIP 4 SOUTH, RANGE 67 WEST, 6TH PRINCIPAL MERIDIAN
LOCATED AT THE INTERSECTION OF LOWRY BOULEVARD & QUEBEC STREET
PUBLIC TRANSPORTATION PLAN

LEGEND

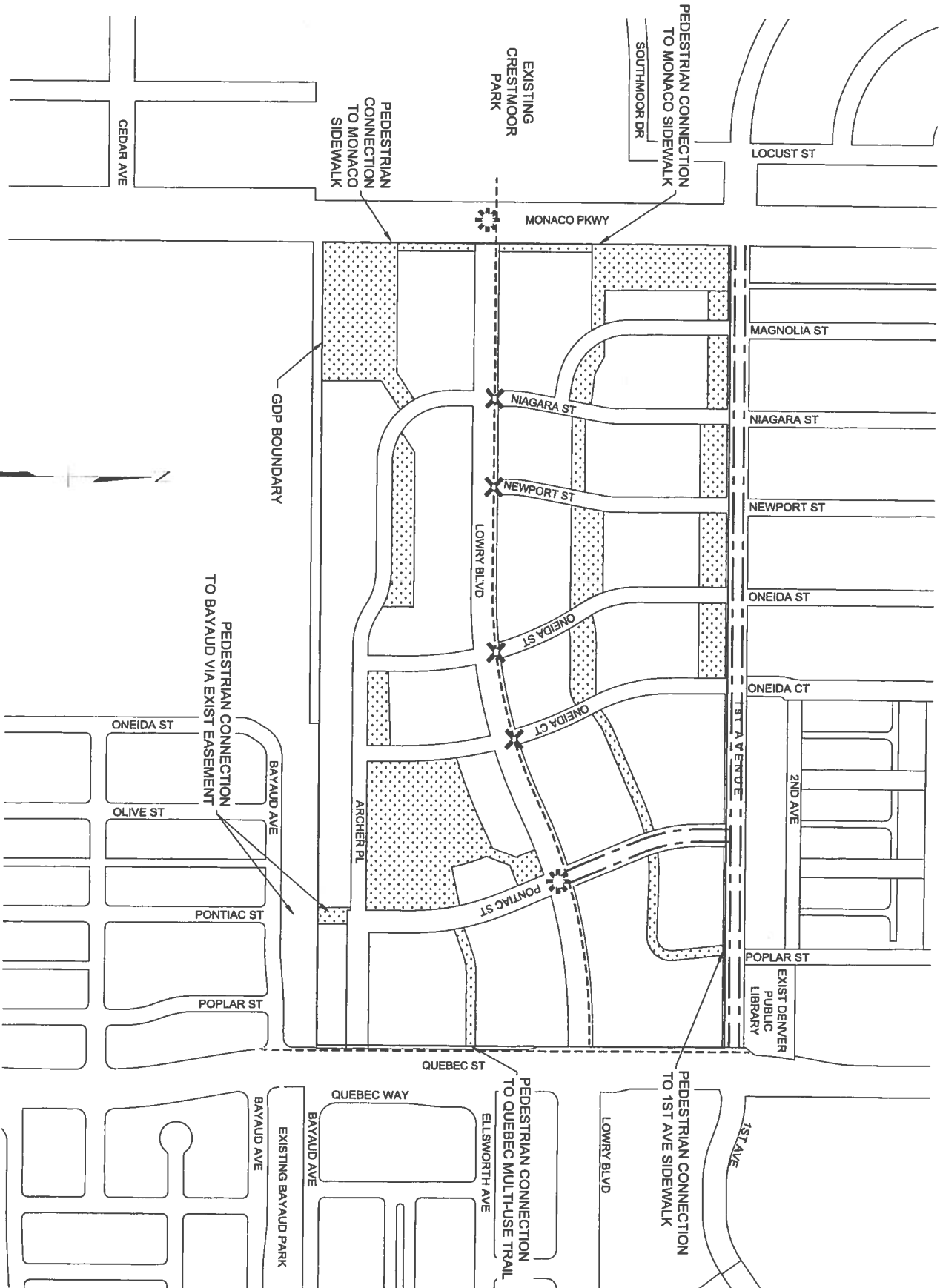
-  Existing Bus Stop
-  Existing Bus Route 6
-  Existing Bus Route 65
-  Existing Bus Route 73

NOTE

1. This plan shows existing bus routes and bus stops. Any changes to the existing system will require approval from RTD at the time of development. Changes required by RTD shall not trigger the need to amend the Approved GDP.
2. Bus stop infrastructure including bus pad, paved connection to sidewalk, and a paved passenger waiting area will be designed and constructed at the Transportation Engineering Plan level. Any additional stop amenities will be determined at the time of Site Development Plan.



