belleview STATION™

Architectural Control Committee

Design Criteria

June 2008

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GENERAL CONDITIONS

DEVELOPMENT INTENT

Belleview Station is a 51 acre development immediately adjacent to the Denver Technological Center and almost completely contained within a ¼ mile radius of the Belleview light rail stop.

As such, the intent for Belleview Station development is to:

- Physically orient development to both compliment and benefit from proximity to transit
- Strategically orient development to compliment and benefit from the existing employment and residential base that surrounds the site.
- Create a balanced mix of uses that will result in long term development sustainability.
- Achieve a level of density sufficient to identify Belleview Station as the urban village "center" of the DTC.
- Achieve a quality that will be of enduring value,
- Enhance the development value of the undeveloped property.

To these ends, all lands within Belleview Station are subject to protective covenants "Declaration of Master Architectural Restrictions" that in part provide for a Architectural Control Committee (ACC) with the authority to promulgate Design Criteria as set forth in this document.

These criteria are intended to guide applicants in meeting the intent for development established in the Declaration of Master Architectural Restrictions as recorded with the City and County of Denver. These criteria were developed in concert with the City of Denver's Rules and Regulations for Belleview Station. It must be emphasized that the ACC review process is different from the City of Denver review of the Rules and Regulations. It is intended that the Rules and Regulations outline the minimum quantitative development objectives. The ACC Design Criteria may impose more restrictive quantitative objectives than those outlined in the City's Rules and Regulations, but is mostly oriented to qualitative criteria. **Attainment of a minimum quantitative standard does not in and of itself infer ACC approval unless acceptable quality is achieved in the opinion of the ACC. Each project will be reviewed on the basis of its planning and design merits and conformity to the intent of the Design Criteria. The ACC reserves the right to review and comment on anything permitted by the Declaration of Master Architectural Restrictions whether addressed in the Criteria or not.**

JURISDICTION

Zoning is TMU-30 and based upon an approved City and County of Denver General Development Plan (GDP). It is the responsibility of the Applicant to demonstrate to the ACC that the proposed development is not inconsistent with the applicable zoning, GDP and Rules and Regulations, and consistent with the Design Criteria and all other governmental or non-governmental approvals required. ACC approvals are unrelated to any other governmental or non-governmental approvals and as such, the ACC is not reviewing for, or inferring approval will be granted by such agencies. It is important, however that the ACC have a comfort level that

the other approvals have been contemplated and the implications thereof are reflected in the design presented.

ACC REVIEW/SUBMITTAL PROCEDURES

All applicants must follow these specific procedures involving submittal of documents, review requirements, deadlines, and fee schedules. The ACC is responsible for reviewing and approving plans for all proposed improvements, including construction of any type, landscaping, lighting, signage and any other improvements. The submittal of plans and securing of the appropriate approvals pertains to signage, landscaping, exterior building improvements, satellite dishes, antennas, construction yards, trash enclosure, fencing, lighting, driveways, parking areas and any improvements that affect the appearance, design or outside elements of property. All improvement plans must be in compliance with these Design Criteria.

The Master Developer has endeavored to make available to all projects in Belleview Station the highest level of technology provided today in a true market competitive fashion. Wiring diagrams and schematics are provided as a part of the Design Criteria and projects will be reviewed for compliance with the standards set forth in those documents. It is the goal of the ACC to ensure that all occupants of Belleview Station can take advantage of the exceptional investment that has been made in the technology infrastructure; proper building wiring is critical to this undertaking.

The ACC generally meets at least monthly to review formal presentations. Formal presentations to the ACC are mandatory for most development projects, as prescribed in this document. However, most details are reviewed through informal meetings with the ACC chairman. This process is designed to expedite the preparation and approval of the plans for any specific site where development is contemplated. Certain minor improvements do not require all review phases: the ACC Chairman determines which steps are necessary for an individual project. For most projects, there are seven phases in the development approval process. These include the following:

1. Pre-Application Conference (by request of either party)
2. Schematic Design
3. Design Development
4. Construction Documents / Wiring Review
5. Construction Site Logistics
6. Material Mock-up
7. Field Check / Certificate of Compliance

