



**DENVER**  
THE MILE HIGH CITY

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**TO: Denver City Council – Land Use, Transportation & Infrastructure Committee**  
**FROM: Kyle A. Dalton, AICP, Associate City Planner**  
**DATE: May 26, 2011**  
**RE: Legislative Official Map Amendment #2011I-00017:  
Parkfield PUD Superblocks N & O  
Rezoning from PUD #515 to M-RX-5A**

**Staff Report and Recommendation**

Based on the criteria for review of legislatively-sponsored Official Map Amendments, including compliance with adopted City plans, CPD staff recommends that the LUTI Committee forward to the whole City Council Legislative Official Map Amendment #2011I-00017 for a rezoning from Planned Unit Development (PUD) 515 to M-RX-5A.

**I. Scope of Rezoning**

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Map Amendment Case Number: #2011I-00017  
Location: No Address; Generally known as Parkfield PUD Superblocks N (portion) & O, in the vicinity of Memphis Street & 53<sup>rd</sup> Avenue  
Neighborhood/Council District: Gateway/Green Valley Ranch / Council District #11  
RNOs: Montbello 20-20; Far Northeast Neighbors; Northern Corridor Coalition; Northern Airport Corridor Association; Inter-Neighborhood Cooperation  
Area of Property: Approximately 65 acres  
Current Zoning: PUD #515  
Proposed Zoning: M-RX-5A  
Legislative Sponsor: Councilmember Michael Hancock

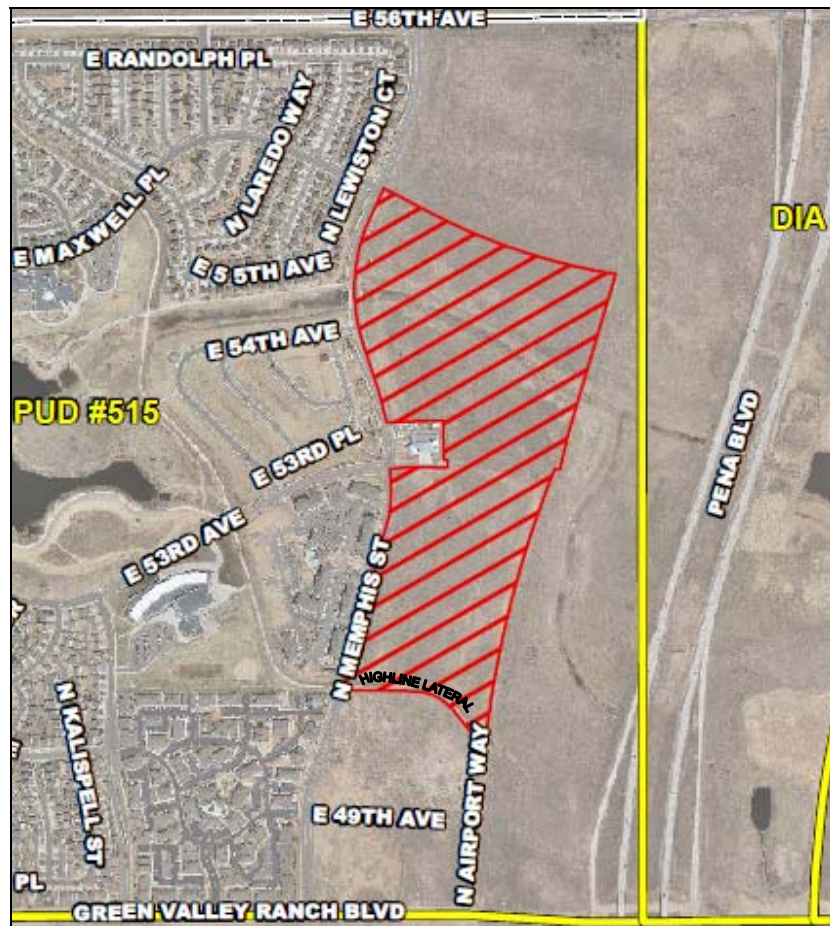
**II. Summary of Proposal**

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The subject site is located along the east side of Memphis Street, from the High Line Canal Lateral on the south to the future alignment of Maxwell Place on the north. The property extends east to the future alignment of Airport Way, along the boundary of City-owned land in the Peña Boulevard corridor. The site excludes the existing City & County of Denver Fire Station #2 located at the northeast corner of 53<sup>rd</sup> Avenue and Memphis Street.