BUCKLEY ANNEX
GENERAL DEVELOPMENT PLAN
A PART OF THE SOUTHEAST QUARTER OF SECTION 8, TOWNSHIP 4 SOUTH, RANGE 67 WEST, 6TH PRINCIPAL MERIDIAN
LOCATED AT THE INTERSECTION OF LOWRY BOULEVARD & QUEBEC STREET
EXISTING & PROPOSED PARKS, TRAILS, OPEN SPACE, AND OTHER PUBLIC FACILITIES



- LEGEND**
- Existing Multi-use Trail (Off-Street)
 - - - Existing Multi-use Trail (In ROW)
 - - - Proposed Multi-use Trail (In ROW)
 - - - Proposed On-Street Bicycle Facility (See Typical Sections on Sheet 6)
 - 1st Ave Bike Sharrows from Monaco to Magnolia
 - 1st Ave Bike Lanes from Magnolia to Poplar
 - 1st Ave Bike Sharrows from Poplar to Quebec
 - Pontiac St Bike Sharrows from 1st Ave to Lowry Blvd
 - Existing At-Grade Signalized Crossing
 - ⦿ Proposed At-Grade Signalized Crossing
 - ⦿ Existing At-Grade Unsignalized Crossing
 - ✕ Proposed at-Grade Unsignalized Crossing
 - ⊞ Open Space

Parks and Open Space

The Redevelopment Plan identified an open space network "that builds upon Lowry's diverse park system, connects the Buckley Annex to surrounding neighborhoods and the larger open space network, and integrates stormwater detention." Objectives for parks and open space include the following:

- Contribute to a dramatic change in the physical appearance of the Buckley Annex site.
- Meet local and regional demand for open space and recreation opportunities.
- Complement Denver's system of urban parks.
- Provide cost-effective and environmentally beneficial approaches to water management on site.
- Connect Buckley Annex to the rest of the City and region through physical and visual linkages.
- Provide recreational opportunities for residents of Denver.
- Preserve existing land contours and vegetation where possible.
- Parks and open space that restores and enhances natural habitats for a variety of birds, animals and vegetation, are compatible with the natural environment and are well integrated into the fabric of the community.

It is envisioned that useable parks and open space will be provided for residents as development occurs. These facilities will serve primary neighborhood needs with exact boundaries to be further defined during the design process while maintaining approximately 13 acres of open space within Buckley Annex. This translates to roughly 19% of the site being developed as open space which exceeds the City's 10% requirement.

