

SOUTH SLOAN'S LAKE GENERAL DEVELOPMENT PLAN

Located in the Southeast Quarter of Section 31, Township 3 South, Range 68 West of the Sixth Principal Meridian, City and County of Denver, State of Colorado

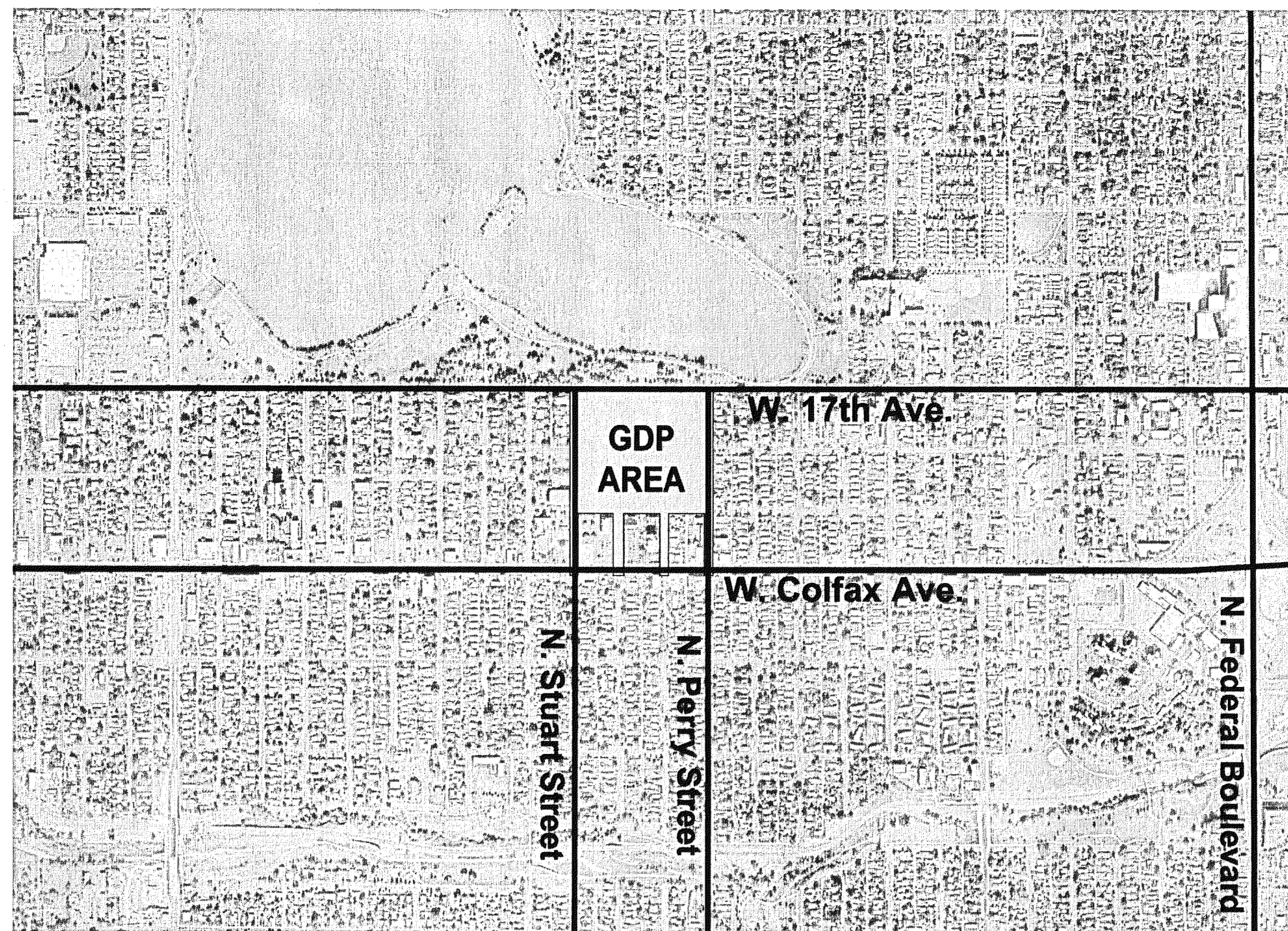
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 City & County of Denver PBG 2014004728 Page: 1 of 10

STATISTICAL INFORMATION

PROJECT SUMMARY	
GROSS GDP AREA	25.22 ACRES
RIGHT OF WAY (EXISTING + PROPOSED)	11.15 ACRES
NET GDP AREA	14.07 ACRES
OPEN SPACE PROVIDED	1.41 ACRES
OPEN SPACE REQUIRED (10% of GDP Net Area)	1.41 ACRES
TOTAL PROPOSED DEVELOPMENT (estimate)	528,000-1,700,000 SF

SHEET INDEX

- | | |
|-----|------------------------------|
| NO. | SHEET TITLE |
| 1. | COVER |
| 2. | SURVEY AND LEGAL DESCRIPTION |
| 3. | EXISTING CONDITIONS |
| 4. | DEVELOPMENT CONCEPTS |
| 5. | PHASING CONCEPTS |
| 6. | CIRCULATION CONCEPTS |
| 7. | OPEN SPACE CONCEPTS |
| 8. | STREET SECTIONS |
| 9. | STREET SECTIONS |
| 10. | BUILDING HEIGHTS CONCEPTS |



APPLICANT AND OWNER:

EFG - SOUTH SLOAN'S LAKE I, LLC. ("Applicant")

BY: C. R. Bertron 1/10/2014
 Cameron R. Bertron Date

SURVEYOR'S CERTIFICATION

I, Richard A. Nobbe, a professional land surveyor registered in the State of Colorado, based upon my professional opinion, do hereby certify that the survey for the property included in the Sloan's Lake South General Development Plan on Sheet 2 of 10, was made under my direction, and the accompanying plan accurately and properly shows said area.

BY: Richard A. Nobbe 1/10/14
 Richard A. Nobbe Date

GDP APPROVAL:

The South Sloan's Lake General Development Plan 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 General Development Plan.

APPROVED BY: Rocky Piro 14 JANUARY 2014
 Rocky Piro, Manager of Community Planning and Development Date

APPROVED BY: Jose Comejo 1/14/2014
 Jose Comejo, Public Works Manager Date

APPROVED BY: Lauri Dannemiller 1-14-2014
 Lauri Dannemiller, Manager of Parks and Recreation Date

CLERK & RECORDER'S CERTIFICATION

State of Colorado } SS
 City and County of Denver }
 I hereby certify this instrument was filed for record in my office at 12:19 o'clock P.m. 1/15 2013, at Reception Number 2014004728

BY: Debra Johnson
 CLERK AND RECORDER

BY: Budget M. Svalberg
 DEPUTY CLERK AND RECORDER

FEE: 101.00



NOTES

- Gross GDP Area: The total area of the GDP boundary, including existing R.O.W.
- Net GDP Area: Gross GDP area, minus existing and proposed R.O.W.

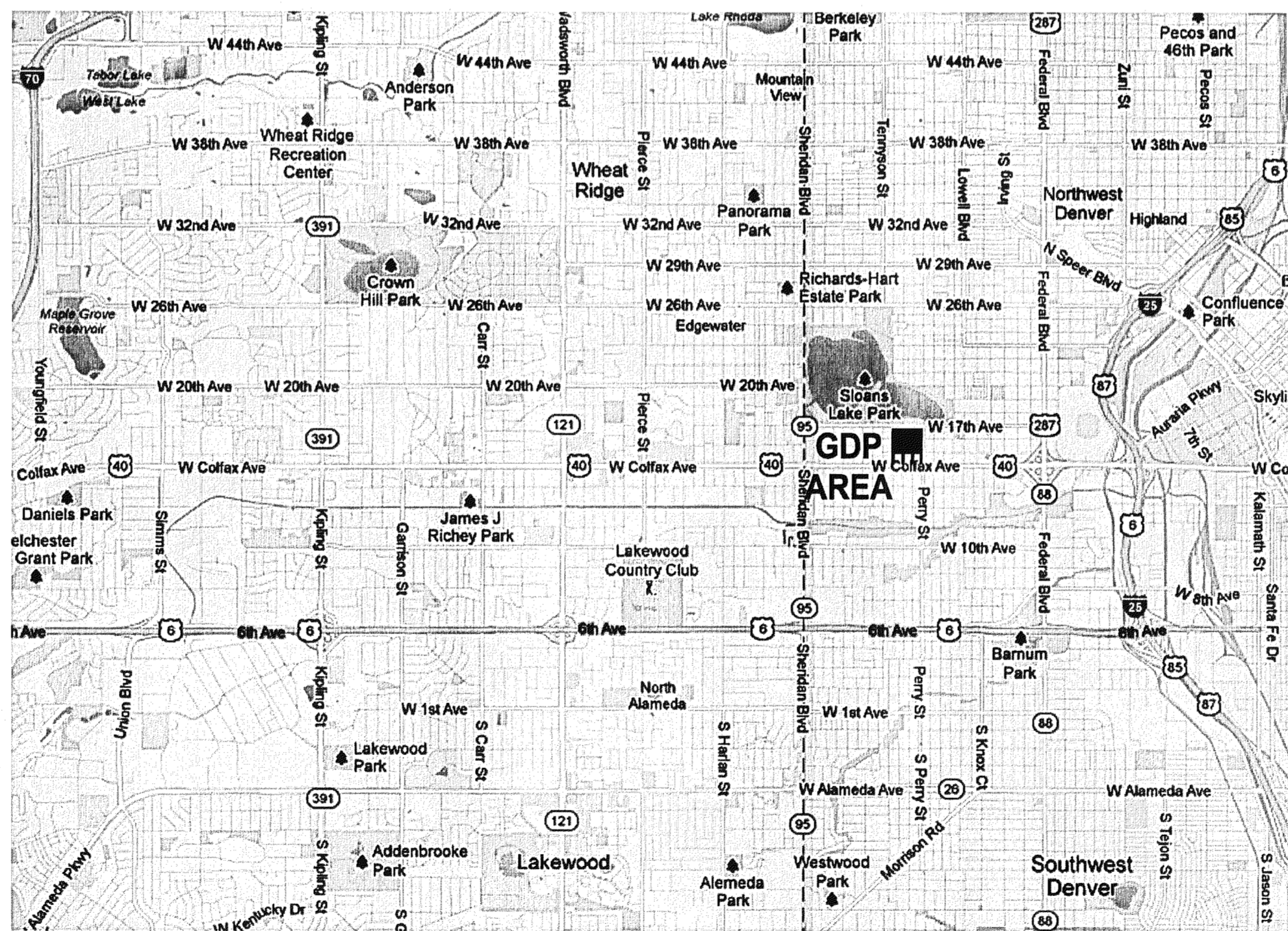
GDP AMENDMENTS

All amendments to this GDP shall be made in accordance with the City of Denver Zoning Code, with the following notes

- This GDP is a framework plan only and except as expressly provided herein does not specifically allocate mix of uses, phasing, or density of the development. Changes to these items will not require an amendment or minor deviation to this GDP.

1 CONTEXT MAP

NTS



2 VICINITY MAP

NTS



COVER SHEET

RNL
 1050 17th Street, Suite A-200
 Denver, Colorado 80202
 (303) 295-1717

MARTIN J. MARTIN
 CONSULTING ENGINEER
 MartinMartin, Inc.
 12499 W. Colfax Ave.
 Lakewood, Colorado 80215
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PARSONS BRINCKERHOFF
 Parsons Brinkerhoff
 555 17th Street, Suite 500
 Denver, Colorado 80202
 (303) 832-9991

EFG-South Sloan's Lake I, LLC
 An EnviroFinance Group Company
 EFG-South Sloan's Lake I, LLC
 7200 S. Alton Way, Suite B-130
 Centennial, Colorado 80214

May 6, 2013 Concept Submittal
 June 28, 2013 Preliminary GDP
 October 14, 2013 Preliminary GDP #2
 October 31, 2013 Preliminary GDP #3
 January 9, 2014 Final GDP

MARK DATE DESCRIPTION
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 PROJECT No: 3306.03
 DATE: January 9, 2014
 SCALE: NTS

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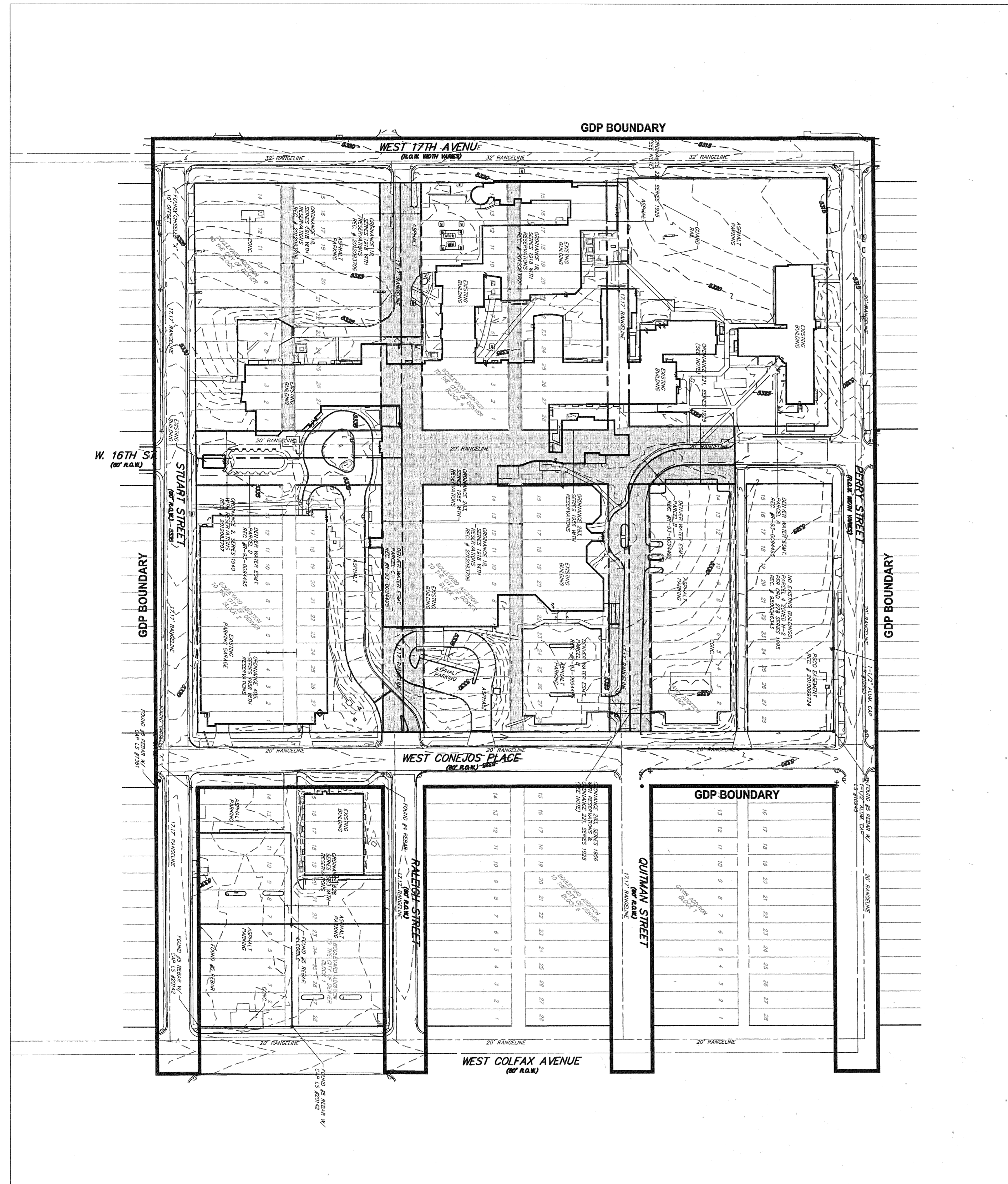
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SLOANS LAKE
GDP LEGAL
10/04/2013