This proposed map amendment would rezone a portion of the existing PUD #515 to the M-RX-5A zone district. The PUD #515 district plan, known as Parkfield, is comprised of multiple “superblocks.” This rezoning concerns the area known as Parkfield PUD Superblocks N & O, except the existing fire station, which is located in the southwest corner of Superblock N. The proposed M-RX-5A zone district is a residential mixed-use district in the Master Planned context intended to guide development of new neighborhoods up to 5 stories in height.





2008 Aerial Photograph

### General Development Plan Requirement

Denver Zoning Code Section 9.7.2.3.A requires a General Development Plan (GDP) be completed and approved prior to the City Council's approval of a rezoning to a Master Planned (M-) Zone District. A GDP has been initiated by the Manager of Community Planning and Development and is currently under review. The Planning Board is tentatively scheduled to consider the GDP on June 15, 2011. A final decision on the GDP will be made by the Development Review Committee, comprised of the Managers of Community Planning & Development, Public Works, and Parks & Recreation. A final decision on the GDP is expected prior to the City Council's final action on this rezoning request.

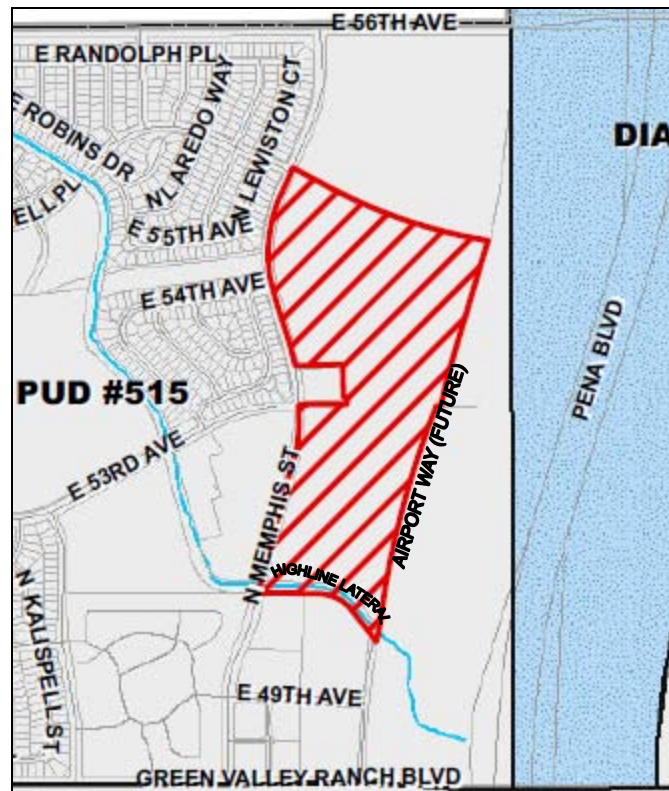
**III. Existing Conditions**

	Existing Zoning	Existing Land Use	Blueprint Denver
<b>Site</b>	PUD 515 (Superblocks N [portion] & O)	Vacant	Area of Change Mixed Use
<b>North</b>	PUD 515 (Superblock M-East)	Vacant	Area of Change Mixed Use
<b>South</b>	PUD 515 (Superblock P)	Vacant	Area of Change Mixed Use
<b>West</b>	PUD 515 (Superblocks K & L)	Single family residential and multi-family residential west of Memphis Street	Area of Change Mixed Use, Single Family Residential, and Single Family/Duplex
<b>East</b>	PUD 515 (Superblock R)	Vacant; City-owned land for the Peña Blvd. corridor	Area of Stability Rights-of-Way



*PUD #515 Superblocks – Existing Conditions*





*Existing Zoning*

The site is an approximately 65 acre, undeveloped parcel. A wetland/drainage channel crosses the site from east to west, generally 500'-600' south of the north property boundary. The south edge of the site contains the Highline Canal Lateral.

Across Memphis Street to the west, north of 53<sup>rd</sup> Avenue, is an existing single-family residential neighborhood with new single-family residential currently under development. Across Memphis Street to the west, south of 53<sup>rd</sup> Avenue, are the Trails at Parkfield Lake condominiums, comprised of 288 dwelling units in 12 buildings, three stories in height. The east boundary of the site is the future alignment of Airport Way. Across the Highline Lateral to the south is vacant property that has been subdivided for planned future mixed use development (no single family residential). To the north, vacant property is planned and zoned for mixed use development (no single family residential).

The site's current PUD #515 zoning was approved in 2001. The PUD has been repeatedly amended; it was formerly zoned PUDs #23, #322 and #491. The current PUD #515 is a 76-page document stipulating specific development standards, uses, site planning and design standards, infrastructure, and signage requirements for each superblock.