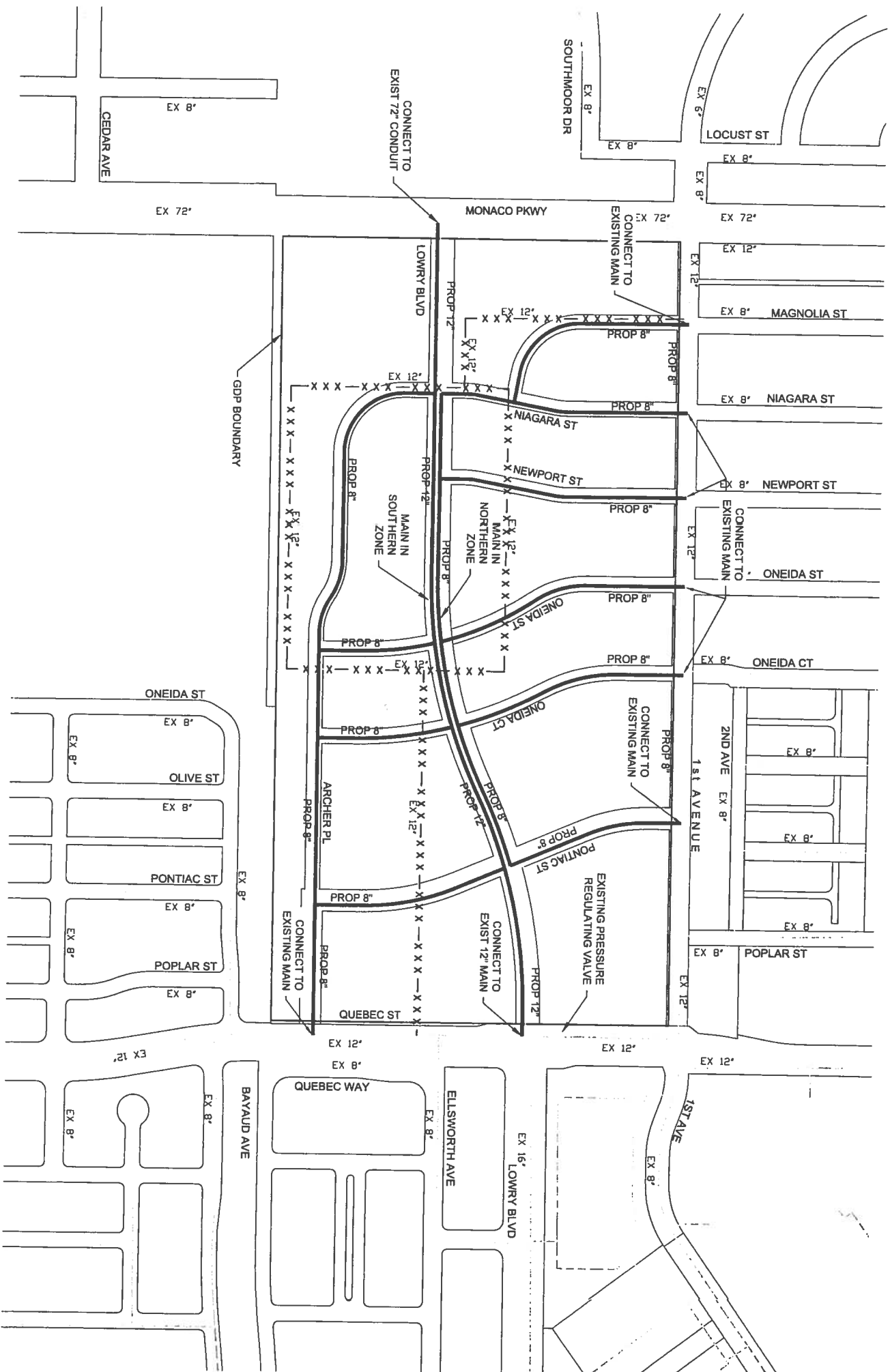
The character of parks and open space will vary throughout Buckley Annex and will be accessible to all residents. Both formal and informal parks will be provided in different scales and sizes - including neighborhood greens, a community park, and neighborhood parks. In addition to meeting the recreational needs of the Buckley Annex, the neighborhood parks and open space are intended to provide a structure that organizes and defines the neighborhood. All parks and open space will be owned, operated, and maintained by one or more home/property owners associations, metropolitan districts, or other future entities.

Trails

A trail system will be provided throughout the site for both recreation and community access (pedestrian & bicycle). Trails will be located along drainageways as well as along roads and in parks. Trails will provide both local and regional recreation and will connect with existing trails and paths that are outside the GDP boundary. In addition to the sidewalks provided on both sides of every roadway, additional pedestrian connections have been defined where access will be provided through the adjacent open space and/or future development. The trail alignments shown on this sheet are schematic at this time. Exact geometries will be determined during the design process.

Where "pedestrian connectors" are noted, pedestrian access will be provided to the roadway sidewalk through the adjacent open space and/or future development. Exact geometries will be determined during the design process.