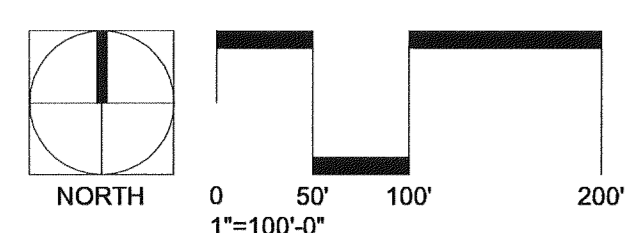
A PARCEL OF LAND BEING BLOCK 2, GAVIN'S ADDITION, TOGETHER WITH BLOCKS 2, 3, 4, AND 5 OF THE BOULEVARD ADDITION TO THE CITY OF DENVER TOGETHER WITH THE VACATED ALLEYS WITHIN SAID BLOCKS 1, 2, 3, 4 AND 5, TOGETHER WITH VACATED RALEIGH ST. AND QUITMAN ST. ADJACENT TO SAID BLOCK 2, 3, 4 AND 5 AND VACATED 16TH ST. BETWEEN STUART ST. AND THE WESTERLY LINE OF THE ALLEY WITHIN BLOCK 2, GAVIN'S ADDITION AND A PORTION OF UNPLATTED LAND TOGETHER WITH THE ADJACENT RIGHT-OF-WAYS OF STUART ST., W. COLFAX AVE., W. 17TH ST. AND PERRY ST. LOCATED IN THE SOUTHEAST QUARTER OF SECTION 31, TOWNSHIP 3 SOUTH, AND THE NORTHEAST QUARTER OF SECTION 6, TOWNSHIP 4 SOUTH, RANGE 68 WEST OF THE SIXTH PRINCIPAL MERIDIAN, CITY AND COUNTY OF DENVER, STATE OF COLORADO BEING MORE PARTICULARLY DESCRIBED AS FOLLOWS:

ALL OF THE LANDS CONTAINED WITHIN THE FOLLOWING DESCRIBED LINES: COMMENCING AT THE INTERSECTION OF THE WESTERLY RIGHT-OF-WAY LINE OF STUART ST. EXTENDED AND THE SOUTHERLY RIGHT-OF-WAY LINE OF W. COLFAX AVE., SAID POINT BEING THE POINT OF BEGINNING; THENCE NORTHERLY ALONG SAID WESTERLY RIGHT-OF-WAY LINE OF STUART ST. EXTENDED TO A POINT ON THE NORTHERLY RIGHT-OF-WAY LINE W. 17TH AVE.; THENCE EASTERLY ALONG SAID NORTHERLY RIGHT-OF-WAY LINE OF W. 17TH AVE. EXTENDED TO A POINT ON THE EASTERLY RIGHT-OF-WAY LINE OF PERRY ST.; THENCE SOUTHERLY ALONG SAID EASTERLY RIGHT-OF-WAY LINE OF PERRY ST. EXTENDED TO A POINT ON THE SOUTHERLY RIGHT-OF-WAY LINE OF W. COLFAX AVE.; THENCE WESTERLY ALONG SAID SOUTHERLY RIGHT-OF-WAY LINE OF W. COLFAX AVE. TO A POINT ON THE WESTERLY RIGHT-OF-WAY OF PERRY ST. EXTENDED; THENCE NORTHERLY ALONG SAID WESTERLY RIGHT-OF-WAY LINE OF PERRY ST. EXTENDED TO A POINT ON THE SOUTHERLY RIGHT-OF-WAY LINE OF W. CONEJOS PL.; THENCE WESTERLY ALONG SAID SOUTHERLY RIGHT-OF-WAY LINE OF W. CONEJOS PL. TO A POINT ON THE EASTERLY RIGHT-OF-WAY LINE OF QUITMAN ST.; THENCE SOUTHERLY ALONG SAID EASTERLY RIGHT-OF-WAY LINE OF QUITMAN ST. EXTENDED TO A POINT ON THE SOUTHERLY RIGHT-OF-WAY OF W. COLFAX AVE.; THENCE WESTERLY ALONG SAID SOUTHERLY RIGHT-OF-WAY LINE OF W. COLFAX AVE. TO A POINT ON THE WESTERLY RIGHT-OF-WAY OF QUITMAN ST. EXTENDED; THENCE NORTHERLY ALONG SAID WESTERLY RIGHT-OF-WAY LINE OF QUITMAN ST. EXTENDED TO A POINT ON THE SOUTHERLY RIGHT-OF-WAY LINE OF W. CONEJOS PL.; THENCE WESTERLY ALONG SAID SOUTHERLY RIGHT-OF-WAY LINE OF W. CONEJOS PL. TO A POINT ON THE EASTERLY RIGHT-OF-WAY LINE OF RALEIGH ST.; THENCE SOUTHERLY ALONG SAID EASTERLY RIGHT-OF-WAY LINE OF RALEIGH ST. EXTENDED TO A POINT ON THE SOUTHERLY RIGHT-OF-WAY OF W. COLFAX AVE.; THENCE WESTERLY ALONG SAID SOUTHERLY RIGHT-OF-WAY LINE OF W. COLFAX AVE. TO A POINT ON THE WESTERLY RIGHT-OF-WAY OF RALEIGH ST. EXTENDED; THENCE NORTHERLY ALONG SAID WESTERLY RIGHT-OF-WAY LINE OF RALEIGH ST. EXTENDED TO A POINT ON THE SOUTHERLY RIGHT-OF-WAY LINE OF W. CONEJOS PL.; THENCE WESTERLY ALONG SAID SOUTHERLY RIGHT-OF-WAY LINE OF W. CONEJOS PL. TO A POINT ON THE EASTERLY RIGHT-OF-WAY LINE OF STUART ST.; THENCE SOUTHERLY ALONG SAID EASTERLY RIGHT-OF-WAY LINE OF STUART ST. EXTENDED TO A POINT ON THE SOUTHERLY RIGHT-OF-WAY OF W. COLFAX AVE.; THENCE WESTERLY ALONG SAID SOUTHERLY RIGHT-OF-WAY LINE OF W. COLFAX AVE. TO THE POINT OF BEGINNING.

PREPARED BY RICHARD A. NOBBE PLS
FOR AND ON BEHALF OF:
MARTIN/MARTIN INC.
12499 W. COLFAX AVE.
LAKEWOOD, CO 80215
(303) 431-6100
(303) 431-4028 FAX



1 SURVEY



LEGEND

- GDP BOUNDARY
- VACATED RIGHT-OF-WAY

SURVEY AND LEGAL DESCRIPTION

RNL
1050 17th Street, Suite A-200
Denver, Colorado 80202
(303) 295-1717

MARTIN / MARTIN
CONSULTING ENGINEERS
Martin/Martin, Inc.
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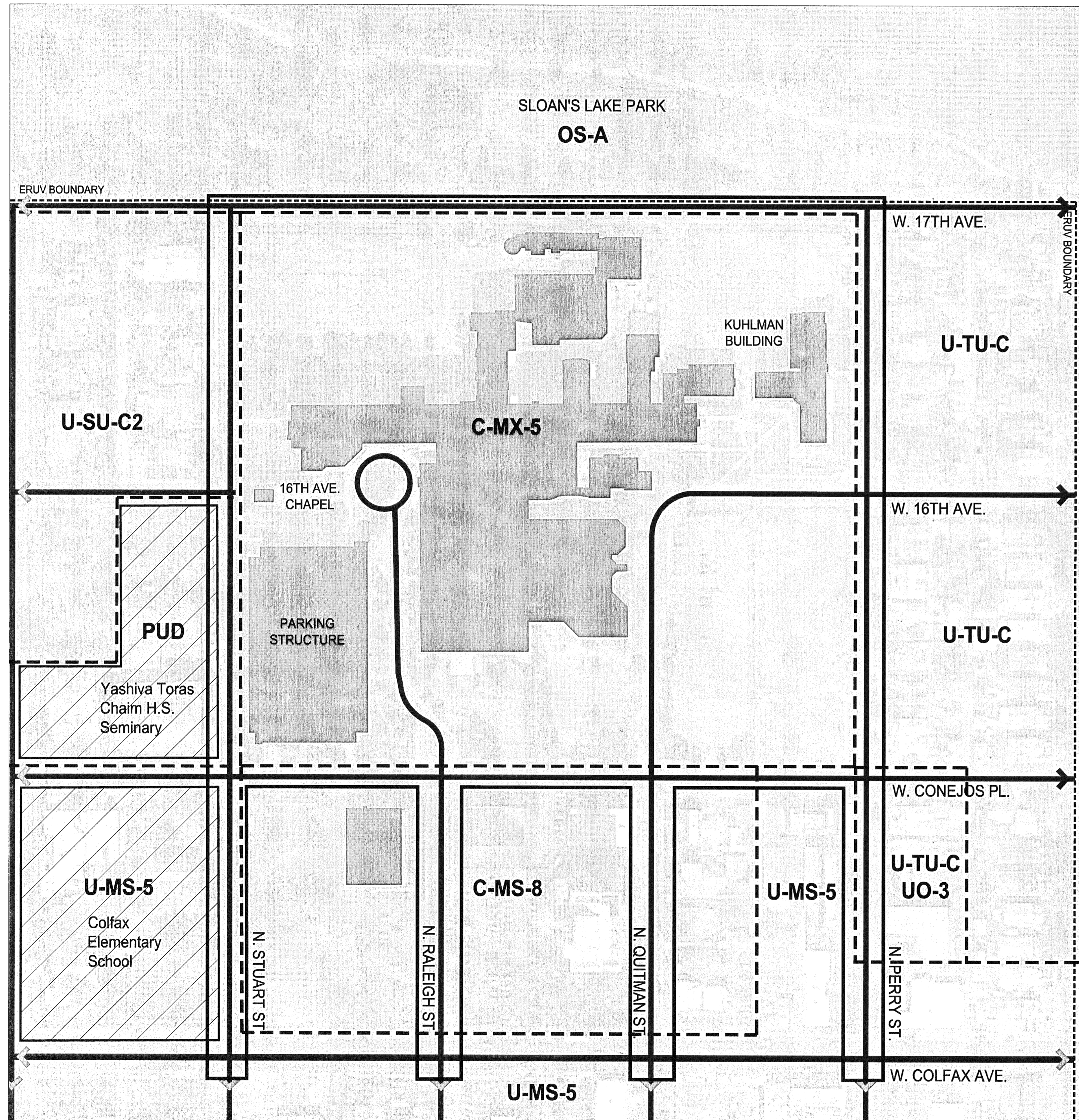
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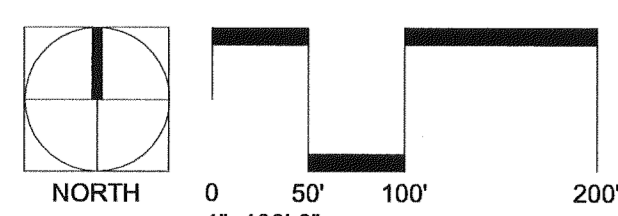
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1 EXISTING CONDITIONS MAP
SCALE: 1"=100'



LEGEND

- GDP BOUNDARY
- ZONE DISTRICT BOUNDARY
- DENVER WEST SIDE ERUV
- EXISTING BUILDINGS
- EXISTING ROADS
- PUBLIC FACILITIES

EXISTING CONDITIONS

CURRENT ZONING

The site is presently zoned C-MX-5. A rezoning may be necessary to accomplish the vision of the South Sloan's Lake GDP.

Mixed Use District (C-MX-5):

All of the property north of Conejos Place is in the C-MX-5 zone district. This district is intended to promote a diverse, active, and pedestrian-scaled neighborhood through building forms that clearly define and activate the street edge. This district is also intended to enhance the convenience, ease and enjoyment of transit, walking, shopping and public gathering, and to ensure that new development contributes positively to the established residential neighborhoods and character, and improves the transition between commercial development and adjacent residential neighborhoods.

URBAN DESIGN STANDARDS AND GUIDELINES

None.

VIEW PLANES

None.

HISTORIC DESIGNATIONS

None.

EXISTING BUILDINGS

The South Sloan's Lake GDP contains several existing structures, primarily of hospital/medical or related use. The existing main hospital building (to be demolished) is the tallest building on site, and is between 1 and 6-stories tall.

Three of the existing buildings on the site are anticipated to remain, including the parking structure; the small, freestanding chapel building adjacent to Stuart Street in the alignment of W. 16th Avenue (the 16th Avenue Chapel); and the Kuhlman Building, a 5-story building along Perry Street, between W. 16th Avenue and W. 17th Avenue.

EXISTING ROADS

The GDP area is bordered by W. Colfax Avenue and W. Conejos Place on the south, W. 17th Avenue on the north, Stuart Street on the west, and Perry Street on east, respectively. The GDP area includes Stuart Street, Raleigh Street, Quitman Street and Perry Street, extending from W. Conejos Place to W. Colfax Avenue, to ensure vehicular, pedestrian and bike circulation networks connect to W. Colfax Avenue in a manner consistent with the redevelopment of the GDP area. There are no designated parkways surrounding the site.

The primary vehicular routes to the South Sloan's Lake GDP are W. Colfax Avenue, W. 17th Avenue and Perry Street. W. Colfax Avenue is a Mixed-use arterial that serves as an important regional connection. W. 17th Avenue is a Mixed-use collector road for the West Colfax Neighborhood, providing access to Sloan's Lake Park, and Federal and Sheridan Boulevards to the east and west. Perry Street is a Main Street Collector road, providing connectivity from the area south to the Perry Street Light Rail Transit station and beyond. Perry is the only street in the GDP area that crosses the Lakewood Gulch to the south. There are existing traffic signals at the intersections of W. Colfax Avenue and Raleigh Street and Perry Street.

The South Sloan's Lake GDP area is served by designated bike route D-8, as shown on the Denver Bike Map, a bi-directional route along the designated bike lanes on W. 17th Avenue, as well as route D-1, which accesses the site along Perry Street. Denver Moves includes a sharrows on Perry Street.

WEST CORRIDOR TRANSIT LINE AND STATION

The GDP area is also accessed by bus and light rail. The Perry Street station along the West Corridor Light Rail line is approximately 1/2 mile from the site, and can be accessed from Raleigh Street and Perry Street. Additionally, the RTD 16 bus route runs along W. Colfax Avenue and stops at Raleigh and Perry Streets. The 20 bus route runs along W. 17th Avenue, stopping at Stuart Street and Perry Street.