PUD #515 allows for a variety of residential and nonresidential uses across the entire Parkfield area. Maximum density for commercial development is capped at a FAR of 0.5:1, with either a 75-foot or 150-foot maximum building height. The majority of Parkfield (all areas west of Memphis Street) is developed primarily with single-family residential use, with multi-family residential a second significant use. As of August 2010, 1,901 dwelling units have been

developed in Parkfield. Residential densities average approximately 7.22 units per acre, although the PUD allows a maximum of 30 dwelling units per acre.

On the subject property (Superblocks N & O), PUD #515 does not allow single-family residential use, but does allow multi-family residential as well as a variety of civic, commercial, and industrial uses.

The property is also subject to an existing Development Agreement between the owners, Denver Public Schools, and the City & County of Denver. The agreement addresses regional infrastructure, open space, and development phasing. The development agreement was originally approved in 1992 and last amended in 2001.

#### **IV. Summary of Agency Referral Responses**

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This rezoning has been reviewed for concurrence with the Denver Zoning Code and other applicable City Codes as utilized by the referral agencies listed below.

Development Services – Project Coordination: Approve.  
Public Works – City Surveyor: Approve.

#### **V. Notice, Public Process & Public Comment**

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The property was posted for a period of 15 days announcing the Denver Planning Board public hearing, and written notification of the public hearing was sent to all affected registered neighborhood organizations as well as to two Parkfield area homeowners associations that are not registered neighborhood organizations. No comments have been received to date. Written notification of the May 31<sup>st</sup> LUTI Committee meeting was sent to all affected RNOs on May 19, 2011.

#### **VI. Criteria for Review / Staff Evaluation**

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Pursuant to the Denver Zoning Code, Section 12.4.10.2, a member of City Council may legislatively initiate an official map amendment (rezoning). There are three criteria for review of legislative map amendments as stated in Denver Zoning Code Section 12.4.10.13:

1. Consistency with Adopted Plans
2. Uniformity of District Regulations and Restrictions
3. Public Health, Safety and General Welfare

#### **VII. Consistency with Adopted Plans / Staff Evaluation**

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The proposal is consistent with adopted plans. Applicable plans for this site include:

- Denver Comprehensive Plan 2000
- Blueprint Denver
- 1990 Gateway Concept Plan

##### **A. Consistency with the Denver Comprehensive Plan 2000**

The proposal is consistent with and positively addresses many Denver Comprehensive Plan strategies, including:

- Neighborhoods chapter, Strategy 1-E: *“Modify land-use regulations to ensure flexibility to accommodate changing demographics and lifestyles. Allow, and in some places encourage, a diverse mix of housing types and affordable units, essential services, recreation, business and employment, home-based businesses, schools, transportation and open space networks.”*

The Denver Comprehensive Plan 2000 includes additional objectives that encourage the streamlining of the development review process and the improvement of the regulatory climate to reduce delays. The proposed map amendment furthers these goals by rezoning a complicated, obsolete PUD to a more predictable standard Denver Zoning Code zone district.

- Environmental Sustainability chapter, Strategy 4-C: *“Respect, conserve and expand wildlife habitat, watersheds, open space and other natural resources when planning, designing and building new projects.”*

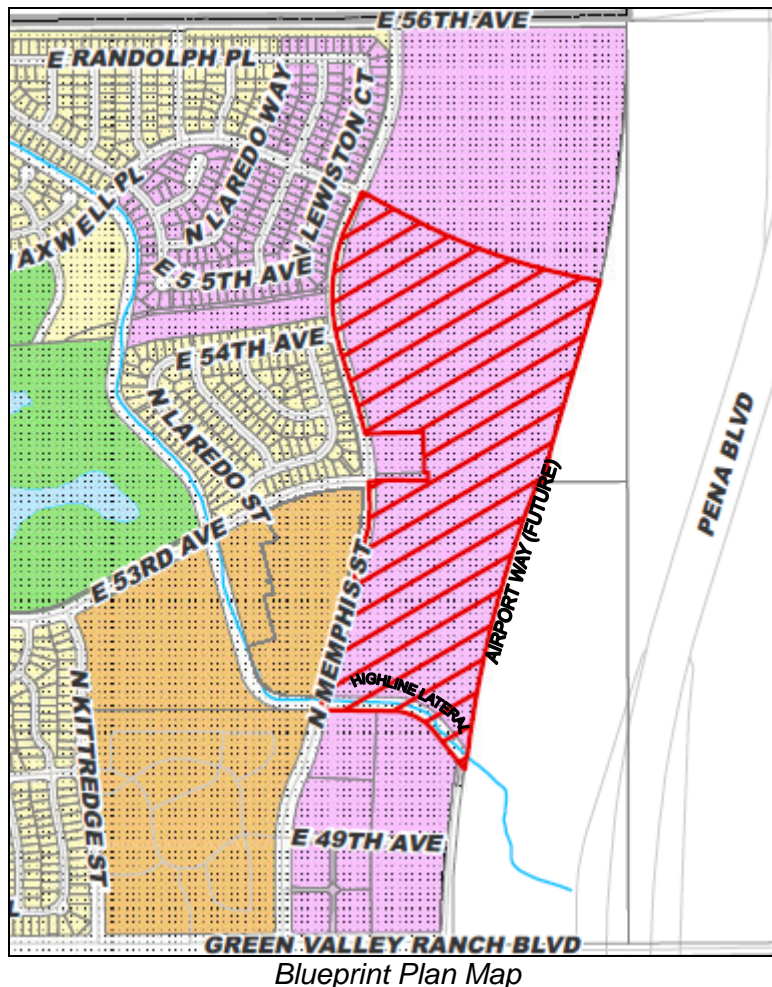
Because the M-RX-5A zone district requires a GDP, a minimum 10% aggregated open space will be required in the GDP area.