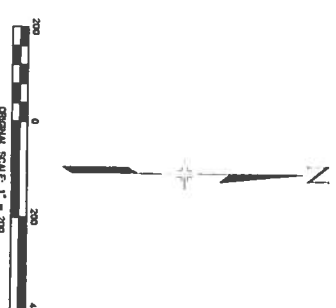
**BUCKLEY ANNEX
GENERAL DEVELOPMENT PLAN**
A PART OF THE SOUTHEAST QUARTER OF SECTION 8, TOWNSHIP 4 SOUTH, RANGE 67 WEST, 6TH PRINCIPAL MERIDIAN
LOCATED AT THE INTERSECTION OF LOWRY BOULEVARD & QUEBEC STREET
EXISTING & PROPOSED WATER



- LEGEND**
- Existing Water Line
 - Proposed Water Line
 - Proposed Non-Potable Water Line
 - Water Zone Boundary
 - Water Demo

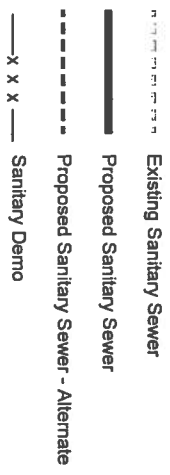
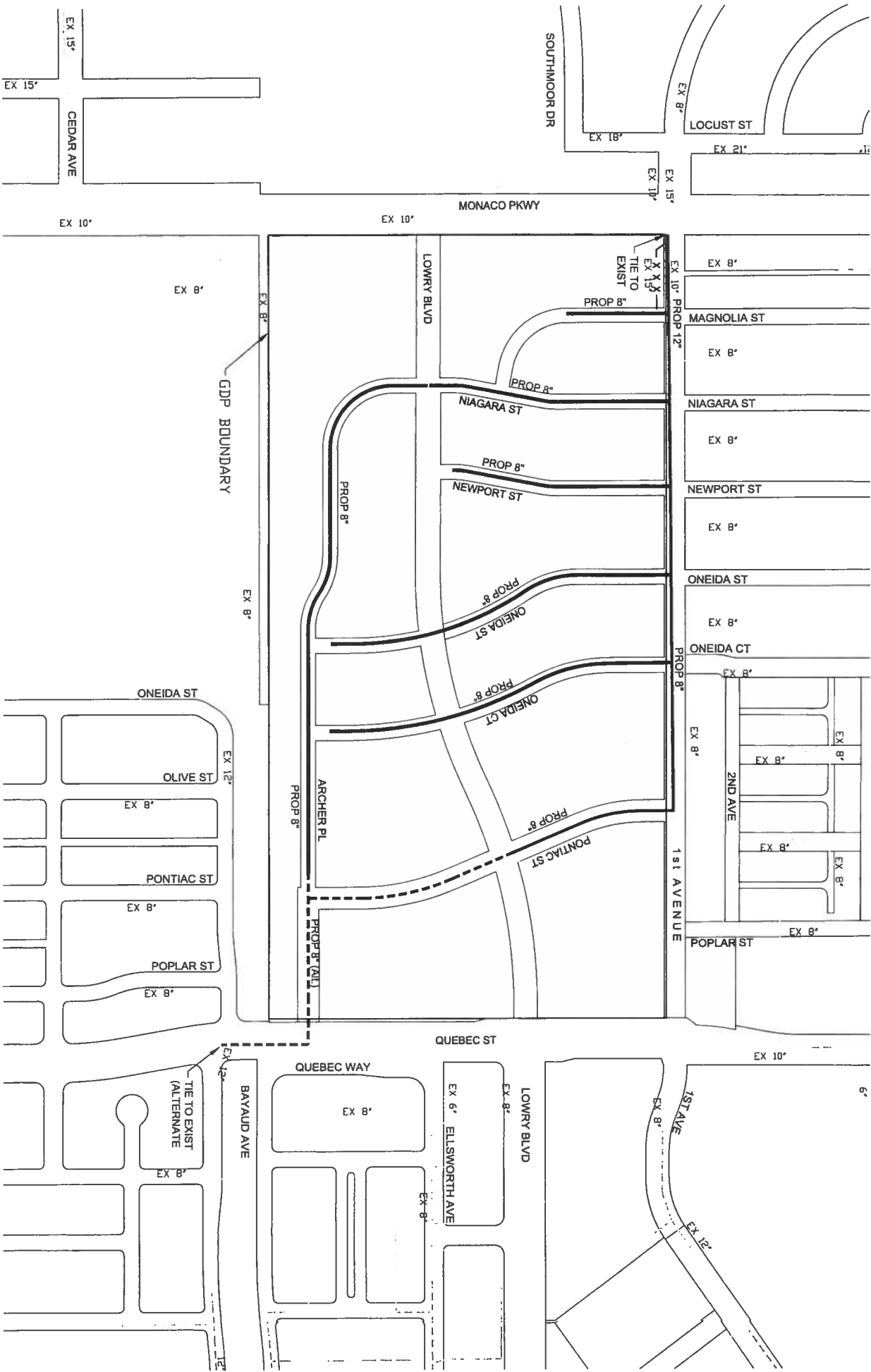
NOTE