DENVER WEST SIDE ERUV

An Eruv is a boundary that defines a walkable zone in which residents who observe traditional Jewish rules concerning the Sabbath can congregate and socialize without breaking those rules. The South Sloan's Lake GDP area is within the Denver West Side Eruv, as established by Ordinance No. 559, series of 1993, and amended by Ordinance No. 619, series of 1997. The entire GDP area falls within the Denver West Side Eruv.

EXISTING UTILITIES

The Sloan's Lake GDP area is serviced by existing water, sanitary and storm water facilities, as well as electric and gas utilities. There are no sanitary sewer lift stations, water treatment plants or trunk lines located within the GDP area.

According to the Denver Storm Drainage Master Plan the GDP area is located within storm water basin 4700-01 Sloan's Lake.

PARKS AND OPEN SPACE

Sloan's Lake Park, a 177-acre regional park, borders the north edge of the GDP area, across W. 17th Avenue. The park includes a wide range of athletic facilities, walking, biking and jogging trails and playgrounds, as well as fishing and boating on Sloan and Cooper lakes.

Currently, the area of the park directly adjacent to the site contains tennis courts, trails, and passive lawn areas. The 2002 Sloan's Lake Park Master Plan recommends replacing the tennis courts with a parking area.

PUBLIC FACILITIES

Colfax Elementary School is located to the west of the GDP area, at the corner of W. Colfax Avenue and Stuart Street. In addition, the Yeshivas Toras Chaim Talmudical Seminary is located at the northwest corner of W. Conejos Place and Stuart Street, adjacent to the site. Beth Jacob High School is located at 5100 W. 14th Avenue at the intersection with Xenobia Street. Edgewater Elementary School is located at 20th and Depew. Lake Middle School is approximately 1/2 mile to the east, at Meade Street and W. 18th Avenue. Cheltenham Elementary School is 1/2 mile to the east at Julian Street and W. Conejos Place.

In addition, the new West Colfax Library is currently under construction approximately 1/2 mile to the east, along W. Colfax Avenue at Lowell Avenue. The Rude Park Recreation Center is approximately 1 mile to the southeast, along Federal Boulevard at W. Holden Place.

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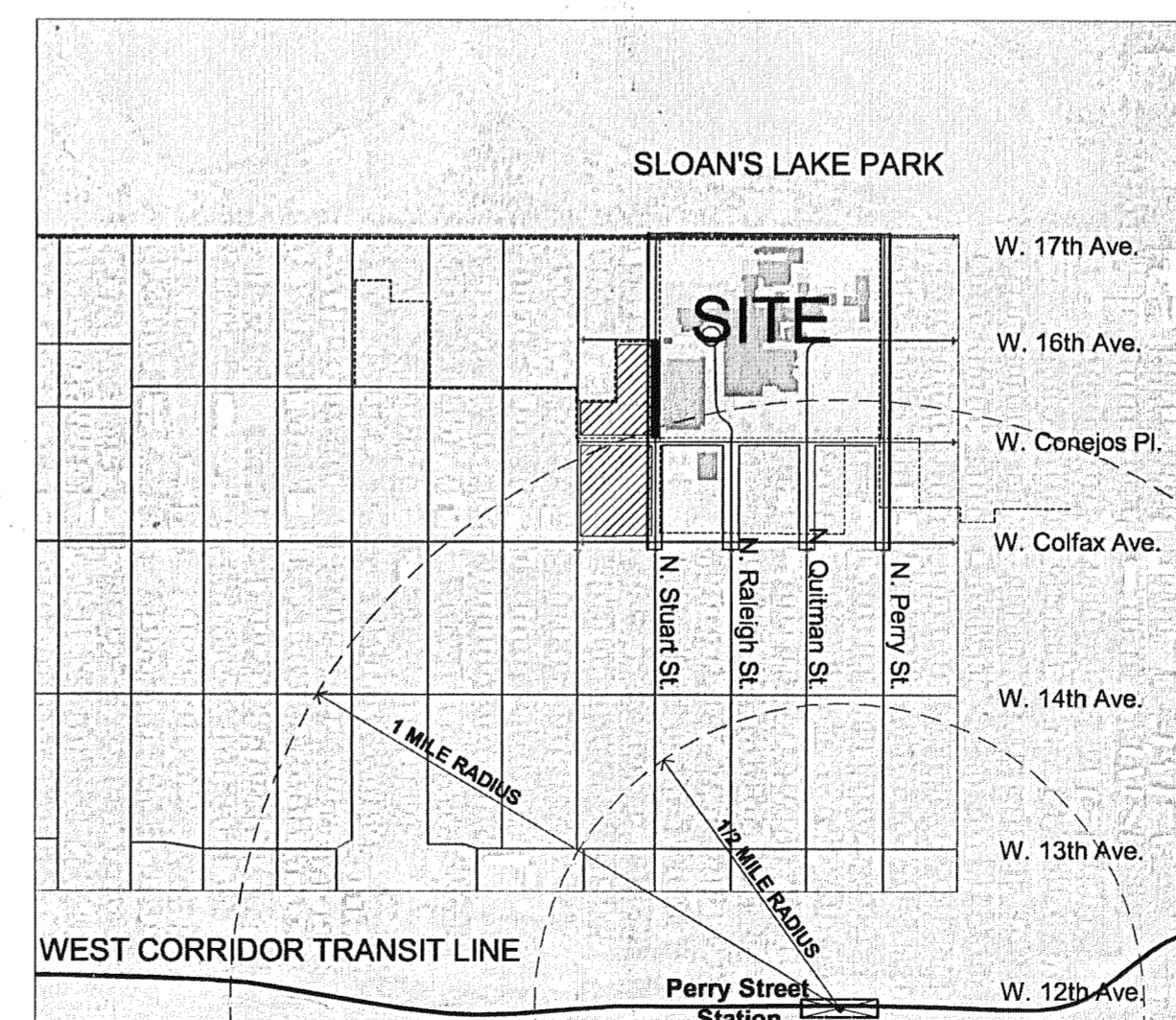
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2 TRANSIT CONNECTIONS MAP
NTS

EXISTING CONDITIONS

RNL
1050 17th Street, Suite A-200
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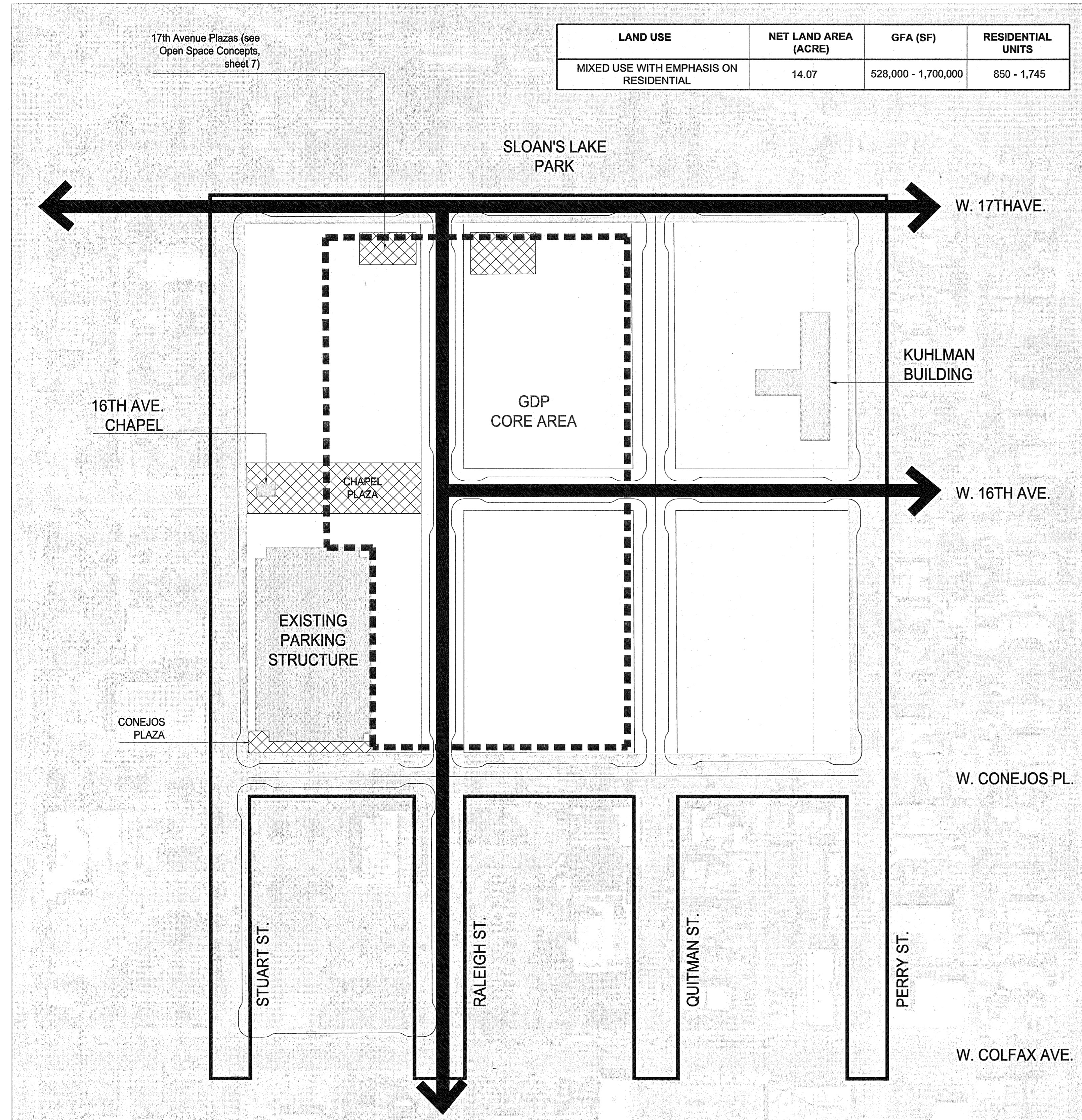
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LAND USE	NET LAND AREA (ACRE)	GFA (SF)	RESIDENTIAL UNITS
MIXED USE WITH EMPHASIS ON RESIDENTIAL	14.07	528,000 - 1,700,000	850 - 1,745



DEVELOPMENT CONCEPTS

CONSISTENCY WITH ADOPTED CITY PLANS AND OBJECTIVES

The development concepts in the South Sloan's Lake GDP are consistent with Blueprint Denver, Denver Moves, the West Colfax Neighborhood Plan, and the St. Anthony's Central Redevelopment Task Force Report. These plans and objectives consistently describe the GDP area as a mixed-use, high density center, as described below.

Blueprint Denver

Blueprint Denver identifies the GDP area as an Area of Change. As described in Blueprint Denver (p. 127), "the purpose of Areas of Change is to channel growth where it will be beneficial and can best improve access to jobs, housing and services with fewer and shorter auto trips. Areas of Change are parts of the city where people agree that development or redevelopment would be beneficial... A major goal is to increase economic activity in the area to benefit existing residents and businesses, and where necessary, provide stimulus to redevelop."

Areas of Change provide Denver with the opportunity to focus growth in a way that benefits the city as a whole. Future residents and workers in these areas will have excellent access to efficient forms of transportation that include walking, biking, buses and light rail. However, redevelopment in these areas does more than just reduce the potential traffic congestion in the city. New development can improve the economic base, provide jobs, and enhance the visual quality of buildings, streets and neighborhoods, thereby positively affecting the quality of life in both the Areas of Change and in the surrounding neighborhoods.

The South Sloan's Lake GDP is consistent with the criteria for an Area of Change, including:

- "Areas adjacent to transit and around transit stations, both existing and planned"
- "Areas along corridors with frequent bus service that can accommodate development, especially areas with potential as pedestrian shopping corridors"

Blueprint Denver also identifies the GDP area as Mixed Use. The GDP is consistent with this designation, which is described as an area where "intensity is higher than in other residential areas. Land uses are not necessarily mixed in each building, development, or even within a block. But within the neighborhood, residential and non-residential uses are within walking distance of one another."

West Colfax Plan

The West Colfax Plan was adopted by City Council on September 18, 2006. As described in the plan, "the West Colfax Stakeholders and members of the general public participated in workshops to craft a land development concept for the study area. The participants identified development opportunities, important transportation routes, edge conflict areas and significant historic resources, as well as distinct urban design districts such as main streets, town centers and urban neighborhoods (and their associated station areas)."

The West Colfax Plan identifies the GDP area as an Urban Town Center, which is described as having a "compact, dense, inter-connected and walkable development pattern" that includes "a mixed-use retail and employment oriented core organized around a central plaza or formal green space", and housing "in a variety of forms, from townhomes and rowhouses dispersed throughout the Town Center to condominium buildings in the core." It states that "larger residential buildings capitalize on an opportunity to offer extraordinary view of city lights or the mountains. Town Centers are perfect locations for destination retail, employment, dining and entertainment venues..."

The plan describes the public realm as having "plentiful street trees, street furniture and pedestrian lighting soften the urban context of Town Centers and encourage inhabitants and visitors to walk and mingle on the streets. Stoops, plazas, outdoor seating and pocket parks provide discreet public gathering places. Sidewalks are wide and depending on locations are either attached with trees in grates (in the core) or detached with tree lawns (at the fringe). Parking is provided primarily in structures out of view from public areas."

The West Colfax Plan makes specific recommendations for Town Center districts that are consistent with the South Sloan's Lake GDP:

1. Structure of Town Centers: "Consider the layout and relationship of buildings to the Town Center core. Focus the most intense structures and uses to a dense core surrounding a community gathering place. Ring this dense core with medium intensity structures that taper in height, mass and scale to a fringe area where the town center blends with surrounding neighborhoods."
2. Town Center Uses: Create a "dynamic mix of uses to serve the daily needs of nearby residents and destination itineraries of regional visitors. Shops, restaurants, entertainment, civic amenities (satellite libraries, recreation centers, postal facilities) and services (dry cleaners, day care) are especially appropriate uses to serve nearby offices and residents. Offer a broad mix of housing types, occupancy status, densities and costs."

In addition, the West Colfax Plan includes specific recommendations for the redevelopment of the GDP area based on the recommendations of the St. Anthony's Hospital Redevelopment Task Force. The GDP is consistent with many of these recommendations, including:

1. Redevelop St. Anthony's hospital in such a manner that it catalyzes reinvestment in the larger study area, while respecting, complementing and enhancing the stability of the surrounding residential neighborhoods.
2. Establish a unique identity for the site and ensure that the new development anchors the community and functions as the social and cultural heart of the neighborhood.
3. Identify an optimal density range that assures economic viability of the site and incorporates a vigorous mix of uses.
4. If cost retention and reuse is appropriate, explore opportunities for the adaptive reuse of the pool and exercise rooms, the chapels, the Kuhlman Building and the parking garage (if it can serve adjacent uses).
5. Promote safe and attractive pedestrian linkages throughout the site, as well as between the site and nearby destinations such as the park and transit stations areas. Provide wide sidewalks, pleasant streetscape amenities, ample shade trees and well-designed lighting schemes.
6. Seriously consider the extension of the street grid through the site to reduce dangerous concentrations of traffic on edge streets, enhance neighborhood connectivity and connect bicyclists and pedestrian routes through the site.
7. Ensure that new development enhances the urban design of the site.
8. Capitalize on the views of mountains, lake and city lights.
9. Create an urban edge along W. 17th Ave. to define the park.
10. Incorporate focal points, public gathering spaces and strong pedestrian linkages (such as plazas, paseos, and/or a pedestrian promenade) to connect the town center to the neighborhood, transit stations and the park, and provide focal points for development.
11. Use high quality design and materials. Transition height and density of the site edges to respect the scale of adjacent neighborhoods.