Pre-Application, Schematic Design and Design Development require a formal ACC presentation. Other steps are handled with ACC Chairman who may include the board if appropriate. Project approval is contingent upon submittal of materials, presentation to the ACC and payment of designated fees. No improvements may be made without the prior written approval of the ACC. The ACC will endeavor to send Notice to each applicant within a maximum of fifteen (15) calendar days after the date of the ACC action on the proposal. This Notice will state whether approval or disapproval has been granted and outline any conditions associated with the approval or disapproval. While Notices may reference plan documents submitted for ACC review, it is not incumbent on the ACC to identify any variances to Design Criteria during the review process. It is the Applicant's obligation to identify in writing any desired variance to ACC Design Criteria. Any variant from the Design Criteria that is specifically discussed and clearly

presented in a committee meeting that meets approval of the board as evidenced in writing, will be considered waived henceforth in the process, provided the variant is not substantially changed during the process.

REVIEW FEES

Review fees are required for ACC submittals as outlined. A current Schedule of Fees is included in the Submittal Procedures section of this document. This fee schedule may be revised from time to time by the ACC as conditions necessitate. Fees shall be paid for the phase scheduled for review on or before said review. Written confirmation of a ACC action will not be issued until all appropriate fees have been paid.

SUBMITTAL PHASES AND PROCESS

The submittal procedures, as outlined below, pertain to exterior architectural modifications including but not limited to signage, landscape, satellite dishes, antennas, construction yards, trash enclosures, fencing, lighting, driveways, parking areas and any improvements that affect the appearance, design or outside elements of property.

1. Pre-Application Conference (by request of either party)
2. Schematic Design
3. Design Development
4. Construction Documents
5. Construction Site Logistics
6. Material Mock Up
7. Field Check / Certificate of Compliance

Additional or Out of Sequence submittals

- Signage / Authorization to apply for signage permit.
- Tennant Improvement Storefront

Applicants may apply for signage plan and or Tennant Improvement storefront approvals separately or concurrently with the building plans. Each submittal phase has a specific fee requirement. Refer to the Fee Schedule attached for specific fees for each project type.

PRE-APPLICATION CONFERENCE (by request of either party)

SCHEDULE: No submittal of requested material required prior to conference.

Suggested material to be presented and provided (5 copies) at the Pre-application Conference:

- Written bullet-point description of project scope, program, density, parking approach (underground, structured, surface, on-site, off-site), and possible on-site open space. This description is for informational purposes only. The ACC does not have the authority to modify allowable uses, densities or parking ratios.
- Drawing providing a site description, size, shape, relationship to street, other surrounding parcels
- Context photos (if applicable), adjacent uses (if applicable),
- Written bullet-point description of site and development issues, such as grade changes, drainage / detention (may be combined with project scope description)
- Written or diagrammatic description of the design approach, principles, issues, or precedents (may be combined with initial concepts, and/or site and development issues)
- Initial concepts, conceptual massing, parti´
- Special considerations such as phasing.

ACTION: No action required by review committee. However, if serious issues arise, committee may ask that the applicant revise the submittal, or be forewarned about the likelihood of approval at the next stage.

SCHEMATIC DESIGN SUBMITTAL REVIEW AND CONFERENCE

SCHEDULE: ACC endeavors to maintain a 10 business day minimum (15 day maximum) review turn-around between Schematic Design submittal and ACC review presentation. Submittal, presentation, and review may occur simultaneously with the schematic design submittal and review to the City and County of Denver.

Material submitted should be schematic ie; establish the conceptual design of the project illustrating the scale and relationship of the project components.

Required material to be presented and provided for the Schematic Design Conference:

- ACC Chair may waive any requirement with prior written approval.
- Pre-application material if modified.
- Conceptual Site plan, showing site plan in context with adjoining parcels, and a location map showing site in context with Subarea 1 or 2 as appropriate.
- Typical preliminary floor plans, including ground floor and roof plan.
- Preliminary building sections
- Preliminary elevations, including ancillary walls, structures, and materials
- Preliminary Landscape concept and exterior lighting concepts (if any)Preliminary grading plans
- Conceptual utility plans
- 3 dimensional representation of building form, color preferred. (Sketch Models, perspective sketches, or electronic modeling are all acceptable schematic representations)
- Example material samples are encouraged but not required.
- ACC Reporting Form
- Schematic Design Review Fee
- Two full scale copies of submittals and five 50% reduction copies.