1. Alignments shown are for illustrative purposes only. Final alignments will be determined at Site Development Plan.
2. The water system depicted on this sheet shows a zone boundary along Lowry Boulevard. The zone boundary may shift due to the phasing of the project where the most efficient use of infrastructure will influence the zone boundary. Minor changes to the proposed network of zone boundary will not require an amendment to this General Development Plan.
3. Public water will be provided by Denver Water pursuant to the Charter of the City. Development of Buckley Annex will require extension of the current Denver Water system. The Denver Water potable system is accessible adjacent to the site.
4. Potable water supplies are available adjacent to the site. Connections to the existing system are anticipated along 1st Ave at Magnolia Street, Niagara Street, Newport Street, Oneida Court, and Pontiac Street, along Lowry Blvd at Monaco Parkway and Quebec Street, and the intersection of Archer Place & Quebec Street. Normal operating pressures for the entire site can be maintained within two pressure zones. The local potable water system is sized to provide adequate fire flow delivery with minimum residual pressure of 20 pounds per square inch (psi) in conjunction with maximum day conditions.
5. Design plans for development will be submitted to Denver Water for review and approval.
6. While non-potable water lines are not shown it is the intent to utilize non-potable water on site. Final design, layout and feasibility will be determined through subsequent processes.



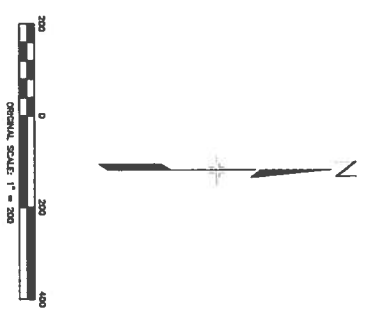
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BUCKLEY ANNEX
GENERAL DEVELOPMENT PLAN
A PART OF THE SOUTHEAST QUARTER OF SECTION 8, TOWNSHIP 4 SOUTH, RANGE 67 WEST, 6TH PRINCIPAL MERIDIAN
LOCATED AT THE INTERSECTION OF LOWRY BOULEVARD & QUEBEC STREET
EXISTING & PROPOSED SANITARY SEWER



