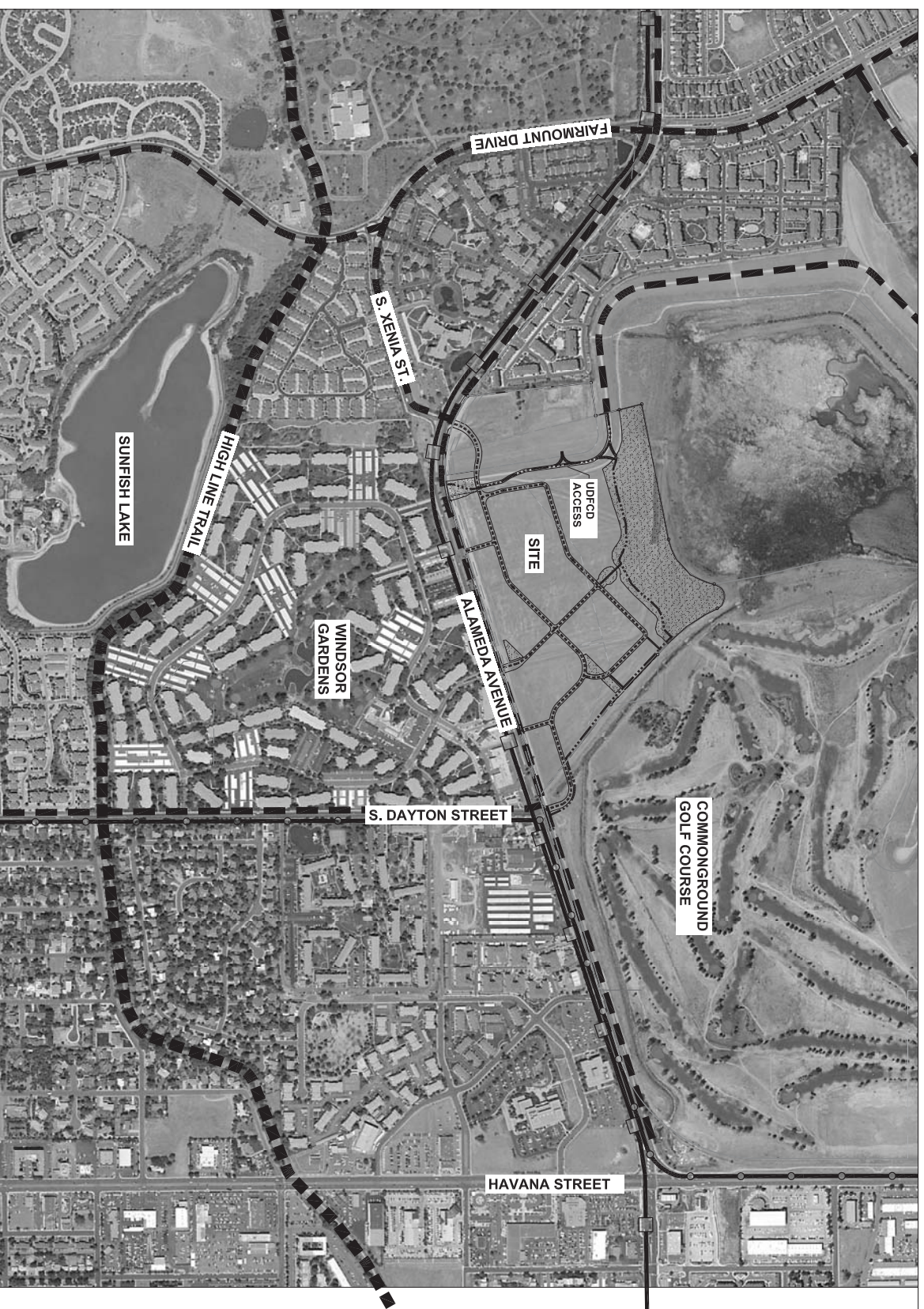


**LOWRY VISTA**  
**LOWRY VISTA GENERAL DEVELOPMENT PLAN, PROJECT 2007-0483, INTERSECTION OF EAST ALAMEDA AVENUE AT XENIA STREET, CLINTON AND DAYTON STREET**  
**LOCATED IN THE SE QTR OF SECT 9, SW QTR OF SECT 10, NW QTR OF SECT 15, NE QTR OF SECT 16, TOWNSHIP 4 SOUTH, RANGE 67 WEST OF THE SIXTH PRINCIPAL MERIDIAN,**  
**CITY AND COUNTY OF DENVER, STATE OF COLORADO**

**NOTES:**

THIS EXHIBIT IS NOT A MONUMENT BOUNDARY SURVEY, IMPROVEMENT SURVEY, OR LAND TITLE SURVEY. IT IS INTENDED ONLY TO BE A MAP SHOWING THE SELECTED PROPERTY INFORMATION OBTAINED FROM SEPARATE CERTIFIED SURVEYS.  
 STREETS SHOWN WITHIN THE GDP BOUNDARY ARE FOR ILLUSTRATIVE PURPOSES ONLY.