- Land Use chapter, Strategy 1-H: *“Encourage development of housing that meets the increasingly diverse needs of Denver’s present and future residents in the Citywide Land Use and Transportation Plan.”*
- Mobility chapter, Strategy 4-E: *“Continue to promote mixed-use development, which enables people to live near work, retail and services.”*
- Housing chapter, Strategy 6-A: *“Support mixed-use development consistent with the goals of the Comprehensive Plan’s land-use and mobility strategies.”*

The M-RX-5A zone district supports all of the above strategies by allowing for a diverse mix of housing types, including small lot single-unit residential not currently allowed but consistent with the established Parkfield neighborhood context. The M-RX-5A zoning also enables people to live near jobs and services in the DIA area.

#### **B. Consistency with Blueprint Denver**

Blueprint Denver, the City’s Land Use and Transportation Plan, identifies the property as being within an *Area of Change* with a land use recommendation for *Mixed Use*. The Mixed Use designation is shown in pink in the map on the following page.



Rezoning to M-RX-5A is consistent with the Blueprint Denver land use classification of Mixed Use. According to the plan, “Mixed Use areas have a stable employment base as well as housing. Intensity is higher in mixed use areas than in other residential areas. Land uses are not necessarily mixed in each building or development or even within each block. But within the neighborhood, residential and non-residential uses are within walking distance of one another. The proportion of residential to commercial uses varies considerably from one mixed use district to another.”

- The existing PUD #515 includes a mix of uses from multi-family residential to a wide variety of commercial and industrial.
- The proposed M-RX-5A zone district allows a wider spectrum of residential uses as well as civic, public & institutional uses, and a variety of commercial uses that are compatible with the evolution of Parkfield as a predominately residential mixed use district.
- Multi-family residential and commercial mixed uses are also allowed in the adjacent PUD superblocks M-East (to the north) and P (to the south), providing the opportunity for more intense mixes of uses in close proximity to the subject property.

Rezoning to M-RX-5A is consistent with the site's designation as an Area of Change. 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. Areas of Change are parts of the city where development or redevelopment would be most beneficial.

- The existing PUD contains minimum and maximum floor-area ratios (FAR), maximum densities with a complicated system of density bonuses, and minimum off-street parking requirements that all limit development capacity.
- The proposed M-RX-5A zone district removes FAR and density restrictions and reduces minimum off-street parking requirements, increasing development capacity in the Gateway Area of Change.

Blueprint Denver identifies Memphis Street, which borders this site on the west side, as a Residential Collector street. In the proposed M-RX-5A zone district, General building forms containing commercial uses are allowed at corner zone lots where at least one of the intersecting streets is an arterial or collector street.

### **C. Consistency with the Gateway Concept Plan**

The applicable neighborhood plan is the Gateway Concept Plan, which was adopted in August 1990. The proposed rezoning to M-RX-5A is consistent with the following elements of the Gateway Plan:

#### **Height**

In terms of allowed maximum heights, the proposed M-RX-5A zoning district is generally consistent with the plan recommendation.

- The Gateway Concept Plan proposes a maximum height of 75 feet at this location.
- The existing PUD allows a maximum height of 75 feet at this location.
- The maximum height of the building forms in the proposed M-RX-5A zoning district is 70 feet and 5 stories.

#### **Siting**

The M-RX-5A zone district is much more effective at implementing Gateway Concept Plan recommendations regarding setbacks.