ACTION: Approval, Approval with Conditions, Denial, or Continuance
Must have ACC Schematic approval and City Schematic comments before the Design Development submission.
Approval effective for one year.

DESIGN DEVELOPMENT SUBMITTAL REVIEW AND CONFERENCE

SCHEDULE: ACC endeavors to maintain a 10 business day minimum (15 day maximum) review turn-around between Design Development submittal and ACC review presentation. Submittal and presentation to occur before City Submittal for final approval.

Material submitted should reflect a design development stage of work and illustrate and describe a refinement of the schematic submittal. The presentation should show established scope, relationships, forms, size, and appearance of the project through the required materials.

Required material to be presented and provided for the Design Development Conference:

- Schematic Design material if modified.
- SD comments from City with a description of how each item will be resolved.
- Final Site Plan and Sections
- Floor Plans, Sections and Roof Plans
- Final Building Elevations
- Final Grading Plan
- Updated Utility Plans
- Building Drainage plan if downspouts or scuppers are used.
- Final Landscape, Lighting, and Technology Plans
- Material Samples
- 3 Dimensional Representation with colors and materials accurately shown
- ACC Reporting Forms
- Design Development Review Fee
- Two full scale copies of submittals and five 50% reduction copies.

ACTION: Approval, Approval with Conditions, Denial, or Continuance
Must have ACC approval before submittal to the City for final review
Approval effective for one year.

CONSTRUCTION DOCUMENTS CHECK

SCHEDULE: ACC endeavors to maintain a10 business day minimum (15 day maximum) review turn-around between Construction Document submittal and ACC review confirmation / approval. Submittal may occur simultaneously with the submission of construction documents to the City for a building permit.

Material submitted shall be the final construction documents inclusive of any value engineering changes contemplated. In the event of a fast track project where a permit set may precede a final construction document set, submit both sets as they are available. No additional fee will be required.

Required material to be submitted:

- Square Footage Calculations
- One complete set of specifications for civil, landscape, architectural, structural, mechanical / plumbing, electrical and other improvements for the project.
- One set of final drawings showing civil, landscaping, architectural, structural, mechanical plumbing, electrical, parking, trash enclosures, is required.
- Wiring Schematics sufficient to demonstrate compatibility with requirements.
- Construction Document Review fee

ACTION: Approval, Approval with Conditions, Denial, or Continuance.
Approval of the Construction Documents shall be valid until the expiration of Design Development Approval.
Must have ACC approval before Construction Start
Approval is effective for one year. Construction must commence within this period. *All fees must be paid, and forms, including the "Owner Compliance and Performance Agreement" and the "Verification of Floor Area," must be signed and filed with the ACC Staff prior to approval.*

CONSTRUCTION SITE USE PLAN

Purpose and Actions:
The purpose of the Construction Site Logistics Plan is to coordinate the efforts of the building contractor, owner, architect, engineers, governmental agencies, franchise utilities, and the MOA board. This phase consists of submittal of materials to the MOA board of directors and not the ACC. One Site Use Plan can be submitted for a building within which several different contractors will be performing work. In such case, all contractors are bound to operate within the approved site use plan.

Schedule:
The Construction Site Logistics Plan is to be submitted some time after ACC Design Development approval, but must be approved before the start of construction. The MOA board will endeavor to respond with comments or approval within 10 days of complete submission.

Materials:
The following outline lists items to be included in the Construction Site Use Plan and enumerates requirements to be followed during construction. The Plan must address all items listed here and include any additional items which may be peculiar to the Site. The Architect and Construction Manager should use this section as a Construction Site Logistics Checklist. The following items are required:

Site Use Plan
A scaled Site Plan drawing shall be submitted which will show all right-of-way, existing improvements and those items specifically identified hereinafter.