LAND USE CONCEPTS

The South Sloan's Lake GDP is intended to transform the existing hospital site into a pedestrian-friendly, urban, mixed-use district that will become a new community destination for the West Colfax Neighborhood, and an asset to the City of Denver. The guiding principles of the South Sloan's Lake GDP reflect the goals and strategies described above in a variety of ways:

- Re-establish the historic block pattern of the adjacent neighborhoods: The GDP reconnects the existing grid of streets, creating local streets and blocks that integrate the redevelopment into the surrounding neighborhood, and create a network of pedestrian-friendly streetscapes.
- Create a distinct neighborhood core: The core of the GDP area is Raleigh Street, W. 16th Avenue, the Chapel Plaza and 17th Avenue Plazas. The GDP creates a mixed-use 'main street' along Raleigh Street, linking W. Colfax Avenue to the Chapel Plaza, 17th Avenue Plazas and Sloan's Lake Park. Buildings along Raleigh will be placed along the build-to-line to create a consistent street wall (see Build-to-lines, below) with active uses, such as retail, main building entries and building common areas and street-facing residential, located on the ground floor to energize the street.

W. 16th Avenue will create a prominent link to the east and west, connecting neighbors to Raleigh Street and the Chapel Plaza. W. 16th Avenue includes an enhanced streetscape, including expanded amenity and planting zones and seating areas. Buildings along W. 16th Avenue will be placed along the build-to-line to create a consistent street wall with street facing residential units, and building entries and lobbies at the ground floor creating an vibrant residential street. It is also anticipated that W. 16th Avenue can be closed to host community gatherings and events in conjunction with the Chapel Plaza.

Quitman Street will become pedestrian-friendly residential street with a continuous canopy of street trees along the street. Buildings will be placed along the right-of-way line with main building entries and lobbies, and street-facing residential units along the ground floor activating the street.

In addition, the existing 16th Avenue Chapel is retained as the centerpiece of the Chapel Plaza, a neighborhood square that creates a gathering space for neighborhood events. The Chapel Plaza will include community gathering spaces such as handicapped plazas and/or lawn areas and public seating. (see Open Spaces sheet).

- Catalyze Neighborhood Development: The Sloan's Lake South development concept anticipates higher-density commercial and residential development, commensurate with the intent of the West Colfax Plan and St. Anthony's Redevelopment Task Force. Building heights and densities are concentrated around the core of the GDP area-Raleigh Street and W. 16th Avenue. As described on the Heights Sheet, building heights transition from shorter buildings at the project edges along Stuart and Perry Streets, to taller buildings in the center of the site. Along W. 17th Avenue, up to 5-story buildings are permitted along the street, with taller buildings set back at least 35 feet from the right-of-way. The tallest buildings are located within the blocks at the center of the site, along Raleigh Street, and near the corner of W. 17th Avenue and Raleigh Street to create a gateway to the district, capitalize on views, and maintain solar access to surrounding streets and residences.
- Create a gateway at Sloan's Lake Park: The GDP creates a prominent gateway to Raleigh Street and Sloan's Lake Park with a new pedestrian crossing at Raleigh Street. The GDP also creates a prominent edge to the park by locating small plazas at the corner of Raleigh Street, and W. 17th Avenue, and providing expanded streetscape areas along W. 17th Avenue. Buildings up to 5-stories tall will be placed along the right-of-way to create a consistent street wall with active uses, such as retail and restaurants, main building entries, building common areas and street facing residences located on the ground floor to activate the street.

Land Use

The GDP area will be mixed-use, with an emphasis on residential development. Commercial, hospitality, and retail uses, including restaurants (sit down, quick service, or fast service) or other food and beverage service for in-premises or off-premises consumption, are intended to be distributed throughout this area with a particular emphasis on Raleigh Street and along W. 17th Avenue.

Primary Streets

Raleigh Street, W. 17th Avenue, and W. 16th Avenue are all designated as Primary Streets pursuant to the Denver Zoning Code. When two or more Primary Streets are present, the criteria for choosing a Primary Street set forth in the Denver Zoning Codes shall rule. No more than 2 Primary Streets will be designated for any site at site development plan review. No Regulating Plan will be required to set Primary Streets not designated by this GDP. When Primary Streets are not designated, then the criteria set forth in the Denver Zoning Code shall rule.

Parking Concepts

Consistent with developing a more urban place and to increase density and promote walkability, the South Sloan's Lake GDP proposes parking to primarily be in structures. New parking structures will be either 'wrapped' with residential or commercial uses, or designed to be visually compatible with the character of adjacent buildings. Surface parking, located behind buildings, may also service on-site development.

On-Street Parking

On-street parking is anticipated on all the internal and edge streets of the Project. Bulb-outs at intersections will be utilized where appropriate to provide pedestrians with shorter street crossing distances and also serve to 'lock' on-street parked cars within the right-of-way. On-street parking is intended to serve the retail businesses and guests visiting the residents of South Sloan's Lake.

Shared Parking

Efficient and shared use of parking reduces its impact, and creates a better urban environment, consistent with the principles described above. The existing parking structure on site contains approximately 700 parking spaces. These parking spaces and/or newly constructed spaces elsewhere on the site may be utilized by surrounding blocks/buildings located within a walking distance no greater than 1,500 feet, subject to compliance with Denver Zoning Code Section 10.4.4.3. Specific information regarding shared parking and/or the allocation of parking in the existing garage will be provided at the Site development plan review stage, as necessary.

Retained Buildings

In addition to the existing parking structure, the Kuhlman Building and 16th Avenue Chapel are retained. As described above, the chapel is the centerpiece of the Chapel Plaza. Its use is intended to help activate the plaza. It will remain publicly accessible, and may include retail and/or food and beverage services, or community services and amenities. The Kuhlman Building is intended to be retained for reuse as residential and/or commercial uses. It may be renovated, modified, or integrated into new buildings as needed in conjunction with its Site Development Plan.

Design Standards and Guidelines

Design Standards and Guidelines will be developed and administered by South Sloan's Lake Metropolitan District #1, which shall be advised by the South Sloan's Lake Design Review Committee.

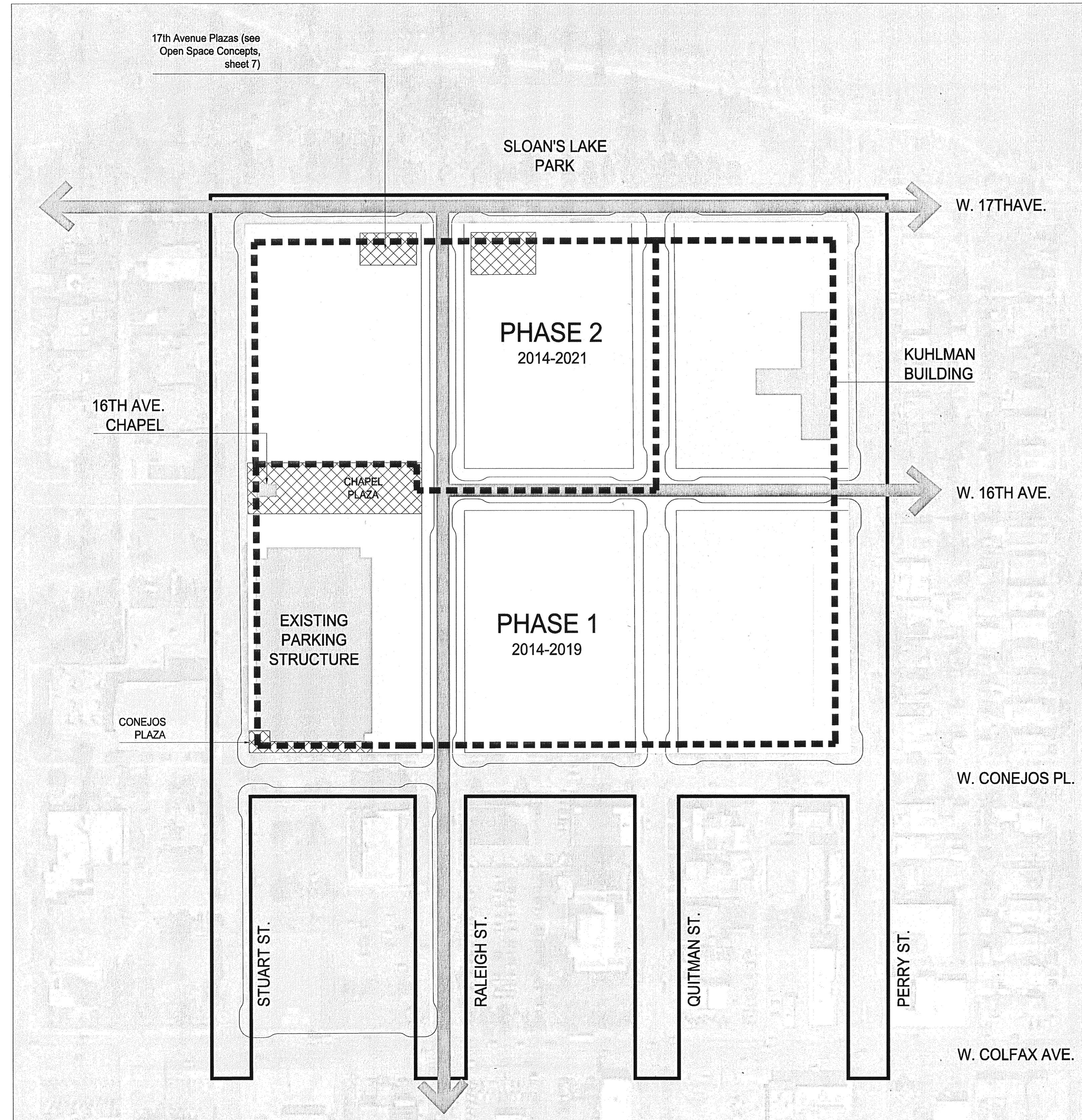
Overall Landscape Plan

An Overall Landscape Plan, detailing the planting plan (including plant species, quantity and location) for all street trees, shrubs and groundcovers within public rights-of-way will be approved prior to the approval of site development plans.

DEVELOPMENT CONCEPTS

SOUTH SLOAN'S LAKE GENERAL DEVELOPMENT PLAN

Located in the Southeast Quarter of Section 31, Township 3 South, Range 68 West of the Sixth Principal Meridian, City and County of Denver, State of Colorado



PHASING CONCEPTS

Development in the South Sloan's Lake GDP area is intended to begin in 2014, and will proceed according to market demand. It is anticipated that development will proceed generally from south to north, culminating with the final phases of development at the parcels adjacent to W. 17th Avenue and Raleigh Street. However, the Owner/Applicant reserves the right to adopt a more favorable phasing concept based on changing market conditions, without an amendment or minor deviation to this GDP.

Construction of roads will proceed as needed with the development of parcels, as determined at Site Development Plan Review, in accordance with City of Denver code standards and rules. In general it is anticipated that construction of Quitman Street, Perry Street, W. 16th Avenue, Conejos Pl. and portions of Raleigh Street and Stuart Street (up to W. 16th Avenue) will occur as needed with the development of parcels in Phase 1. As Phase 2 is developed, Raleigh Street, Stuart Street and W. 17th Avenue will be completed. See Sheet 7, Open Space Concepts, for phasing of planned open space areas (plazas and expanded streetscapes).

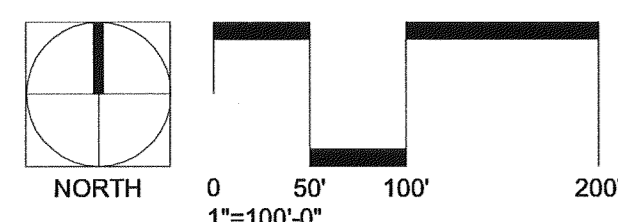
Infrastructure to support the development of the project will be phased as determined at the Site development plan review stage for individual projects within the GDP area, in accordance with City of Denver code standards and rules. The Owner/Applicant is permitted, but not required to, construct infrastructure in advance of individual Site development plans as desired.

Phase 1: 2014-2019

Phase 2: 2014-2021

1 PHASING CONCEPTS MAP

SCALE: 1"=100'



LEGEND

- GDP BOUNDARY
- - - PHASING BOUNDARY
- ↔ PRIMARY STREETS
- EXISTING BUILDINGS TO REMAIN

PHASING CONCEPTS

RNL
1050 7th Street, Suite A-200
Denver, Colorado 80265
(303) 285-1717

MARTIN / MARTIN
CONSULTING ENGINEERS
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12489 W. Colfax Ave.
Lakewood, Colorado 80215
(303) 431-6100

PARSONS BRINCKERHOFF
Parsons Brinckerhoff
555 17th Street, Suite 500
Denver, Colorado 80202
(303) 832-9091

EFG-South Sloan's Lake I, LLC
An EnviroFinance® Group Company

EFG-South Sloan's Lake I, LLC
7200 S. Alton Way, Suite B-130
Centennial, Colorado 80214

MARK DATE	DESCRIPTION
May 6, 2013	Concept Submittal
June 28, 2013	Preliminary GDP
October 14, 2013	Preliminary GDP #2
October 31, 2013	Preliminary GDP #3
January 9, 2014	Final GDP

COPYRIGHT 2013 RNL DESIGN

PROJECT No: 3306.03

DATE: January 9, 2014

SCALE: NTS

SOUTH SLOAN'S LAKE GENERAL DEVELOPMENT PLAN

Located in the Southeast Quarter of Section 31, Township 3 South, Range 68 West of the Sixth Principal Meridian, City and County of Denver, State of Colorado