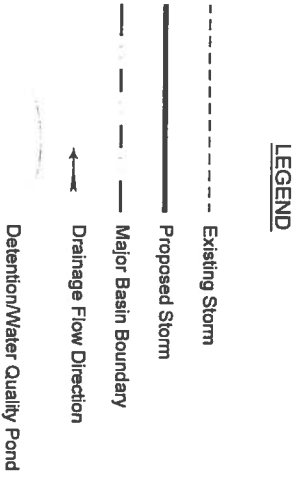
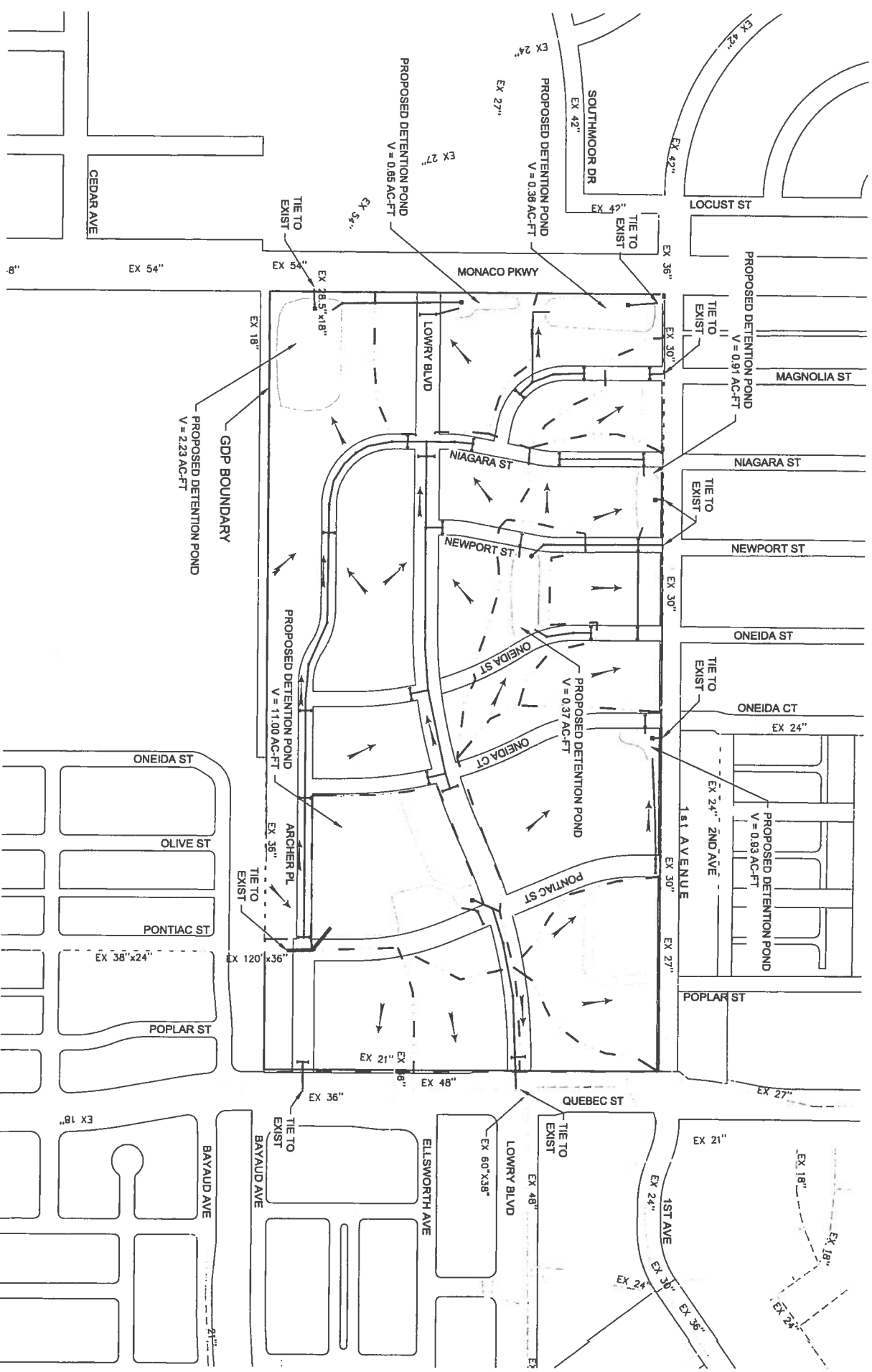
NOTE

1. Alignments shown are for illustrative purposes only. Final alignments will be determined at Site Development Plan.
2. Alternate alignment to be used in event of southeast portion of site being developed prior to construction of sanitary sewer connection from the northwest. Alignment modifications will not require an amendment to the General Development Plan.
3. Existing manholes, inlets, and pipes shown as demo in open space shall be abandoned and/or removed per City and County of Denver Storm Drainage & Sanitary Sewer Construction Detail & Specifications 3.0.
4. The Buckley Annex sanitary sewer system will connect to the existing public system at 1st Avenue & Monaco Parkway. The total area associated with Buckley Annex is projected to produce 0.5 million gallons per day (MGD) average daily flow and 1.2 MGD peak daily flow at the connection point at 1st Avenue & Monaco Parkway. A portion of the site may be connected to the existing sanitary sewer system in Quebec Street if the phasing of the project makes this the preferred alternative.
5. Sanitary sewer plans for individual parcels must be in conformance with the approved 2012 Buckley Annex Sanitary Sewer Report.