- Contractor Facilities. Contact list for contractor, architect and for any subcontractor field offices.
- Screen Fences. Prior to start of any construction activity, the site must be secured and fenced with an appropriate screening fence which shall be, at a minimum 6"-0" high with a fabric screening material. A description of the fencing material, location of fence and location and size of entry gates must be contained in the Site Use Plan.
- Excavation truck routing plan
- Road closure and sidewalk closure information.
- Access points to the Site, including material delivery points shall be identified.
- Crane locations and maximum radius extent of crane use, including any access easements obtained if the crane is to swing over adjacent property.
- Material staging and storage location.
- Parking plan for visitors and construction workers indicating supervisor and trade parking locations.
- Concrete washout stations.

General Rules
As propagated by the MOA and apply to all construction activities in Belleview Station.

- Compliance with Applicable Laws. All construction activities conducted on the Property shall be performed in compliance with Applicable Laws as well as all applicable OSHA and other federal workplace and building regulations. To the extent any such construction activities are governed by Applicable Laws or regulations and by the provisions of this Rule, the Owner will be obligated to comply with the more stringent or more comprehensive of the applicable requirements.
- No Unsightliness; Cleaning. All reasonable efforts must be made on a consistent basis to ensure that Belleview Station is free from unsightly conditions during construction activities.

- All unsightly structures, facilities, construction equipment, objects and conditions must be kept within an enclosed, fenced area within the construction site at all times.
- Refuse, garbage and trash must be kept in a roll off container or dumpster and located within an enclosed, fenced area at all times within the construction site.
- No staging materials, equipment, supplies and other construction-related items are to be stored on any portion of land outside the construction site and within Belleview Station without the explicit written consent of the Owner of the land upon which the construction-related items are stored.
- Contractors working on any portion of land in Belleview Station must make reasonable efforts to maintain the cleanliness and appearance of the streets adjacent to the construction site, particularly during earthwork and excavation phases of construction. Streets used for the hauling of earthwork materials must be swept weekly. Construction debris, general contractor and subcontractor trash, and other site related debris, including mud, is to be removed from the streets adjacent to the construction site on a daily basis.

- Lights, Sounds and Odors. No light shall be emitted from any construction project which is unreasonably bright, causes unreasonable glare or shines directly into an adjacent building. All building safety lighting during construction must be oriented so that the lighting is not an unreasonable annoyance to other Owners in Belleview Station. All exterior lighting during construction in Belleview Station will be subject to regulation by the Board. Furthermore, foul odors and noxious fumes must be eliminated from the site as soon as possible.
- No Pets. No pets shall be permitted on construction sites.

SIGNAGE/AUTHORIZATION TO APPLY FOR SIGNAGE PERMIT

SCHEDULE:
Building or Site signage construction documents may be submitted for ACC approval in it's own package or along with a tenant improvement or base building package any time after design development submittal or anytime for replacement signage. Conceptual conference may be requested by applicant with chairman.
MEETINGS: None required.
Materials: Items to be submitted by the applicant are:
Permit Copies
Two (2) 8 ½ X 11 minimum colored print sets ore-mail in .pdf format including the following items of detail:

- Design Intent Drawing(s), clearly labeled as such
- Top, front and side view orthographic mechanical drawing(s)
- Drawn to scale (e.g. 1/4"=1'-0", 1/8"=1", etc.)
- Add bottom and additional side view(s) as required to completely show design intent
- Add section view(s) as required to completely show design intent
- Annotate and dimension all views as required to completely show design intent
- Overall and incremental dimensions
- Materials, finishes and colors

- Show 6'-2" person for scale
- Show sign(s) on building or on site and method(s) of attachment
- Show sign face area calculation(s)
- Show all sign message(s)
    - one sign face layout for each sign message in the case of multiple signs
- Title block
    - project name
    - submittal date
    - contact name, company, address, telephone, facsimile, e-mail
    - page number
    - drawing title (e.g. elevation, section, plan, etc.)
    - drawing scale

Sign Location Plan(s)

- Plan (top) view drawing
- Drawn to scale (e.g. 1/4"=1'0", 1/8"=1", etc.)
- Show any dimension setbacks from property line(s), as required
- Show any dimension sight triangle, as required
- Show roads, buildings, Site amenities and other signs in proximity to proposed sign(s)
- Key by sign number/letter to sign Message Schedule to illustrate specific sign location
- Title block