**LEGEND**

- PROPERTY LINE
- HIGH LINE CANAL TRAIL
- EXISTING REGIONAL TRAILS
- EXISTING FLOWAGE EASEMENT
- - - PROPOSED FLOWAGE EASEMENT

- PROPOSED DESIGNATED TRAIL/ BIKE LANE
- ..... ON-STREET CIRCULATION
- RTD EXISTING ROUTE 3
- RTD FUTURE DAYTON ROUTE
- AGGREGATED OPEN SPACE (SEE SHEET 8A)

**TRANSPORTATION/CIRCULATION**  
 1" = 500'

**TRANSPORTATION / CIRCULATION: BICYCLE & PEDESTRIAN**

**Fundamental Concept:**

It is the intent of the development to make all streets pedestrian friendly, where the automobile, pedestrian and bicycle have equal importance. This is accomplished by street treatment, speed limits and character of the development. The pedestrian access points are located at all existing and proposed intersections. The introduction of new streets opens up pedestrian access points and routes through that previously never existed. Bicycle parking will be available throughout the development.

**Streets**

Reference Sheet 6A for internal streets.

**Parking**

Retail, office and residential parking may be provided in parking structures or surface lots throughout the site. Parking garages will be planned to be integrated within the building development. On-street parallel and/or diagonal convenience parking is planned to support the commercial and residential uses. In addition, dedicated and/or shared parking will be provided where appropriate. The west side of the dam will park according to the requirements of the existing zoning.

**Bicycles**

A bicycle connection is proposed from the Lowry Vista site to the existing bicycle trail along the designated bike route on Alameda Avenue. The Alameda Avenue trail takes a user west of the site to the Farmmount Drive trail, which to the north connects to the greater Lowry development via Sports Boulevard, and to the south connects to the High Line Canal Trail system. This connection allows a trail user to reach all parts of the City via the existing trail system published in the Denver Bike Map. A trail user headed east on the High Line Canal trail will connect to the City of Aurora's trail system.

**Pedestrians**

In addition, all of the internal streets will have sidewalks that will accommodate pedestrians. The pedestrian access points into the site are from the public walk that exists along Alameda Avenue. Primary points are located at the proposed intersections of Xavier Street, Clinton Street, and Dayton Street. The introduction of new streets opens up pedestrian access points through the property that have previously been fenced off.

Currently the existing dam is being used by pedestrians through the use of manmade paths and the use of existing maintenance road. This portion of the site is under ownership of Lowry Vista with the dam easement under the custody of Urban Drainage and Flood Control. The proposed intention is to pursue the acquisition of the dam easement from the City of Aurora. The dam easement will provide a direct connection to the Robinson Park located in the greater Lowry development. The formalization of the existing trails as an interim will be constructed during the initial phase to the development pending the final approval from UDFCD.

A possible trail head, potentially visible from Alameda Avenue, could be another planned pedestrian access into the site. Parking may be available in the development for trail users.

**Transit**

RTD east west bus service route #3 currently provides a bus stop along Alameda Avenue adjacent to Lowry Vista. The pedestrian circulation through the site provides direct access to this service. There is a tentative Dayton Route which goes south to Aurora, Parker Road and the Nine-Mile Park-N-Ride which may become available in the future.

There are plans to incorporate the Windsor Gardens private shuttle service into the Lowry Vista site to provide neighborhood serving retail opportunities to this development south of Lowry Vista.

**Universal Accessibility**

The public pedestrian ways and areas within the Development will be designed to comply with the Americans with Disabilities Act (ADA) federal regulations.

**Notes**

Pedestrian, bicycle and roadways are illustrative in nature and do not represent the final alignment or widths.  
 Transportation/Circulation concepts are for information and planning purposes only, and shall not be vested.

**DAVIS PARTNERSHIP ARCHITECTS**

2201 BURLINGAME ST., 5TH FLOOR  
 DENVER, COLORADO 80202  
 303.733.8855 / 303.733.8272

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 303.733.8855 / 303.733.8272

**GENERAL DEVELOPMENT PLAN**

DATE ENGINEERED: 12.14.09  
 DESIGNER: KENNETH SAHMI  
 CHECKER: TONY WANG  
 303.823.9300 / 303.823.9311

TRANSPORTATION ENGINEER:  
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DATE	REV	REMARKS	DRWN	CHKD	APPRD
11.07.09		GDP SUBMITTAL	TK	JK	JK
03.09.09		2ND GDP SUBMITTAL	JK	JK	JK
09.04.09		3RD GDP SUBMITTAL	JK	JK	JK
12.14.09		FINAL GDP SUBMITTAL	JK	JK	JK

**TRANSPORTATION/CIRCULATION: BICYCLE & PEDESTRIAN**

DATE: 12.14.09  
 SHEET NUMBER: 9 of 15

**6B**

LOWRY VISTA GDP