RNL
1050 17th Street, Suite A-200
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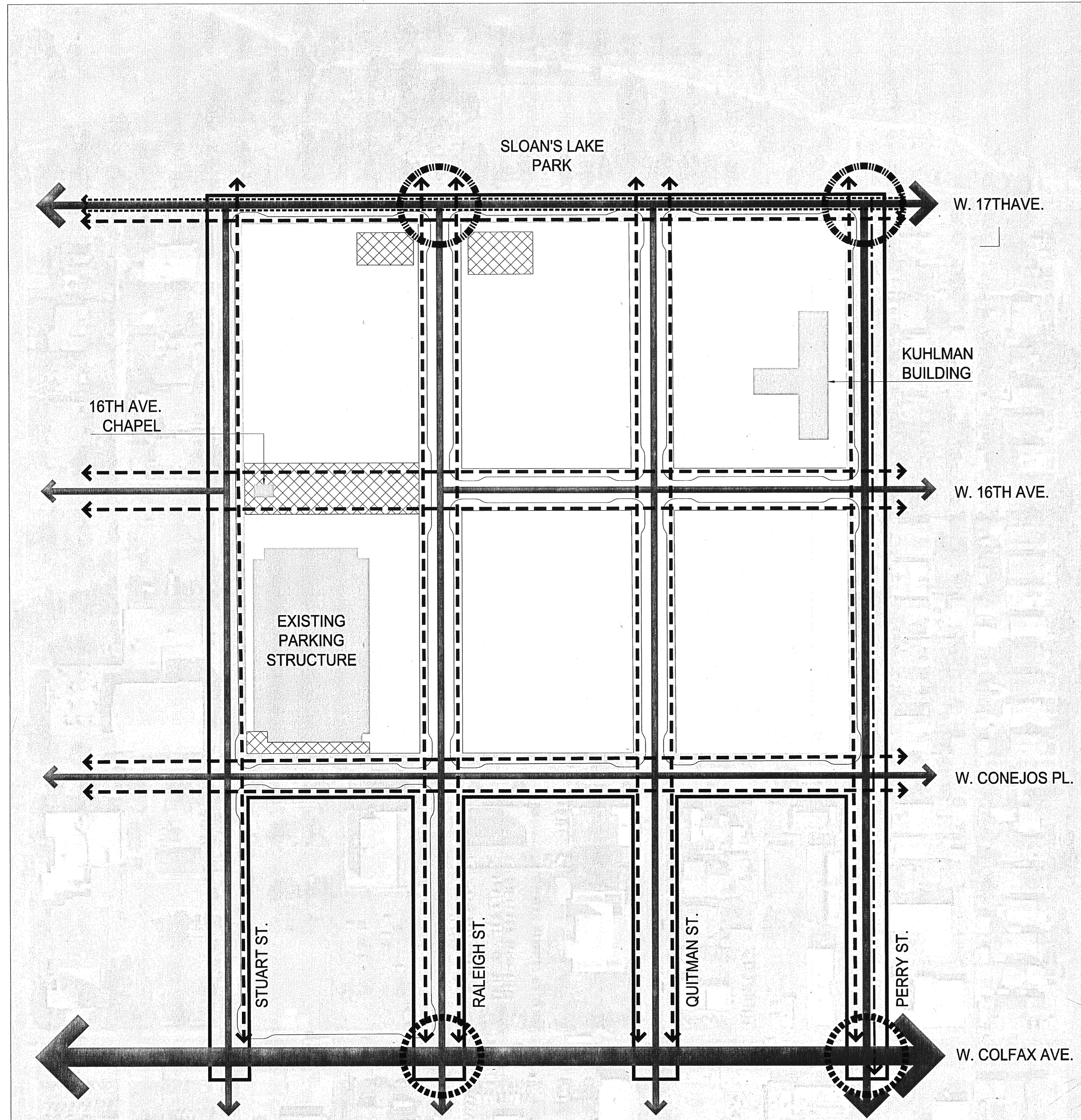
MARTIN / MARTIN
CONSULTING ENGINEERS
12499 W. Colfax Ave.
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PARSONS BRINCKERHOFF
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EFC-South Sloan's Lake I, LLC
An EnviroFinance Group Company
EFC-South Sloan's Lake I, LLC
7200 S. Alan Way, Suite B-130
Centennial, Colorado 80214

May 6, 2013 Concept Submittal
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October 31, 2013 Preliminary GDP #3
January 9, 2014 Final GDP

MARK DATE DESCRIPTION
COPYRIGHT 2013 RNL DESIGN
PROJECT No: 3306.03
DATE: January 9, 2014
SCALE: NTS



CIRCULATION CONCEPTS

Overall, the South Sloan's Lake GDP proposes to extend the surrounding street grid into the site to improve connectivity and promote an urban pedestrian friendly environment and integrate the area into the surrounding neighborhoods. All streets will be designed in accordance with City of Denver standards and processes.

Pedestrian Circulation

All internal and surrounding roadways will have sidewalks on both sides for the street to encourage safe and comfortable pedestrian connectivity. Streetscapes will be designed with detached sidewalks separated from the street by a tree lawn and/or amenity zone containing a consistent street tree canopy.

Raleigh and Perry Streets are intended to be the primary pedestrian routes, as the existing traffic signals at W. Colfax Avenue allow safe connections across W. Colfax Avenue from Raleigh and Perry Streets, and access to the Perry Street LRT station. Raleigh Street and Perry Street are also intended to become the primary pedestrian access points to Sloan's Lake Park. At the intersections of Raleigh Street and Perry Street with W. 17th Avenue, enhanced traffic control and pedestrian crossing features such as stop signs, painted crosswalks, curb ramps, and corner bulb-outs will be enhanced or provided. At the intersections of Raleigh Street and Perry Street with W. 17th Ave, curb ramps will be enhanced or provided on the north side of W. 17th Avenue. In addition, a new minimum 8-foot wide concrete sidewalk will be provided on the north side of W. 17th Avenue connecting the Raleigh Street intersection with the existing bus stop, parking lot and trail connection interior to the park near Perry Street. This new connecting sidewalk will be located, designed and constructed in compliance with Park and Recreation and Public Works standards and specifications.

The enhanced traffic control and pedestrian crossing features at the intersection of Raleigh Street and W. 17th Avenue, including the curb ramps on the north side of W. 17th Avenue and the new sidewalk inside the park on the north side of W. 17th Avenue, will be constructed by the Applicant, its successors or assigns, concurrently with construction of the Raleigh Street and W. 17th Avenue intersection. The enhanced traffic control and pedestrian crossing features at the intersection of Perry Street and W. 17th Avenue, including a curb ramp on the north side of W. 17th Avenue, will be constructed by the Applicant, its successors or assigns, concurrently with the development within the adjoining block.

Pedestrian connections from the existing neighborhoods to the east and west will be provided along W. 16th and 17th avenues, as well as W. Conejos Place. West 16th Avenue will become the primary pedestrian connection to the east and west, linking neighbors to Raleigh Street and the Chapel Plaza. W. 16th Avenue includes an enhanced streetscape, including expanded amenity and planting zones and seating areas.

Vehicular access points are permitted along Raleigh Street and W. 16th Avenue, but will be minimized in order to promote a consistent pedestrian realm.

Bicycle Circulation

The Sloan's Lake South GDP will accommodate bicycle traffic within the internal street network through shared travel lanes. Consistent with the Denver Bike Map, the existing D-1 and D-8 bike routes will remain on W. 17th Avenue and Perry Street, respectively.

Vehicular Circulation

Regional access to the site will continue to be provided primarily by W. Colfax Avenue, an arterial street, utilizing the existing traffic signals at Raleigh Street and Perry Street. Additional vehicular access will be provided by W. 17th Avenue and Perry Street, which are currently collector roads, as well as through the standard grid of local roads throughout the neighborhood.

Within the GDP area a network of local streets links to and extends the surrounding grid into the site, with one exception. In order to preserve the existing 16th Avenue Chapel at the intersection of W. 16th Avenue and Stuart Street, W. 16th Avenue does not connect between Stuart and Raleigh Streets, and this area is maintained as a plaza/park. This does not significantly affect vehicular circulation in the area, as W. 16th Avenue terminates at Tennyson Street one block to the west and at Meade Street to the east.

All internal roads (Raleigh Street, Quitman Street, and W. 16th Avenue) will be local streets, with two lanes and on-street parking. On-street parking will be provided on all roads with the GDP area.

All new streets within the development shall be conveyed to the City and County of Denver as public Right-of-Way, unless otherwise approved by Public Works.

The Applicant, its successor or assigns, shall be responsible for streetscape improvements for:

1. the full section of Raleigh Street and Quitman Street between W. Conejos Place and W. 17th Avenue.
2. the full section of W. 16th Avenue between Perry Street and Raleigh Street
3. the eastern side of Stuart Street, between W. Colfax Avenue and W. 17th Avenue
4. the southern side of W. 17th Avenue between Stuart Street and Perry Street
5. the western side of Perry Street between W. 17th Avenue and W. Conejos Place
6. the western side of Raleigh Street between W. Conejos Place and W. Colfax Avenue
7. the north side of W. Conejos Place between Stuart Street and Perry Street.
8. the south side of W. Conejos Place between Stuart Street and Raleigh Street

It is the intent of this GDP that the streetscapes listed below will be constructed in a manner and quality substantially similar to the enhancements and improvements made to the same streets in the remainder of the GDP area. It is the intent of this GDP that streetscape improvements are made by the site developer, its successors or assigns, upon redevelopment of the abutting parcel.

1. the western side of Stuart Street between its intersection with W. Colfax Avenue and W. 17th Avenue.
2. the eastern side of Perry Street between its intersections with W. Colfax Avenue and W. 17th Avenue
3. both sides of Quitman Street between its intersections with W. Colfax Avenue and W. Conejos Place.
4. the eastern and western side of Raleigh and Perry Streets between their intersections with W. Colfax Avenue and W. Conejos Place.
5. the south side of W. Conejos Place between its intersections with Raleigh Street and Perry Street.

Roadways will be constructed in accordance with the Typical Sections detailed on Sheet 8 and 9 and submitted Transportation Engineering Plan (TEP). Turn lanes may be necessary as determined by Public Works during Site Development Plan review, if the Manager of Public Works determines that the traffic studies submitted at Site Development Plan review create a substantial change to the overall Traffic Impact Study to be submitted with the TEP as a result of the submitted Site Development Plan. In addition, Public Works reserves the right to remove on street parking as needed.

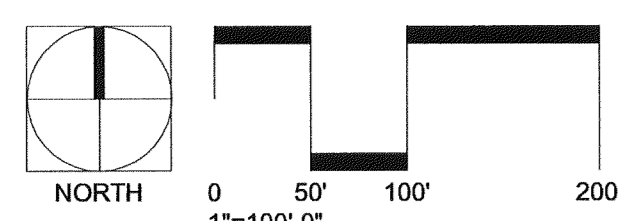
All vehicular parking, loading and/or service areas are encouraged to be located to the rear of structures or in rear access ways, and shall be provided in accordance with the Denver Zoning Code and with Public Works standards, rules and regulations.

Shared Parking Access

Efficient and shared use of parking reduces its impact, and creates a better urban environment, consistent with the principles described in the Development Concepts Sheet. The large parking supply and configuration of the existing parking structure creates a unique relationship with adjacent parcels. As described in the Development Concepts multiple surrounding parcels may utilize the existing parking structure, creating strong pedestrian links at points along Raleigh Street to the east, and W. Conejos Place, to the south. In order to create a safe pedestrian environment, special crossings are encouraged at one point along Raleigh Street between W. Conejos Pl. and W. 16th Avenue, and one point along W. Conejos Pl., between Stuart and Raleigh Streets. Specific designs for these crossings will include features such as signage, lighting, bulb-outs and cross-walks. and will be included in subsequent TEP or Site Development Plan submittals, as necessary.

1 CIRCULATION CONCEPTS MAP

SCALE: 1"=100'



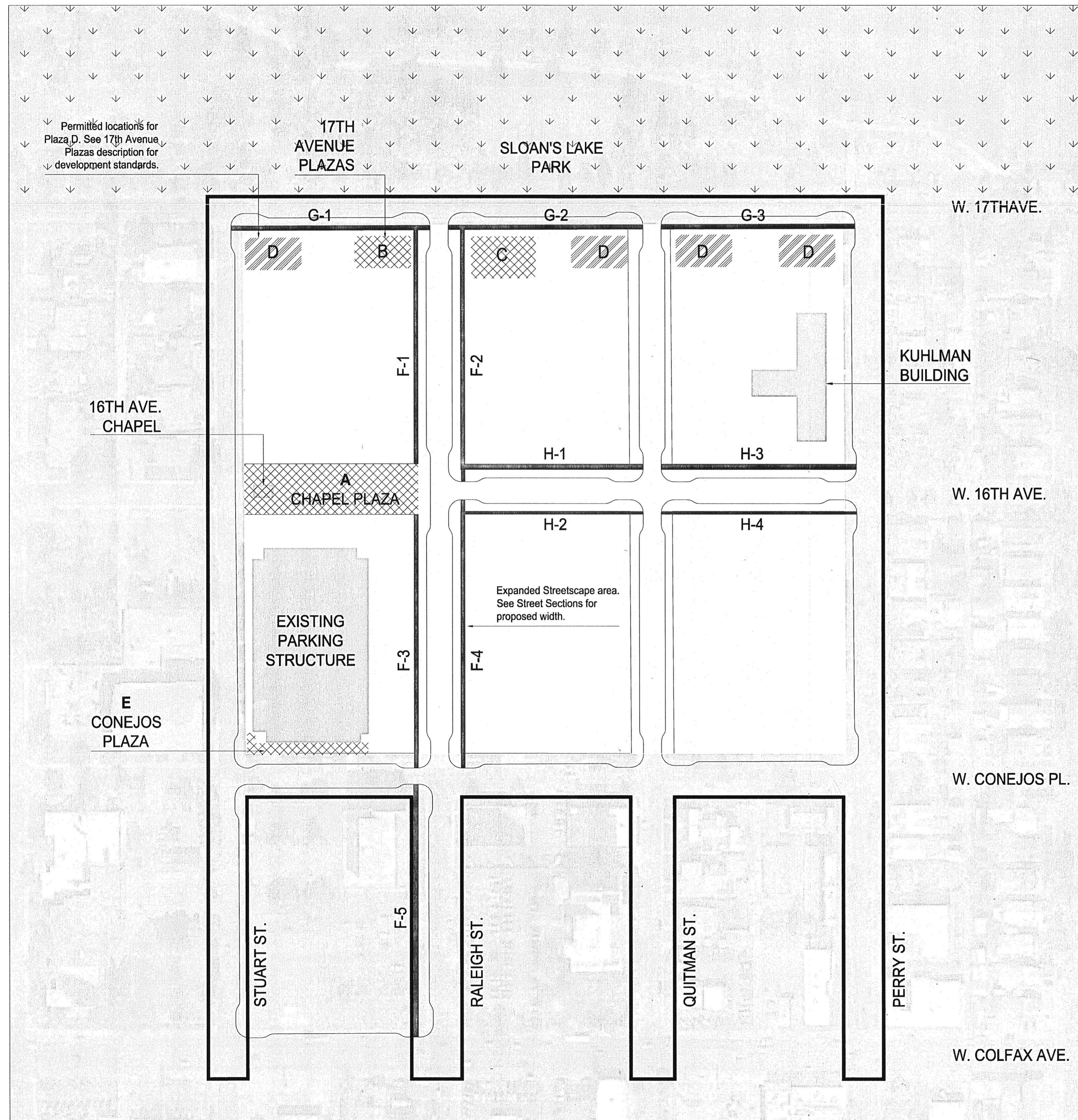
LEGEND

	GDP BOUNDARY		PEDESTRIAN CIRCULATION		TRAFFIC SIGNAL (EXISTING)
	ARTERIAL		BIKE LANE (EXISTING)		PRIMARY PEDESTRIAN CROSSING
	COLLECTOR		BIKE ROUTE (SHARROW)		
	LOCAL		EXISTING BUILDINGS TO REMAIN		

CIRCULATION CONCEPTS

SOUTH SLOAN'S LAKE GENERAL DEVELOPMENT PLAN

Located in the Southeast Quarter of Section 31, Township 3 South, Range 68 West of the Sixth Principal Meridian, City and County of Denver, State of Colorado



OPEN SPACE CONCEPTS

The South Sloan's Lake GDP will provide for the open space needs of the mixed-use community, and surrounding neighborhoods through a series of publicly accessible open spaces and expanded streetscapes located throughout the GDP area. These open spaces and streetscapes are located and designed to reinforce the main components of the overall development concept as described on Sheet 4. The goals of the open space concepts include:

- Provide open spaces that complement the uses in Sloan's Lake Park and serve the daily needs of residents and users.
- Celebrate the existing 16th Avenue Chapel structure and integrate it into the open space network.
- Create a network of open spaces that concentrate pedestrian and retail activity along Raleigh Street and create a strong link from W. Colfax Avenue to Sloan's Lake Park.
- Utilize open spaces to activate W. 17th Avenue and create a prominent edge facing Sloan's Lake Park.
- Use open spaces to activate W. Colfax Avenue and/or the adjoining section of Raleigh St. to create a vibrant gateway to the GDP area.
- Use expanded streetscapes to create a clear hierarchy of streets within the GDP area, and necessary streetscape width to accommodate a comfortable amenity zone, pedestrian circulation zone, and potential cafe seating.