Sign Message Schedule

Sign Message Schedule, clearly labeled as such (required only for projects with multiple signs)

- Key by sign number/letter to Sign Location Plan(s) to illustrate specific sign message
- Content to include columns for the following types of information:
    - sign number/letter designation
    - sign message / letter size / font
    - sign type (e.g. tenant identification, regulatory, address number, etc.)
    - location (e.g. Sign Location Plan page number, northeast corner of Site, etc.)
- Title block/header:
    - project name
    - submittal date
    - contact name, company, address, telephone, facsimile, e-mail
    - page number (e.g. "1 of 3")

Color Rendering or Photo Simulation

- Illustrate design intent of all materials, finishes and colors
    - may be integrated into Design Intent Drawing(s)
- Title block: see Permit Copies, item 10 above

Material sample(s)

- Actual samples, no smaller than three inch (3") square, of each material, color and finish

- Clearly label each sample, keyed to Design Intent Drawings (see Permit Copies, item 1 above)
    - project name
    - submittal date
    - contact name, company, address, telephone, facsimile, e-mail
    - item number/name

APPROVAL

Approval will be effective for a period of one year beyond project TCO, provided Construction Documents are submitted within three (6) months after approval. Construction of the project must commence by the end of this period.

City and County of Denver permit also required. Applicant must receive ACC approval prior to submission to City and County.

FIELD CHECK

- An on-site Materials Mock-up must be approved by the ACC prior to the order of construction materials.
- Certificate of Compliance from the ACC. ACC staff will inspect site within 10 days after receiving notification, and will issue a written report of the Certificate of Compliance.

CERTIFICATE OF COMPLIANCE AND ONGOING UP-KEEP AND MAINTENANCE

- Promptly upon completion of any Development on a Lot, the Owner of the Lot must provide the ACC with a Certificate of Compliance that such Development was completed in accordance with all ACC approvals relating to the Lot.
- Following completion of any Development on a Lot, the Owner of such Lot must maintain such Lot, including any Buildings or other improvements and landscaping on the Lot, in good condition and repair, free of trash or other debris, and otherwise in a clean, safe, attractive and orderly manner consistent with the original ACC approvals. Any subsequent modifications to the Lot will require ACC approval as provided for above.

OUTLINE

I Criteria Common to All Projects within Sub-area One
(South of Union Avenue)

IA Urban Design Framework Site Plan

IA1 Urban Design Concepts
(as described both by the Belleview Station TMU 30 Rules and Regulations as adopted by the City of Denver on April 18, 2007, and by the Urban Design Principles approved by Front Range Land and Development Company as part of the Design Criteria).

IA1.1 Site Description

The 51 acre site is generally bounded by I 25, the Southeast Light Rail line, and Quebec St. on the east, Belleview Avenue on the south, Niagara St on the West, and a partial boundary of Union Avenue on the north with a 'pan-handle' extending north of Union Avenue between Newport St., and I 25 approximately one-half mile. See Fig. A.
The site has been rezoned TMU 30 with waivers and conditions, and has a General Development Plan (GDP) in place, adopted December 7, 2005. It is immediately adjacent to the Denver Tech Center to the east across I 25, west across Niagara St., and northwest across Union Avenue and Newport Way.

IA1.2 Transit Oriented Development (Sub-area One)

A light rail station has been constructed directly south of and below the Union Avenue bridge along a rail alignment adjacent to I 25. Bus interface with the light rail stop occurs on the Union Avenue bridge with elevators and stairs connecting the bus stops to the light rail station. An existing pedestrian underpass allows exclusive pedestrian and bicycle access from the north side of Union Avenue to the south side, not only linking the Union Avenue bus stops to the station, but also the Sub-area 2 'panhandle' to the urban core of Sub-area 1. At-grade pedestrian crossings on Union Avenue provide direct access to bus stops for those not transferring to or from light rail.