- The Gateway Concept Plan recommends that public and commercial buildings have front setbacks that are "reduced as much as possible."
- The existing PUD has the following setbacks:
  - Along Airport Way, setbacks are at least 15 feet for nonresidential structures.
  - Along all other streets, a front setback of 25 feet applies from the lot line to which the building entrance is oriented, with all other setbacks at 5 feet.
- The proposed M-RX-5A zone district is more consistent with the Gateway Plan recommendations because the building form standards reduce primary street setbacks to 0 feet for public and commercial buildings.

#### **Building Form Design Elements**

The M-RX-5A zone district achieves desired design elements recommended in the Gateway Concept Plan:

- To create a pedestrian-friendly community, the Gateway Concept Plan recommends all public and commercial buildings orient to the street to the maximum extent possible.



- The existing PUD requires direct access into ground floor shops from public sidewalks, but only for retail uses.
- The M-RX-5A zone district includes standards for ground story transparency and pedestrian connections from public sidewalks to the entrance of all buildings, regardless of use.

### ***Allowed Uses***

The M-RX-5A zone district better implements the land use concepts recommended in the Gateway Concept Plan:

- The plan recommends the following uses for the subject site:
  - Office, retail, and residential.
- The existing PUD zoning allows a variety of residential, commercial, and industrial uses.
  - Multiple unit dwelling, live/work residential, residences for older persons, and artist studios are allowed.
  - The existing PUD does not allow single family residential uses.
  - The existing PUD allows industrial uses such as warehousing, wholesale trade, and manufacturing, fabrication & assembly (custom and light), throughout the site.
- The proposed M-RX-5A zone district:
  - Allows the office, retail, and residential uses recommended in the Gateway Concept Plan;
  - Removes some of the more industrial uses that are allowed in the PUD; and
  - Channels commercial uses to more appropriate locations in the neighborhood adjacent to arterial and collector streets.

### ***Implementation***

The Gateway Concept Plan notes that although PUD zoning can be flexible during the approval process, it is not particularly predictable, efficient, or conducive to producing a well-designed project. The plan also notes that PUDs are very time-consuming for the city to administer. Rezoning out of a PUD district into a standard Denver Zoning Code zone district will reduce administrative burdens and improve efficiency and predictability for future owners, as recommended in the plan.

## **VIII. Uniformity of District Regulations and Restrictions / Staff Evaluation**

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The proposed rezoning to M-RX-5A will result in the uniform application of zone district building form, use and design regulations to all buildings within the subject area.

## **IX. Public Health, Safety and General Welfare / Staff Evaluation**

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The proposed rezoning will bring the property into compliance with Denver's Comprehensive Plan and will alleviate the restrictive and outdated nature of the current PUD #515 zoning. Among many advantages to updating zoning consistent with the Denver Zoning Code, this legislative action would allow for uses and development patterns that are both consistent with the character of existing Parkfield development and with adopted plans, while remaining sensitive to the intensity of development and use in the adjacent residential neighborhood.

Together, the proposed rezoning furthers the general welfare of the immediate and larger Denver community.

#### **X. Planning Board Recommendation**

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At its regular meeting held May 18, 2011, the Denver Planning Board unanimously recommended **approval** of this legislative map amendment, with the condition that a GDP be approved.

#### **XI. CPD Staff Recommendation**

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Based on the criteria for review as defined above, CPD Staff recommends that the LUTI Committee forward to the whole City Council this rezoning of the property located generally at Parkfield PUD Superblocks N & O (Legislative Official Map Amendment #2011I-00017) to M-RX-5A.

#### **Attachments:**

- 1. Legislative Map Amendment Information Form**
- 2. Map Series - Aerial, Zoning, Blueprint Map**



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**OFFICIAL MAP AMENDMENT—LEGISLATIVE REZONING**

<b>Log #</b>	20111-00017	<b>Date Submitted</b>	04.27.11
<b>LEGISLATIVE SPONSOR</b>			
<b>Name</b>	Councilman Michael Hancock		
<b>Address</b>	4760 Oakland St., Ste. 175		
<b>City, State, Zip</b>	Denver, CO 80239		
<b>Telephone / Fax</b>	(303) 331-3872 / (303) 331-3874		
<b>Email</b>	Michael.Hancock@denvergov.org		
<b>Subject Property Location (Please Include Assessor's Parcel Number[s])</b>			
The subject property is generally known as Parkfield Superblocks N & O, located east of Memphis Street to the future alignment of Airport Way, between the Highline Canal Lateral and the extended alignment of Maxwell Place, except the existing Fire Station #2. (Assessor's Parcel Number 0017100017000)			
<b>Legal Description of Subject Property (Written description and map if more than one block or metes and bounds)</b>			
Assessor's legal: T3 R66 S17 PT DIF RCP #2009122470 RCD 09/14/09 See attached legal description.			
<b>Area of Subject Property (Acres/Sq Ft)</b>	<b>Present Zone District</b>	<b>Proposed Zone District</b>	
Approximately 65 acres	PUD #515 (Ord. #450, Series 2001)	M-RX-5A	
<b>List Exhibits Attached to Legislative Rezoning</b>			
Official Zoning Map, Aerial Imagery, Blueprint Denver Land Use Map			
<b>Case Manager</b>	Kyle A. Dalton, AICP, Associate City Planner		