All aggregated open spaces shall be privately maintained and publicly accessible and useable.

Plazas

Chapel Plaza (Area A)

The Chapel Plaza is an 0.48 acre space, that will be publicly accessible and contain spaces that will create a community gathering space that celebrates the preserved 16th Avenue Chapel and support retail activity along Raleigh Street. The plaza will include hardscape and lawn/garden areas to create features and amenities that serve the surrounding residential and retail development. Generally, it is intended that paved plaza areas are oriented towards Raleigh Street to allow potential restaurants and retail to activate the space, while lawn and/or garden areas are located around the Chapel to create quieter, more passive spaces. The Chapel will remain publicly accessible, and its use is intended to help activate the plaza. Activating uses may include community services, additional amenities, and food concessions.

17th Avenue Plazas (Areas B, C, D)

Located along W 17th Avenue, Plazas B, C and D are intended to become small plazas that reinforce the relationship to Sloan's Lake Park and create a prominent, active edge along W. 17th Avenue. Plazas B, C, and D will be publicly accessible and contain spaces and uses that activate the W. 17th Avenue streetscape, such as plaza areas, garden areas, and formal and informal seating.

Plazas B and C are located at the corner of W. 17th Avenue and Raleigh Street. They will concentrate pedestrian and retail/restaurant activity at the corner and create a strong link to Sloan's Lake Park. The following standards will guide the development of Plazas B and C:

1. Plaza B has a minimum area of 0.1 acres, and is located at the corner of W. 17th Avenue and Raleigh Street. It will have a minimum of 40 feet of frontage along the W. 17th Avenue right-of-way, and a minimum of 20 feet of frontage along the Raleigh Street right-of-way.
2. Plaza C has a minimum area of 0.15 acres, and is located at the corner of W. 17th Avenue and Raleigh Street. It will have a minimum of 40 feet of frontage along the W. 17th Avenue right-of-way, and a minimum of 20 feet of frontage along the Raleigh Street right-of-way.

Plaza D creates an additional opportunity for future development to create a prominent edge to the park, and extend potential retail activity along W. 17th Avenue. The following standards will guide the development of Plaza D:

1. Plaza D has a minimum area of 0.10 acres.
2. Plaza D may be added to Plaza B or C, to create a single larger space, or developed as a single separate space. Its area may not be subdivided into multiple smaller plazas.
3. If it is developed as a separate space, Plaza D may be located at any block corner along W. 17th Avenue. It will have frontage along the W. 17th Avenue right-of-way, and one other street (Stuart, Quitman or Perry). It will have a minimum of 40 feet of frontage along the W. 17th Avenue right-of-way, and a minimum of 20 feet of frontage along the intersecting street right-of-way.

Conejos Plaza

The Conejos Plaza has a minimum area of 0.7 acres and will animate the W. Conejos Place frontage between Stuart Street and Raleigh Street to create a passive community garden or plaza space. The plaza shall be publicly accessible and may contain paved plaza areas, garden areas, seating and/or community garden plots available to residents of the City. It will have a minimum of 105 feet of frontage along the W. Conejos Place. If the Conejos Plaza includes community garden plots, a portion of the plaza shall also include amenities and spaces, such as seating and public pathways, which amenities and spaces shall remain publicly accessible and useable in a manner consistent with the other plazas in the GDP.

Plaza Standards

It is the intent of this GDP to create active, vibrant public plazas. Typically, private cafe seating is not permitted in GDP Open Spaces. As described below, credit for Expanded Streetscape areas is reduced to permit private cafe seating. Where GDP plaza areas directly abut an Expanded Streetscape area, private cafe seating is permitted within the plaza, subject to the City of Denver zoning code, rules and regulations, but only within the limited portion of the plaza that is located along the edge of surrounding buildings.

As detailed design of the plazas and adjacent Site Development Plans progress, adjustments to the estimated minimum areas of the Plazas are expected. At the time of Site Development Plan review covering a designated Plaza area, reductions from the minimum areas indicated in this GDP, up to 20% for Plazas B, C and D, and up to 10% for Plaza A, may be requested through the Minor Deviation process. Reductions greater than 20% and 10% will be considered a GDP Amendment. However, in no case shall a deviation in an individual plaza's size be allowed to reduce the overall obligation to provide a minimum 10% of Net GDP Area as open space, or the obligation to provide at least .90 acres in total "Plaza" type open space.

At the time of Site Development Plan review covering a designated Plaza area, increases to the estimated minimum areas indicated in this GDP are permitted and the excess area will be deducted from the estimated minimum area of the remaining to-be constructed Plazas, such that the reductions meet the criteria described above, and total area of the Plazas is not less than .90 acres.

The Plazas include locations where storm water facilities are located. In all cases, storm water facilities will be placed underground and/or designed so that the total area of the plazas will be clearly usable as public space. The open space areas above underground storm water facilities shall be treated in a similar manner as surrounding plaza and/or landscape areas, and will not interfere with public use of the plaza.

Expanded Streetscapes

The GDP Open Space concept includes expanded streetscapes along W. 17th Avenue, W. 16th Avenue and Raleigh Street. These areas are intended to create active public spaces. The minimum design criteria are described below:

1. The expanded streetscape areas will be a minimum of four (4) feet wider than City Standards.
2. Streets with expanded streetscape areas will include additional amenities that are not required by City standards, including benches, planters and other sidewalk amenities.
3. The expanded streetscape areas may include some private cafe seating.
4. Curb cuts and vehicular access drives may cross the sidewalks within the expanded streetscape areas.

As portions of the expanded streetscape areas may be used for curb cuts, vehicular access drives, and private cafe seating, only 75% of the expanded streetscape areas will be credited towards the GDP Open Space requirement (see Credited Area in Open Space Summary table above)

W. 17th Avenue-Expanded Streetscape

The streetscape along the south edge of W. 17th Avenue will create a prominent, tree-lined edge facing Sloan's Lake Park, with on-street parking, a generous tree lawn and pedestrian walkway. It includes a minimum 8' wide tree-lawn/amenity zone with a consistent rhythm of shade trees, and a minimum 8' wide sidewalk. The tree lawn/amenity zone is predominantly landscaped, with a mix of flowering plants, native and ornamental grasses and groundcovers, accented by small amenity areas with benches (or other types of street furniture), planter pots, pedestrian lighting and/or public art, and other amenities to provide seating and interest along the street.

Raleigh Street-Expanded Streetscape

Raleigh is intended to become a mixed-use 'main street', creating a vibrant, active link from W. Colfax Avenue to Sloan's Lake Park, and a new neighborhood destination for the area. The streetscape dimensions are modeled after Larimer Square in downtown Denver, and expanded to accommodate an 8' amenity zone, a consistent 5' pedestrian circulation zone, and generous cafe and/or expanded strolling zones in order to promote additional activity on the street. The streetscape is intended to be primarily paved, with a consistent rhythm of street trees in grates, benches (or other types of street furniture), planter pots, and pedestrian lighting and/or public art, and other amenities to provide seating and interest along the street.

W. 16th Avenue-Expanded Streetscape

W. 16th Avenue is the neighborhood connection, creating an enhanced pedestrian link from the surrounding neighborhoods to Raleigh Street and the Chapel Plaza. It is also envisioned as a possible location for community events, such as farmers markets or festivals. The streetscapes include broad amenity zones to accommodate generous garden/landscape areas and expanded seating areas with benches (or other types of street furniture), planter pots, and pedestrian lighting and public art, and other amenities to provide seating and interest along the street.

Timing of Construction of Open Space Improvements

Plazas and Expanded Streetscape areas shall be constructed by Applicant, its successors or assigns, concurrent with the development of abutting parcels. All open space Plazas and Expanded Streetscapes shall be owned and maintained by the Applicant, its successors or assigns.

OPEN SPACE SUMMARY	MIN. GROSS AREA (ACRE)	MIN. CREDITED AREA (ACRE)*
PLAZAS		
Chapel Plaza (A)	.480	.480
17th Avenue Plaza (B)	.100	.100
17th Avenue Plaza (C)	.150	.150
17th Avenue Plaza (D)	.100	.100
Conejos Plaza (E)	.070	.070
TOTAL PLAZAS	.900	.900
EXPANDED STREETSCAPES*		
Raleigh Street Block 1 (F-1)	.054	.041
Raleigh Street Block 2 (F-2)	.058	.044
Raleigh Street Block 3 (F-3)	.058	.044
Raleigh Street Block 4 (F-4)	.062	.046
Raleigh Street Block 5 (F-5)	.088	.066
W. 17th Avenue Block 1 (G-1)	.067	.050
W. 17th Avenue Block 2 (G-2)	.056	.042
W. 17th Avenue Block 3 (G-3)	.054	.040
W. 16th Avenue Block 1 (H-1)	.058	.043
W. 16th Avenue Block 2 (H-2)	.032	.024
W. 16th Avenue Block 3 (H-3)	.061	.045
W. 16th Avenue Block 4 (H-4)	.034	.025
TOTAL EXPANDED STREETSCAPES*	.682	.511
TOTAL OPEN SPACE PROVIDED	1.582	1.414
TOTAL OPEN SPACE REQUIRED (10% OF GDP NET AREA)	1.410	1.410

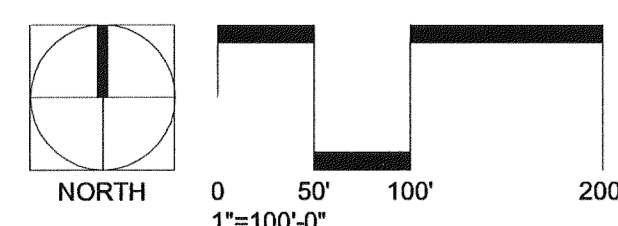
* For all Expanded Streetscapes, 75% of the Gross Areas are credited towards the GDP Open Space requirement, per description below

LEGEND

- GDP BOUNDARY
- BUILD-TO LINE
- PLAZA
- PERMITTED LOCATION OF PLAZA D
- EXPANDED STREETSCAPE

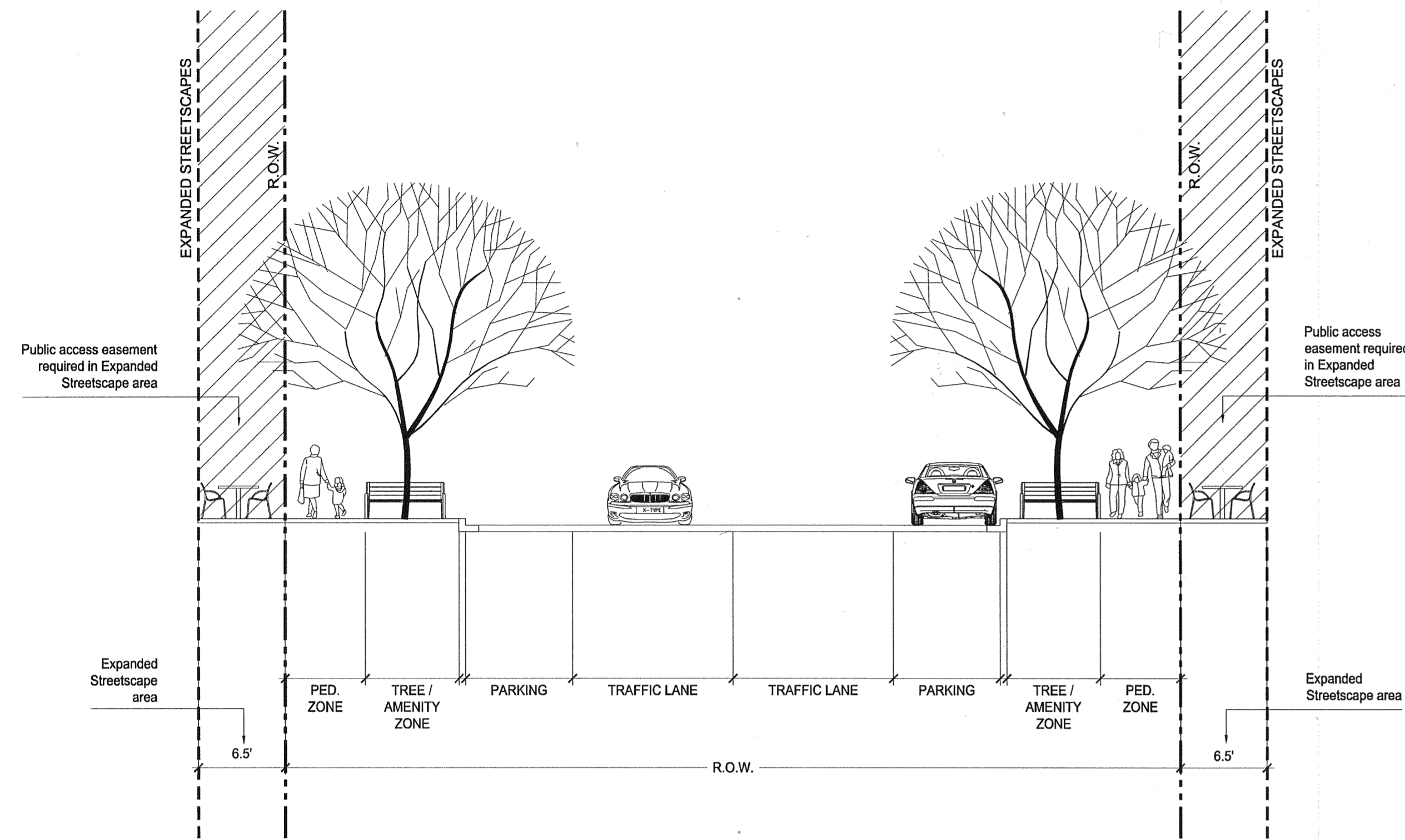
1 OPEN SPACE CONCEPTS MAP

SCALE: 1"=100'