IA1.3 Walk-ability

The light rail station brings the opportunity to create a high density, mixed use, walk-able urban neighborhood linked to a transit system that provides the opportunity to conveniently reach downtown, and ultimately a great deal of the metropolitan area including DIA, and Boulder, without a car. The site also has excellent freeway access. With both extraordinary transit and automobile access, the site can capture a wide range of the real estate market..
The vision is to create a truly mixed use, high density neighborhood that combines residential, office, hotel, entertainment, dining, and retail together rather than just an office district, residential pod, or shopping center.

IA1.4 Main Street (Newport Street)

The spine of the District One neighborhood is a mixed use 'main street' environment along Newport Street. Ground floor pedestrian-active uses line the street, with

residential, hotel and/or office space above the ground floor uses. The street is designed to support sidewalk cafes, and encourage night-time entertainment and dining activities. Garage access and curb cuts off of Newport are limited (but allowed) to minimize pedestrian / vehicular conflicts and to avoid widening the street to provide a continuous left turn lane. 'Main Street' (Newport Street) connects directly via Layton Street to the light rail station through a plaza, becoming the primary distributor of pedestrians throughout the development.

IA1.5 Street and Pedestrian Network

A grid of streets and blocks distribute both vehicular and pedestrian circulation throughout the Development. This avoids overloading of any particular street with excessive traffic. It also provides multiple choices for vehicular and pedestrian access, and good way-finding characteristics.
Another, concept is to introduce where feasible an additional mid-block pedestrian network that would create mid-block building and storefront corners along Newport Street, and the possibility of shared pedestrian, service / parking access, and mixed use mews.

IA1.6 Building Form

Lower rise building forms define street spaces with few gaps in the building continuity in Sub-area One. Higher rise building forms (usually a continuation of the lower rise forms) are spaced to allow views of the mountains from a variety of locations throughout the site, and to provide sun and sky exposure to the street. Several sites lend themselves to the location of signature buildings that give focus and identity to the development.

IA1.7 Parks and Plazas

Three open spaces are specified by the GDP to be located in Sub-area One: a one acre plaza that links the light rail station to the corner of Newport Street and Layton Street; a linear open space along a street, and a quarter acre park embedded in a residential area. In addition to these spaces, the GDP's 5.1 acre Aggregated Open Space requirement should total at least two acres in Sub-area One, leaving Sub-area Two to provide the remaining 3.1 acres.

IA2 Urban Design Principles

Note: ***Principles*** indicated in bold, italic text are suggested as the core principles for the development. The other principles are also important in determining the character of the development and shaping more detailed design criteria to follow.

IA2.1 Public Realm

a) ***An interconnected network of streets, parks, plazas, courtyards, on and off-street pedestrian paths, and an off-street bicycle path coupled with active ground floor uses create a rich and varied experience for residents, employees and visitors.***

b) ***The primary pedestrian system is provided on public streets.***

c) ***Newport St. and Layton Ave. are the most distinctive streets in the development.***

d) Access to parking is primarily accomplished from the perimeter streets - Niagara St., Olive St. and Quebec St., and along the east-west streets, particularly Chenango Ave. with intention of reducing the amount of vehicular circulation and pedestrian – vehicular conflicts on Newport St. and Layton Ave.

e) Service is functional yet inconspicuous, distributed throughout the development and occurring in a variety of ways from streets and mews.

f) The transit station is connected to the center of the development by a generous, attractive and active system of pedestrian dominated street and plaza environments focused on Layton Ave.

g) Buildings face the street with their primary entries and windows. Active ground floor uses edge Newport St., Layton Ave. and a central plaza at the intersection of Layton Ave. and Newport St.

h) A small, easily accessible and inviting publicly accessible park is central to the primary residential area of the development.

IA2.2 Spatial Definition – Streets, Plazas, Parks

a) Buildings join together to shape the space of streets, parks and plazas. Buildings facing Newport Street and Layton Avenue are sufficiently high to provide pedestrians with a strong sense of enclosure."

b) By contrast, Buildings in Sub-area Two, north of Union Ave., are discrete objects that use space to create separation between themselves.

IA2.3 Views, Building Heights, and Skyline

a) Building forms are located, oriented and gapped to take advantage of mountain views from Pikes Peak in the southwest, to Longs Peak in the north.

b) Building heights are gradated across the site – from lower on the west to higher on the east – to give as many buildings as possible at least some views of the mountains.