# EXHIBIT

SHEET 1 OF 4

## LEGAL DESCRIPTION

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

BEGINNING ON A POINT ON A CURVE ON THE EASTERLY RIGHT-OF-WAY LINE OF MEMPHIS STREET AS DEDICATED BY PARKFIELD FILING NO. 11, AS RECORDED UNDER RECEPTION NUMBER 2001191208 OF THE RECORDS OF THE CITY AND COUNTY OF DENVER CLERK AND RECORDER, SAID POINT ALSO BEING THE NORTHWESTERLY CORNER OF LOT 1, BLOCK 1, PARKFIELD FILING NO. 13, AS RECORDED UNDER RECEPTION NUMBER 2004085361 OF THE RECORDS OF THE CITY AND COUNTY OF DENVER CLERK AND RECORDER, AND CONSIDERING THE NORTH LINE OF THE SOUTHEAST QUARTER OF SAID SECTION 17 TO BEAR SOUTH 89°50'26" EAST WITH ALL BEARINGS CONTAINED HEREIN BEING RELATIVE THERETO;

THENCE ALONG THE EASTERLY RIGHT-OF-WAY LINE OF SAID MEMPHIS STREET THE FOLLOWING FIVE (5) COURSES;

1) ALONG THE ARC OF A CURVE TO THE LEFT HAVING A CENTRAL ANGLE OF 05°04'07", A RADIUS OF 1575.00 FEET AND AN ARC LENGTH OF 139.33 FEET, THE CHORD OF WHICH BEARS NORTH 13°17'27" WEST, A DISTANCE OF 139.28 FEET;

2) NORTH 15°49'30" WEST, A DISTANCE OF 356.95 FEET TO A POINT OF CURVATURE;

3) ALONG THE ARC OF A CURVE TO THE RIGHT HAVING A CENTRAL ANGLE OF 15°58'57", A RADIUS OF 1171.00 FEET AND AN ARC LENGTH OF 326.65 FEET, THE CHORD OF WHICH BEARS NORTH 07°50'02" WEST, A DISTANCE OF 325.59 FEET TO A POINT OF COMPOUND CURVATURE;

4) ALONG THE ARC OF A CURVE TO THE RIGHT HAVING A CENTRAL ANGLE OF 23°18'47", A RADIUS OF 1062.00 FEET AND AN ARC LENGTH OF 432.12 FEET, THE CHORD OF WHICH BEARS NORTH 11°48'50" EAST, A DISTANCE OF 429.14 FEET;

5) NORTH 23°28'14" EAST, A DISTANCE OF 157.96 FEET TO A POINT ON A CURVE, SAID POINT ALSO BEING A POINT ON THE SOUTHERLY LINE OF THAT PARCEL OF LAND DESCRIBED IN DEED RECORDED UNDER RECEPTION NO. 2000173363 RECORDED NOVEMBER 29, 2000 IN SAID RECORDS OF THE CITY AND COUNTY OF DENVER;

THENCE ALONG SAID SOUTHERLY LINE THE FOLLOWING TWO (2) COURSES:

1) ALONG THE ARC OF A NON-TANGENT CURVE TO THE RIGHT HAVING A CENTRAL ANGLE OF 03°53'21", A RADIUS OF 3819.72 FEET AND AN ARC LENGTH OF 259.28 FEET, THE CHORD OF WHICH BEARS SOUTH 64°00'58" EAST, A DISTANCE OF 259.24 FEET TO A POINT OF REVERSE CURVATURE;

2) ALONG THE ARC OF A CURVE TO THE LEFT HAVING A CENTRAL ANGLE OF 17°39'08", A RADIUS OF 3819.72 FEET AND AN ARC LENGTH OF 1176.81 FEET, THE CHORD OF WHICH BEARS SOUTH 70°53'52" EAST A DISTANCE OF 1172.17 FEET, TO A POINT ON A CURVE BEING PART OF THE WESTERLY RIGHT-OF-WAY OF AIRPORT BOULEVARD AS DESCRIBED IN DEED RECORDED UNDER RECEPTION NO. 94-00019086 OF THE RECORDS OF THE CITY AND COUNTY OF DENVER;