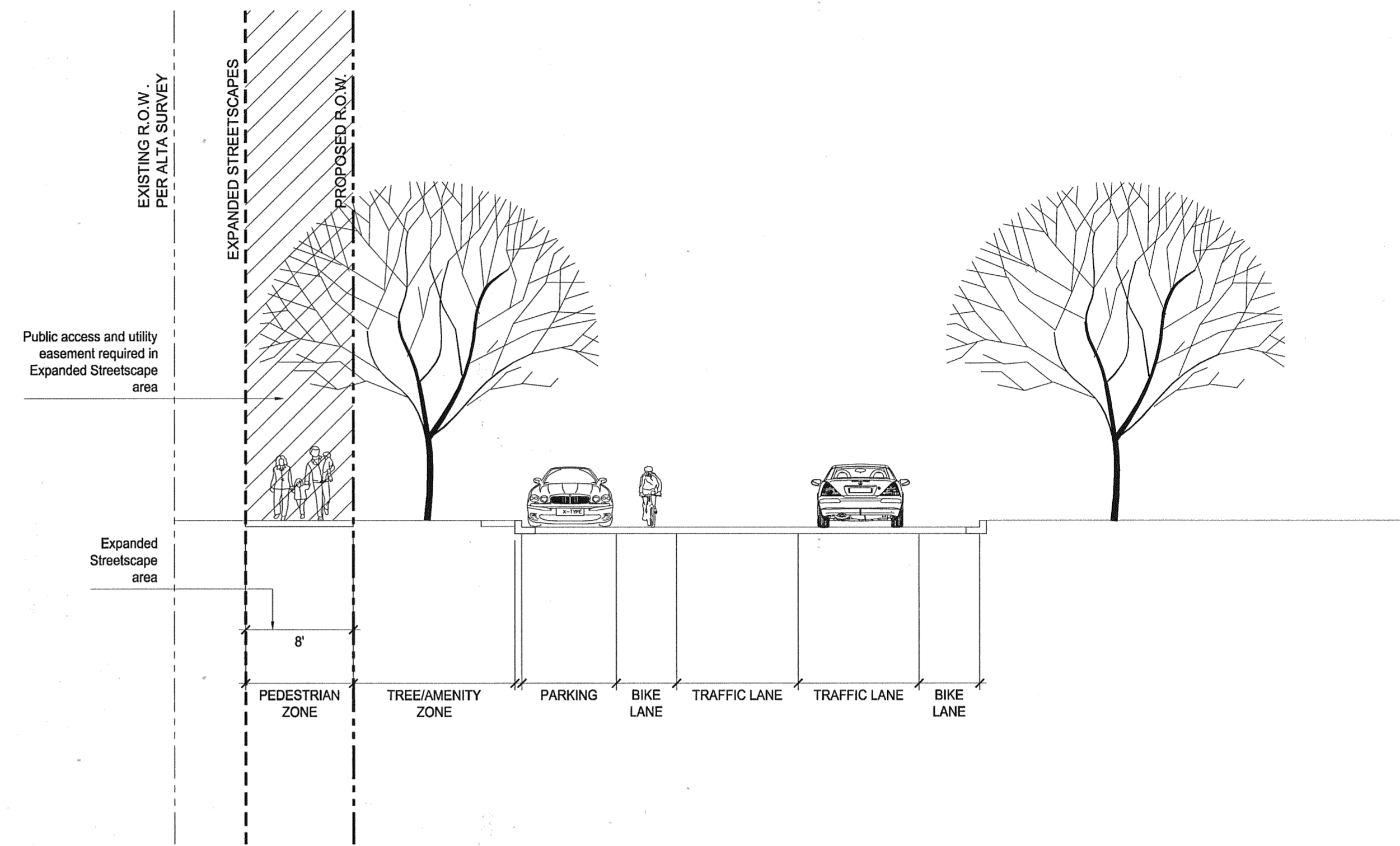


SOUTH SLOAN'S LAKE GENERAL DEVELOPMENT PLAN

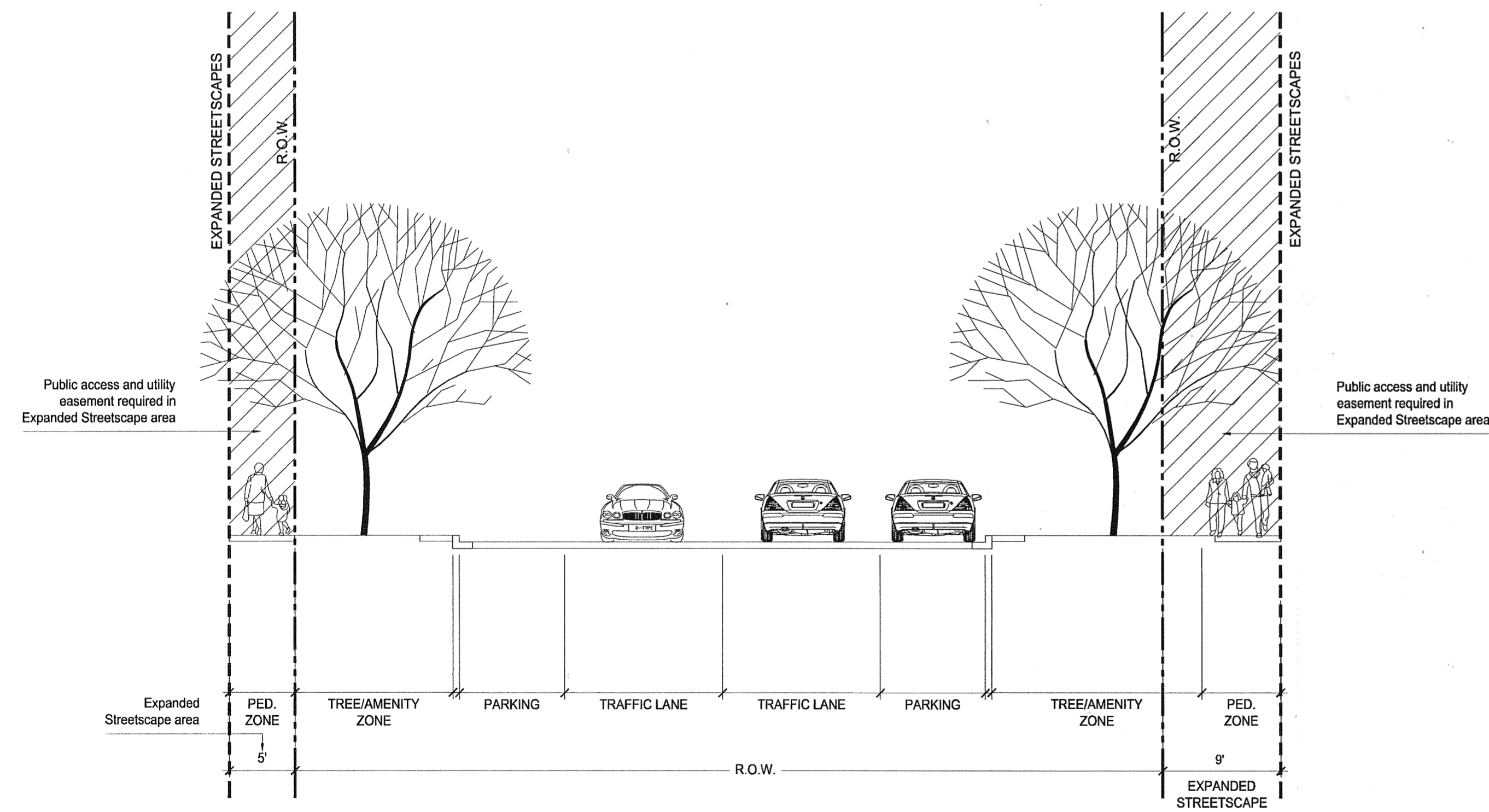
Located in the Southeast Quarter of Section 31, Township 3 South, Range 68 West of the Sixth Principal Meridian, City and County of Denver, State of Colorado



1 Raleigh St.
NTS



2 W. 17th Ave.
NTS



3 W. 16th Ave.
NTS

STREET SECTIONS

The purpose of the street sections provided is to further illustrate the hierarchy of streets, general dimensions of the streetscape zones, and clearly identify the expanded streetscape areas that are eligible for Open Space Credit (see sheet 8 for Open Space calculations). All street sections included in this GDP illustrate the design intent. Specific design will be provided with subsequent TEP submittals, as necessary.

Expanded Streetscapes

The sections for Raleigh Street, W. 17th Avenue and W. 16th Avenue each contain expanded streetscape areas, in accordance with the criteria described on the Open Space sheet. The additional width is provided on private or Metropolitan District property, and will be integrated into the overall design of the streetscape. As illustrated in the sections public access easements and/or public access and utility easements will be required in the Expanded Streetscape areas.

All streets and Expanded Streetscape areas will be designed according to the table below:

Street	Minimum Roadway Width	Streetscape Areas	
		Total Proposed Width	Expanded Streetscape area
Raleigh Street	40'	19.5' (west side) 19.5' (east side)	6.5' (west side) 6.5' (east side)
W. 17 th Avenue	NA	20'	8'
W. 16 th Avenue	40'	22' (north side) 17' (south side)	9' (north side) 5' (south side)
Quitman Street	40'	13'	NA
Perry Street	40'	13'	NA
Stuart Street	40'	13'	NA
W. Conejos Place	40'	13'	NA

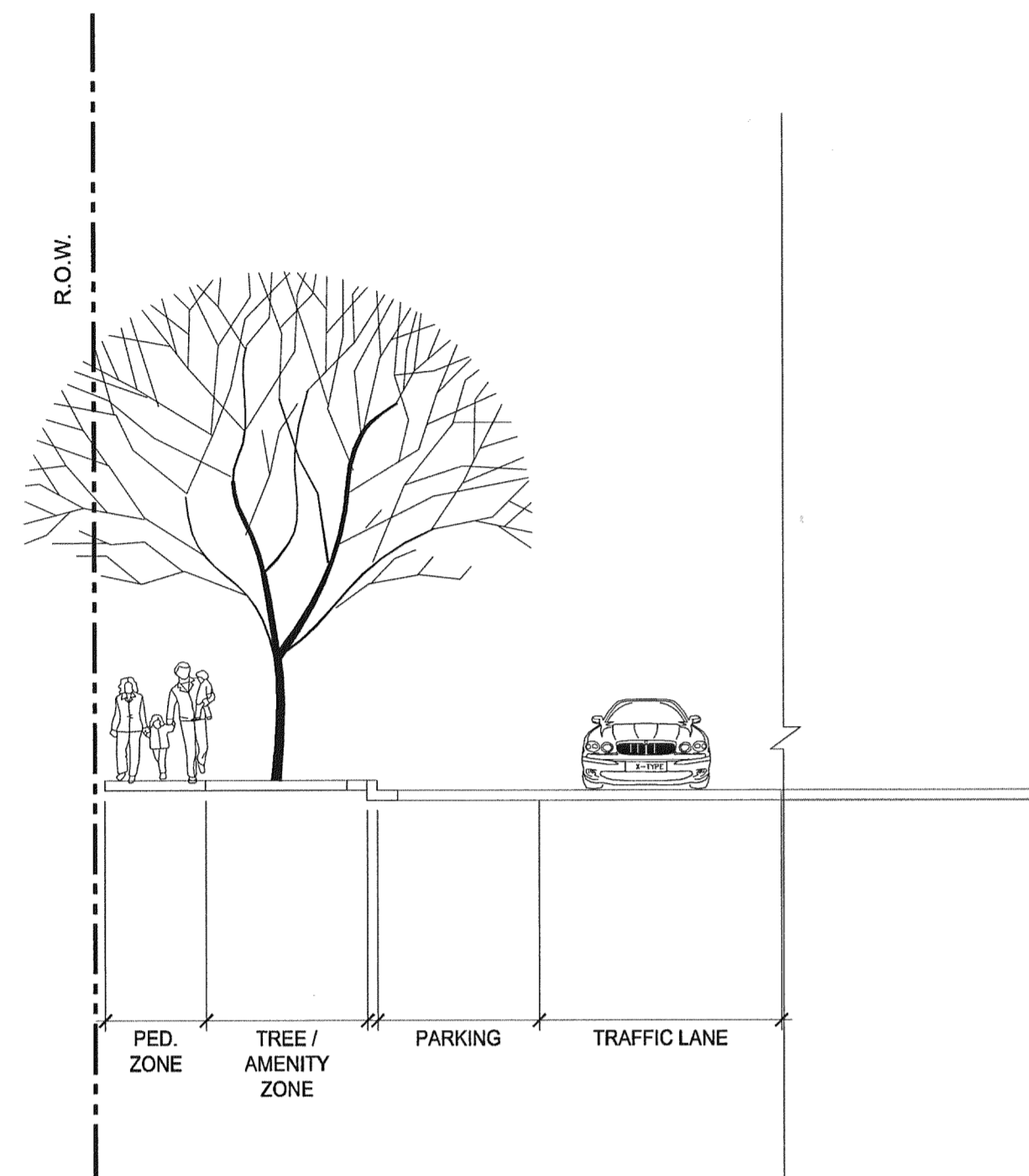
Notes:

1. All streets shall meet or exceed the minimum City and County of Denver requirements for its street type.
2. All streets shall meet the minimum emergency access requirement per Table 503.2.1 FIRE APPARATUS ACCESS ROADS
3. Where existing conditions exist along Stuart Street and W. Conejos Place, such that street widths cannot be determined at this time, the exact street width will be determined at Site Development Plan or Transportation Engineering Plan review by Denver Fire.
4. Turn lanes may be necessary as determined by Public Works during Site Development Plan review, if the Manager of Public Works determines that the traffic studies submitted at Site Development Plan review create a substantial change to the overall Traffic Impact Study to be submitted with the TEP as a result of the submitted Site Development Plan. In addition, Public Works reserves the right to remove on street parking as needed.