IA2.4 Places, Edges, Gateways, Important Corners, Landmarks and the Center

a) Several clearly special and separate public places are provided to give the development variety and richness of experience.

b) The intersection of Layton Ave., and Newport St. is the center of the development, and, as such, is reinforced by building form and plaza space.

c) Certain sites have prominence, either by being on corners, by terminating vistas along streets, being located on crests of ridges, or being clearly visible from the expressway. Buildings on these sites have the responsibility of responding to this prominence.

IA2.5 Environment

a) Building massing, orientation and design shall be used to admit daylight to exterior spaces and balance solar exposure and shade in the public realm.

b) Buildings and landscape should be configured to enable natural ventilation and provide protection from prevailing winter winds.

c) Landscaping and trees should soften and mitigate hard surfaces from the harsh glare and heat radiation that emanates from them.

d) LEEDS criteria for environmental sustainability should influence urban design, buildings, streets, and landscape architecture. LEED certification is not required.

e) Major drainage and detention areas shall be designed and landscaped as attractive open spaces.

IA2.6 Design

a) Architectural, and landscape architectural design is authentic, allowing current building methods, materials, and ideas, while at the same time, encouraging the use of time-tested and familiar materials and forms.

b) Materials and wall systems are of high quality, authentic, durable, and add to the richness and texture of the pedestrian experience.

IA2.7 Parking

a) Parking is convenient, intended to be shared and inconspicuous or hidden from the street.

IA2.8 Accompanying Diagrams: (See Appendix)

Street / Center Concept
Landmarks / Gateways and Views
Places and Connections
Pedestrian and Aggregated Open Space System
Building Heights and Mountain Views

IA3 Specific Urban Design / Site Planning Criteria

IA3.1 Use, Density and Zoning

1) Applicants must demonstrate that a proposed use (1) is consistent with and authorized by any applicable zoning and other governmental land use and transportation statues, ordinances, General Development Plan, regulations, rules and other authority (collectively 'Governmental Authority"; (2) is consistent with and authorized by the Belleview Station Master Plan and Protective Covenants; (3) reinforces existing and projected uses adjacent to the site and throughout the Belleview Station project area; and (4) protects and enhances the present and future value of all property in the Belleview Station project area. Uses should be indicated on plans in order for ACC to review interrelationships or separations of use and design.

IA3.2 Street Space / Façade Continuity

1) For the following streets, the listed percentage of the block frontage within the build-to zone, not including any intersecting designated open space or build-to zones, shall be occupied by the front or side façade of a building or buildings.

Newport St.:	85%
Layton St.:	80%
Chenango Ave:	75%
Belleview Ave.:	75%
Niagara St.:	70%
Union Ave.:	70%
Olive St.:	70%
Quebec St.:	65%

2) For the following streets, the minimum height of a building façade within the Build-to Zone measured from average finished grade to the top of parapet, or mid-point of a sloping roof or gable shall be:

Newport St.:	45 ft. for 75% of the block frontage.
Layton St.:	45 ft. for 70% of the block frontage.
Chenango Ave:	35 ft. for 65% of the block frontage.
Belleview Ave.:	35 ft. for 65% of the block frontage.
Niagara St.:	35 ft. for 60% of the block frontage.
Union Ave.:	35 ft. for 60% of the block frontage.
Olive St.:	35 ft. for 60% of the block frontage.
Quebec St.:	35 ft. for 55% of the block frontage.

3) Buildings within the remaining percentage of the block frontage may be less than 45 feet in height.

4) Buildings that together form a larger place, such as a street, square, or a special intersection should relate to each other. Techniques may include aligning roof lines, aligning windows, aligning façade planes, using similar materials or related palettes of colors, or other techniques to establish some formal or spatial continuity between buildings.

IA3.3 Special buildings and view termini

1) Where views along streets terminate at a development parcel, or where the alignment or curve of a street directs views to a portion of a development parcel, the parcel's site plan, building design and landscape architecture should respond to that view, creating a view terminus with either a special building or building component, or a well conceived plaza or park.