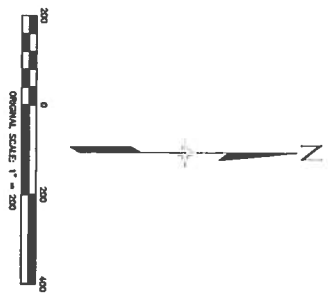
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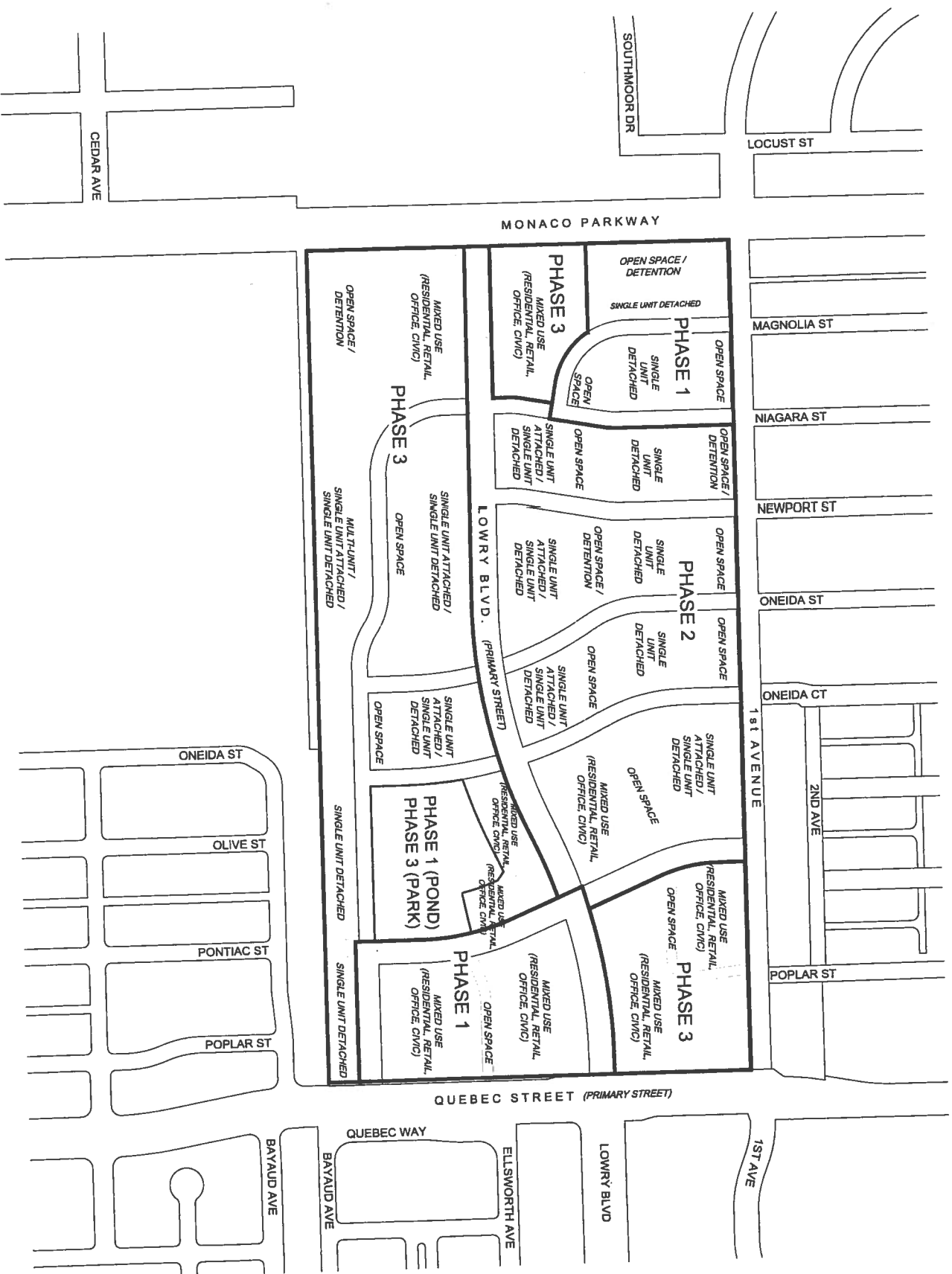
BUCKLEY ANNEX
GENERAL DEVELOPMENT PLAN
A PART OF THE SOUTHEAST QUARTER OF SECTION 8, TOWNSHIP 4 SOUTH, RANGE 67 WEST, 6TH PRINCIPAL MERIDIAN
LOCATED AT THE INTERSECTION OF LOWRY BOULEVARD & QUEBEC STREET
EXISTING & PROPOSED STORM WATER FACILITIES