STREET SECTIONS

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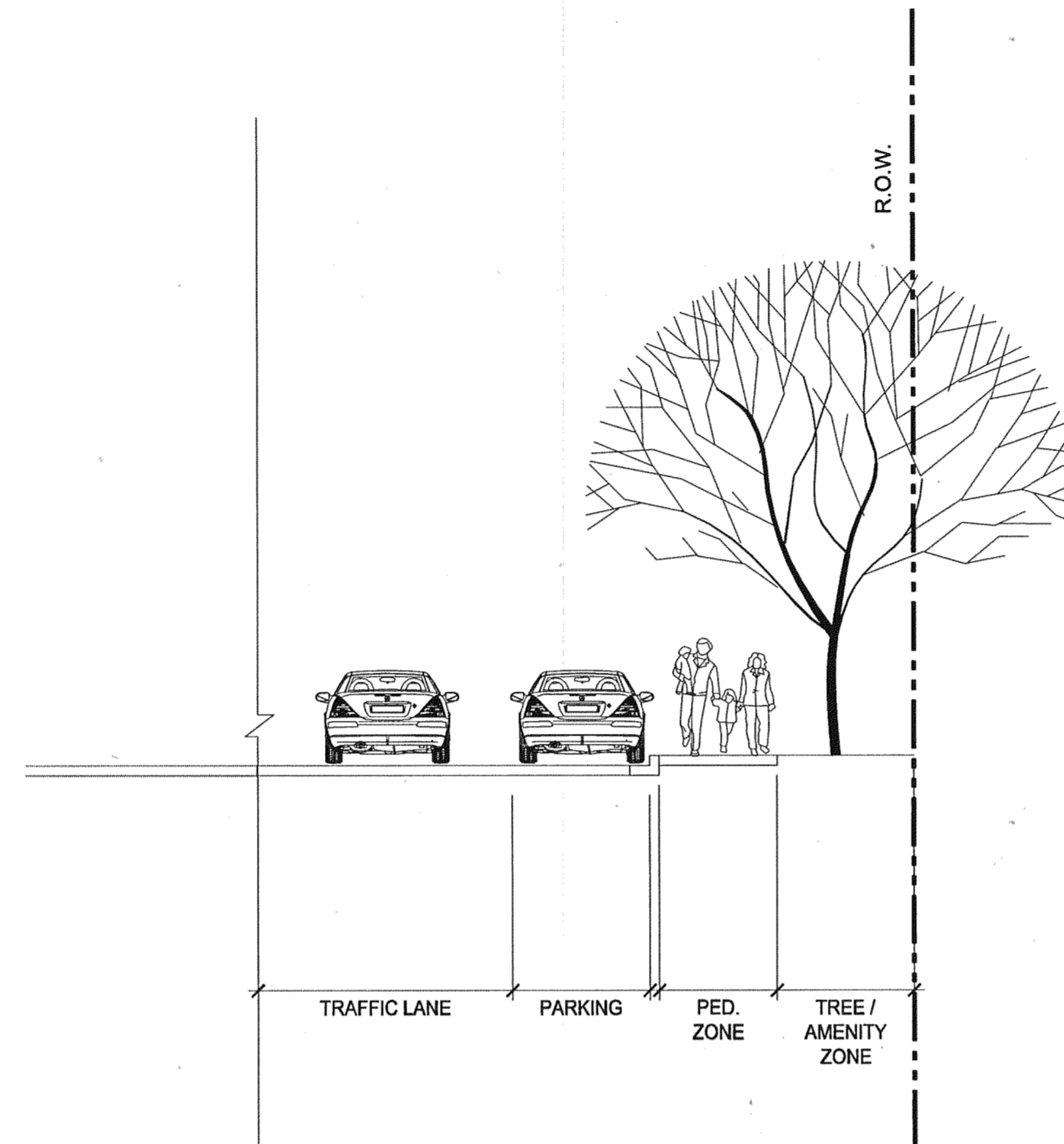
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1 Typical Residential Street (Perry St. W. Conejos Pl., Stuart St.*)

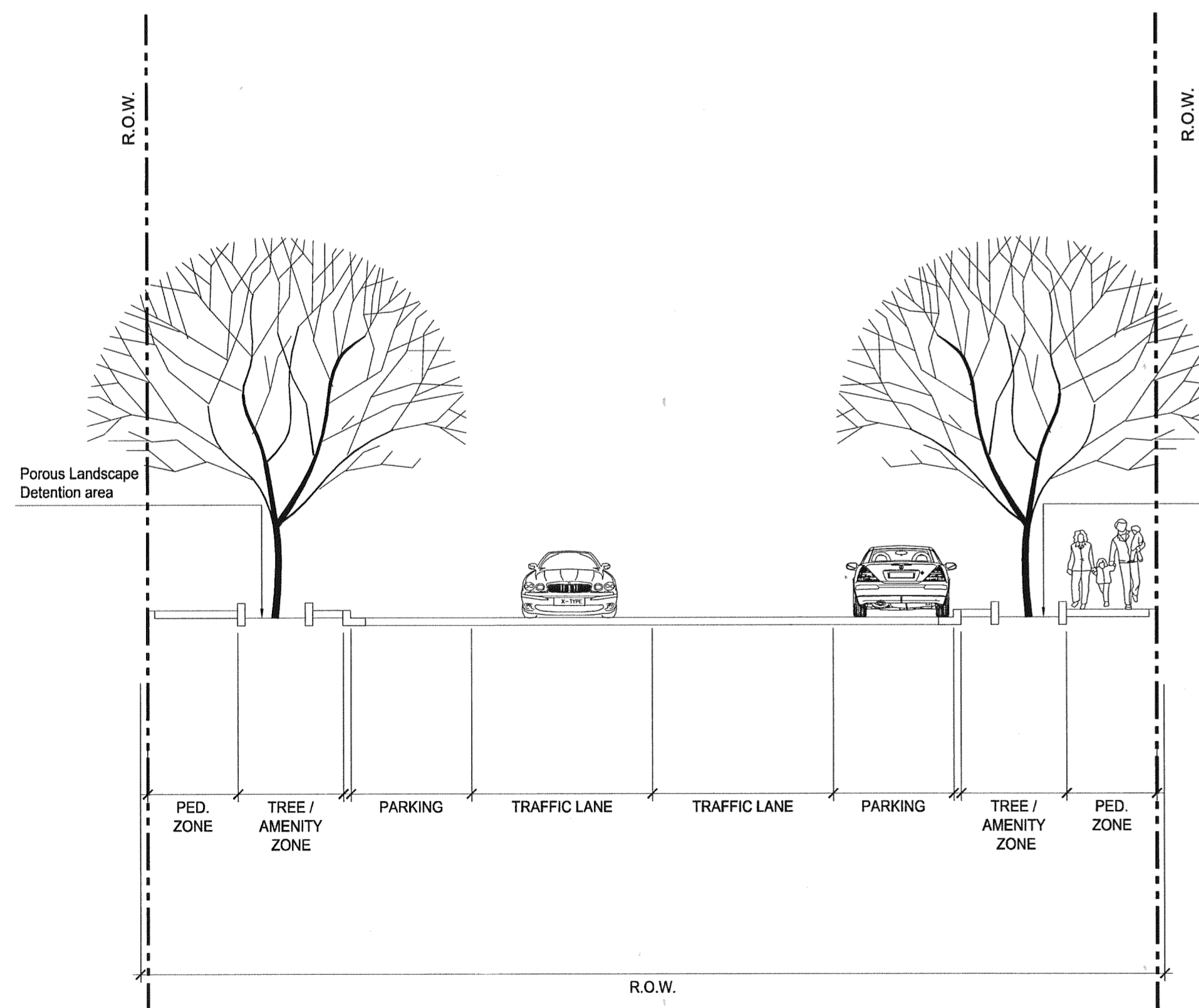
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*This section applies to Stuart St. where existing conditions permit.



2 Stuart Street (at existing parking structure)

NTS



4 Quitman St.

NTS

NOTE: If Porous Landscape Detention area (PLD) is not installed or does not function as designed, the streetscape will be restored to meet City and County of Denver standards. In all cases, regardless of the choice of PLD or other alternative storm water technology, street trees shall be installed according to the City of Denver's local street design standards and specifications.

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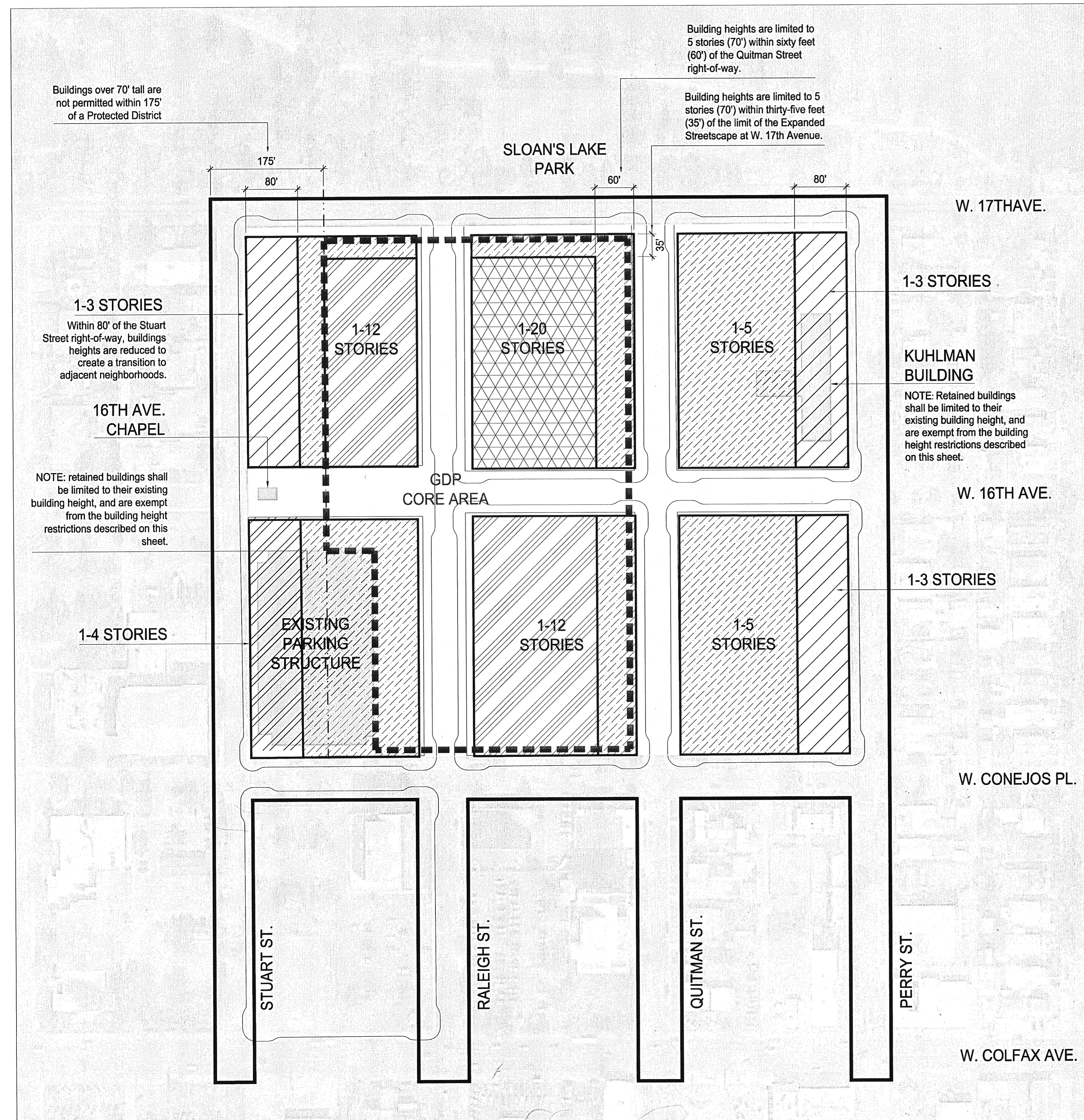
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STREET SECTIONS

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BUILDING HEIGHTS CONCEPTS

The South Sloan's Lake GDP builds on the recommendations described in the West Colfax Plan and St. Anthony's Task Force Report, as described on the Development Concepts sheet. These documents contain several recommendations related to building heights, including suggestions to

- Include "larger residential buildings capitalize on an opportunity to offer extraordinary view of city lights or the mountains."
 - "buildings of a high intensity form the core of the redevelopment site, and provide opportunities for significant increases in residential densities and employment uses."
 - Allow higher densities residential uses that are necessary to attract desirable retail and services the benefit the surrounding community
- In particular, the "Holy Tony's" plan, found in the West Colfax Plan, recommends "a central tower, building pedestals, courtyards and upper story setbacks to maximize the view of mountains, lake and city lights afforded by the site, as well as preserve solar access to the sidewalks, streets and integrated open spaces."

BUILDING HEIGHTS CONCEPT

The South Sloan's Lake building height concept supports the recommends listed above, and the general community and GDP goals of creating a vibrant mixed-use urban center and catalyzing reinvestment within the GDP area, and along W. Colfax Avenue.

The building height concept is based on the strategic placement of height around high-intensity nodes such as Raleigh Street and the Plazas along 17th Avenue, and the following strategies:

Context Sensitive Transitions:

The GDP requires that buildings taper in height as development approaches neighborhood edges. In general, new buildings located within 80' of the right of way along Perry Street and Stuart Street will be limited to three stories (45') in order to relate to the scale of existing single family residences. However, due to the height of the existing parking structure, new buildings within 80' of the right-of-way along Stuart Street, between the Chapel Plaza and W. Conejos Place, will be limited to four stories (60') in addition, the residential areas neighboring the GDP area along Stuart Street and Perry Street are Protected Districts. As such, structures over 70' (approximately 5 stories) tall are not permitted within 175' of those areas. In all areas, existing buildings, such as the Kuhlman Building and the parking structure, are limited to their existing height, and are exempt from the building height restrictions described on this sheet.

17th Avenue & Sloan's Lake Park Gateway

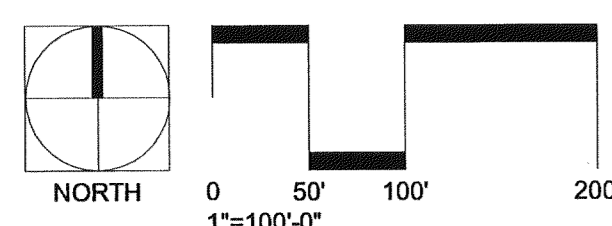
The Land Use Concept describes a gateway at Raleigh Street and W. 17th Avenue, reinforcing the relationship between the park and new development. The building heights support this concept and permit taller buildings in the blocks at Raleigh Street and W. 17th Avenue, adjacent to the 17th Avenue Plazas. In order to reduce the mass of buildings directly along the streetscape and Sloan's Lake Park, building heights will step down along W. 17th Avenue. Within thirty-five feet (35') of the build-to-line along W. 17th Avenue, the maximum building height shall be 5-stories (70').

Concentrate Height at the Center of the Site

As stated in the Land Use Concept, the core of the GDP area is Raleigh Street, W. 16th Avenue and the Chapel Plaza, as well as the 17th Avenue Plazas. The building heights reinforce this concept by concentrating taller buildings along Raleigh Street and W. 16th Avenue. As illustrated on the map, twelve-story buildings are permitted on the east half of the block at the corner of Raleigh and W. 17th Avenue, and on the central block along Raleigh Street between W. 16th Avenue and Conejos Place. The tallest buildings are permitted in the central block of W. 17th Avenue, between Raleigh Street and Quitman Street. Building heights along W. 17th Avenue will step down to a maximum of five (5) stories along the street. Within thirty-five feet (35') of the W. 17th Avenue right-of-way, building heights are restricted to five (5) stories. In addition, buildings on the central blocks, between Raleigh Street and Quitman Street, will be limited to five (5) stories within sixty feet (60') of the right-of-way at Quitman Street. These concepts are intended to continue the Context Sensitive Transitions described above, reduce potential shadow impacts on existing residences, and take advantage of views.

1 BUILDING HEIGHTS MAP

SCALE: 1"=100'



LEGEND

- GDP BOUNDARY
- - - GDP CORE AREA

- EXISTING BUILDINGS TO REMAIN
- 1-3 STORIES
- 1-4 STORIES

- 1-5 STORIES
- 1-12 STORIES
- 1-20 STORIES

BUILDING HEIGHTS CONCEPTS

MARK DATE	DESCRIPTION
May 6, 2013	Concept Submittal
June 28, 2013	Preliminary GDP
October 14, 2013	Preliminary GDP #2
October 31, 2013	Preliminary GDP #3
January 9, 2014	Final GDP

MARK DATE	DESCRIPTION
COPYRIGHT 2013 RNL DESIGN	
PROJECT No:	3306.03
DATE:	January 9, 2014
SCALE:	NTS