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# EXHIBIT

SHEET 2 OF 4

## LEGAL DESCRIPTION—CONTINUED

THENCE ALONG SAID WESTERLY RIGHT-OF-WAY THE FOLLOWING TWO (2) COURSES:

1) ALONG THE ARC OF A NON-TANGENT CURVE TO THE RIGHT HAVING A CENTRAL ANGLE OF 08°28'23", A RADIUS OF 6640.00 FEET AND AN ARC LENGTH OF 981.93 FEET, THE CHORD OF WHICH BEARS SOUTH 16°59'11" WEST, A DISTANCE OF 981.04 FEET TO A POINT OF REVERSE CURVATURE;

2) ALONG THE ARC OF A CURVE TO THE LEFT HAVING A CENTRAL ANGLE OF 12°52'58", A RADIUS OF 8640.00 FEET AND AN ARC LENGTH OF 1942.68 FEET, THE CHORD OF WHICH BEARS SOUTH 14°46'53" WEST, A DISTANCE OF 1938.59 FEET TO A POINT ON THE SOUTHERLY LINE OF THE HIGHLINE CANAL AS DESCRIBED IN THE DOCUMENT RECORDED AT RECEPTION NUMBER 92-0137022 OF THE RECORDS OF THE CITY AND COUNTY OF DENVER CLERK AND RECORDER;

THENCE ALONG SAID SOUTHERLY LINE THE FOLLOWING THREE (3) COURSES;

1) NORTH 37°50'38" WEST, A DISTANCE OF 304.27 FEET TO A POINT OF CURVATURE;

2) THENCE ALONG THE ARC OF A CURVE TO THE LEFT HAVING A CENTRAL ANGLE OF 50°45'27", A RADIUS OF 310.00 FEET AND AN ARC LENGTH OF 274.62 FEET, THE CHORD OF WHICH BEARS NORTH 63°13'22" WEST, A DISTANCE OF 265.73 FEET;

3) THENCE NORTH 88°36'05" WEST, A DISTANCE OF 365.46 FEET TO THE EASTERLY RIGHT-OF-WAY LINE OF SAID MEMPHIS STREET;

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

1) NORTH 15°42'55" EAST, A DISTANCE OF 82.56 FEET;

2) NORTH 88°36'05" WEST, A DISTANCE OF 18.58 FEET;

3) NORTH 15°42'55" EAST, A DISTANCE OF 804.03 FEET TO A POINT ON A CURVE;

4) ALONG THE ARC OF A CURVE TO THE LEFT HAVING A CENTRAL ANGLE OF 14°27'16", A RADIUS OF 1575.00 FEET AND AN ARC LENGTH OF 397.34 FEET, THE CHORD OF WHICH BEARS NORTH 08°29'18" EAST, A DISTANCE OF 396.29 FEET TO A POINT ON THE SOUTHERLY BOUNDARY LINE OF SAID PARKFIELD FILING NO. 13, BEING A POINT OF REVERSE CURVATURE;

THENCE ALONG THE SOUTHERLY, EASTERLY AND NORTHERLY BOUNDARY LINES OF SAID PARKFIELD FILING NO 13, THE FOLLOWING SEVEN (7) COURSES;

1) ALONG THE ARC OF A CURVE TO THE RIGHT HAVING A CENTRAL ANGLE OF 87°45'52", A RADIUS OF 25.00 FEET AND AN ARC LENGTH OF 38.29 FEET, THE CHORD OF WHICH BEARS NORTH 45°08'36" EAST A DISTANCE OF 34.66 FEET;

2) NORTH 89°01'32" EAST, A DISTANCE OF 217.71 FEET TO A POINT OF CURVATURE;

3) ALONG THE ARC OF A CURVE TO THE RIGHT HAVING A CENTRAL ANGLE OF 03°07'15", A RADIUS OF 963.50 FEET AND AN ARC LENGTH OF 52.48 FEET, THE CHORD OF WHICH BEARS SOUTH 89°24'50" EAST A DISTANCE OF 52.47 FEET;

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# EXHIBIT

SHEET 3 OF 4

## LEGAL DESCRIPTION—CONTINUED

- 4) NORTH 02°08'46" EAST, A DISTANCE OF 73.00 FEET TO A POINT ON A CURVE;
  - 5) ALONG THE ARC OF A NON-TANGENT CURVE TO THE LEFT HAVING A CENTRAL ANGLE OF 01°12'56", A RADIUS OF 1036.50 FEET AND AN ARC LENGTH OF 21.99 FEET, THE CHORD OF WHICH BEARS NORTH 88°27'41" WEST, A DISTANCE OF 21.99 FEET;
  - 6) NORTH 00°58'28" WEST, A DISTANCE OF 232.57 FEET;
  - 7) SOUTH 89°01'32" WEST, A DISTANCE OF 298.85 FEET TO THE POINT OF BEGINNING,
- CONTAINING A CALCULATED AREA OF 2,822,887 SQUARE FEET OR 64.805 ACRES, MORE OR LESS.