NOTE

1. Sub-regional stormwater facilities will be provided on the Buckley Annex site in accordance with City and County of Denver's Storm Drainage Design and Technical Criteria Manual, Urban Drainage and Flood Control District's Urban Storm Drainage Design Criteria Manual, and the approved Final Drainage Report to be prepared for the redevelopment project. These facilities will provide stormwater detention, water quality capture volume (WQCV) and control stormwater discharges from the site, unless regional facilities are available to provide the same required functions. Pond volumes will be controlled for the 10-year and 100-year storm events in addition to accommodating the WQCV, where applicable. Per City requirements, the WQCV shall be considered to be a portion of the 100-year detention volume. Individual parcel detention may be required if a parcel is developed prior to the construction of the applicable downstream detention pond.
2. The pond locations as shown on this sheet are conceptual. Detention and water quality requirements may be accomplished using ponds as illustrated or other means such as rooftop detention or underground storage, subject to subsequent reviews and approvals. Some alternatives (such as underground water quality) may require a variance. Final detention and water quality locations and sizes will be determined by the approved Final Drainage Report for the Buckley Annex. Redevelopment to be prepared or at Site Development Plan approval for individual parcels. Changes in detention and water quality types, locations or sizes will not require an amendment to this General Development Plan.
3. A Stormwater Management Plan will be prepared for issuance of a Construction Activities Stormwater Discharge Permit prior to the start of any construction. This plan will provide an adequate level of control of exposed soils subject to potential erosion for the duration of construction, re-vegetation and final stabilization.
4. Maintenance of the sub-regional ponds will be the responsibility of a future home owner's association, special district or other future entity.





2013077511

BUCKLEY ANNEX
GENERAL DEVELOPMENT PLAN
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LOCATED AT THE INTERSECTION OF LOWRY BOULEVARD & QUEBEC STREET
PHASING EXHIBIT

ANTICIPATED SEQUENCE / PHASING:

Anticipated phasing of the development described in this General Development Plan is depicted in this Sheet 13 and intended to be advisory only and not binding and in no way creates or compromises a vested right. All infrastructure work will be phased to serve the development as it progresses.

Phasing is expected to follow general market conditions for both residential and commercial developments. Phase 1 construction as indicated in the phasing graphic and described below, is anticipated to begin as early as 2013. Follow-on development is expected to occur thereafter based on market conditions. Right-of-way dedication to be done by plat using established acceptance procedures.

Phase 1: Anticipated mixed-use development at the southeast corner and residential/open space development at the northwest corner of the site along with adjacent drainage facilities and utilizing the existing sanitary sewer outfall to the northwest. Roadway construction includes portions of Lowry Blvd, Pontiac St, Archer Pl, Niagara St, and the full length of Magnolia St. The mixed-use development will have access to Quebec Street at Lowry Blvd and at Archer Place while the residential development will have access to 1st Avenue at Magnolia St and at Niagara St. Improvements will also be made to 1st Ave between Monaco Pkwy & Niagara St with this phase. Anticipated Timing: 2013-2014.

Phase 2: Remaining residential development north of Lowry Blvd, mixed-use development between Oneida Ct and Pontiac St, and adjacent portions of open space. This phase will also include the extension of Lowry Blvd and the construction of the remaining roadways north of Lowry Blvd. Improvements to 1st Avenue will continue adjacent to Phase 2 from Niagara St to Pontiac St. Anticipated Timing: 2014-2015.

Phase 3: Build-out of the full site including remaining portion of mixed-use development north of Lowry Blvd, everything south of Lowry Blvd, and completion of the 1st Avenue and Lowry Boulevard improvements. Anticipated Timing: 2015-2016.