I, WILLIAM F. HESSELBACH JR., A SURVEYOR LICENSED IN THE STATE OF COLORADO, DO HEREBY CERTIFY THAT THE ABOVE LEGAL DESCRIPTION AND ATTACHED EXHIBIT WERE PREPARED BY ME OR UNDER MY DIRECT SUPERVISION AND CHECKING.

-----  
WILLIAM F. HESSELBACH JR., P.L.S. 25369  
FOR AND ON BEHALF OF  
CARROLL & LANGE, INC.

-----  
DATE

**CARROLL & LANGE-MANHARD**  
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**EXHIBIT**  
SHEET 4 OF 4

**PARCEL TOTAL**  
2,822,887 S.F. ±  
64.805 AC. ±

PARKFIELD FILING NO. 12  
REC. NO. 2003013149

Δ=23°18'47"  
R=1062.00'  
L=432.12'  
CHB=N11°48'50"E  
CHD=429.14'

PARKFIELD FILING NO. 11  
REC. NO. 2001191208

Δ=15°58'57"  
R=1171.00'  
L=326.65'  
CHB=N07°50'02"W  
CHD=325.59'

Δ=05°04'07"  
R=1575.00'  
L=139.33'  
CHB=N13°17'27"W  
CH=139.28'

NE COR. OF THE SW¼  
SECTION 17, T 3 S R  
66 W, 6TH P.M. FND.  
¾" ALUM. CAP L.S.  
NO. 23521

POINT OF BEGINNING  
N89°01'32"E  
217.71'

PARKFIELD FILING 13  
(FIRE HOUSE)  
REC  
2004085361  
LOT 1 BLOCK 1

Δ=01°12'56"  
R=1036.50'  
L=21.99'  
CHB=N88°27'41"W  
CHD=21.99'

NORTH LINE SOUTHEAST QUARTER SEC. 17

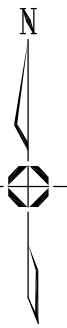
Δ=87°45'52"  
R=25.00'  
L=38.29'  
CHB=N45°08'36"E  
CHD=34.66'

Δ=03°07'15"  
R=963.50'  
L=52.48'  
CHB=S89°24'50"E  
CH=52.47'

NW COR. OF THE  
SE¼ SECTION 17,  
T 3 S R 66 W,  
6TH P.M. FND.  
¾" ALUM. CAP  
IN RANGE BOX  
L.S. NO. 4842

PARKFIELD FILING NO. 11  
REC. NO. 2001191208

Δ=14°27'16"  
R=1575.00'  
L=397.34'  
CHB=N08°29'18"E  
CHD=396.29'



N15°42'55"E  
82.56'

N88°36'05"W  
18.58'

N88°36'05"W  
365.46'

LOT 2  
Δ=50°45'27"  
R=310.00'  
L=274.62'  
CHB=N63°13'22"W  
CHD=265.73'

PARKFIELD FILING NO. 10  
REC. NO. 2000085697

Δ=03°53'21"  
R=3819.72'  
L=259.28'  
CHB=S64°00'58"E  
CHD=259.24'

Δ=17°39'08"  
R=3819.72'  
L=1176.81'  
CHB=S70°53'52"E  
CH=1172.17'

SOUTHERLY LINE  
RECEPTION NO. 2000173363  
RECORDED NOVEMBER 29, 2000

Δ=08°28'23"  
R=6640.00'  
L=981.93'  
CHB=S16°59'11"W  
CHD=981.04'

AIRPORT BOULEVARD  
RECEPTION NO. 94-00019086

Δ=02°08'46"  
R=73.00'  
L=73.00'

(BASIS OF BEARINGS)

Δ=12°52'58"  
R=8640.00'  
L=1942.68'  
CHB=S14°46'53"W  
CHD=1938.59'

AIRPORT BOULEVARD  
RECEPTION NO. 94-00019086

**CARROLL & LANGE-MANHARD**  
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