IA3.4 Gateways and Important Corners

1) Building corners at important entries into neighborhoods or at key intersections should be emphasized as important places through appropriate building articulation such as changes in horizontal or vertical wall plane, roof plane, material, and/or color while still being integrated into the architectural character of the building.

2) Such emphasis may also be achieved by landscape elements, public art, lighting, graphics or other approaches.

IA3.5 Views

1) Partial mountain views shall be preserved from those portions of west, southwest or southern building facades that are 90 feet or more above average grade. See Fig. ____

2) In general, and with exceptions, building heights should gradate from lower on the western side of the development to higher on the eastern side to allow for mountain views from most properties.

IA3.6 Places / Neighborhoods

1) Developments should create visually and functionally cohesive neighborhoods focused around small on spaces, or streets.

2) Buildings and streets or open spaces such as plazas and parks should interact together through form, use, material, and orientation to create identifiable places.

IA4 Orientation, access, location

IA4.1 Active building frontage

1) Development plans should orient active building frontage including windows, doors, and activity areas toward streets and open spaces to encourage pedestrian activity and provide over-sight of open spaces.

IA4.2 Minimum / Maximum setbacks

1) Maximum setbacks apply to buildings or portions of buildings along designated street frontages. Buildings should be sited to align along streets with front façades, public entries, and windows facing the street to encourage pedestrian activity and a cohesive urban character along the street. This does not preclude these buildings from being a part of larger, multi-building projects, subdivisions, or "campus" type developments.

IA4.3 Site Context: (refers to sub-area or urban design diagrams found in the Rules and Regulations)

1) Buildings shall be placed to achieve the intended context set forth in the sub-area development plan, such as providing edges or enclosure to streets and open space, creating linkages and gateways, and framing or terminating views.

IA4.4 Service court or area, trash location

1) Service areas and trash enclosures shall be located away from streets and open spaces, as well as main entries to buildings as much as possible. Where locations must be near a building entry, the service area / trash enclosure should be incorporated within the building.

IA4.5 Vehicular access: parking and service

1) Vehicular access for parking and/or service should be limited to one or two locations along a face block, preferably only one at mid-block. All vehicular access points must be approved by the Denver Public Works Department.

2) Along Newport Street, only one vehicular access point per face block is allowed, and that access point shall be at the mid-point of the block. The access point should be recessed

from the building face and adjoined by generous sidewalks. Exceptions to this criterion may be allowed by the ACC, particularly for hotel uses.

3) Vehicular drop-offs parallel to Newport Street are prohibited, and discouraged on all other streets.

4) Access drives and curb cuts should be as narrow as possible, and be as perpendicular to the street as practicable.

IA4.6 Alleys, Mews

1) Where an alley serves other access points besides service areas and parking, (such as secondary entries to retail, restaurant, office, entertainment, and residential), the alley must be designed to a higher quality, incorporating materials, paving patterns, lighting and other amenities that support the higher quality of the other uses.

2) Where other uses (such as retail, office, entertainment, restaurant and residential) share the alley with loading docks, parking and utility equipment, extra care must be exercised in locating such uses (particularly residential) in relation to these service functions so that adjacencies between potentially incompatible uses are substantially mitigated through location, screening, sound insulation, and other design devices.

IA5 Distribution / Management of Uses

IA5.1 Phased Development

1) Where development is phased, early phases shall clearly establish the long-term image of the project and its relationship to streets and open spaces, reserving rear and side areas of the lot for expansions where practicable. Where early development is not appropriate on the street or open space frontages, plans shall indicate how a beneficial street or open space relationship will be achieved in subsequent phases.

IA6 Public Spaces

IA6.1. Function / Amenity

1) Public spaces shall be located so that they provide an open space amenity to a number of surrounding properties.

2) A variety of functions should be provided collectively among the public open spaces in Subarea 1. No one open space is expected to provide a large number of functions. Such functions may be children's play areas; passive relaxation; picnic / outdoor gatherings; strolling / dog walking; outdoor dining / outdoor café seating; and visual amenities such as flower gardens, fountains, and public art.

3) A variety of character and experience should be provided collectively among the public open spaces in Sub-area 1, ranging from quiet, shady places to sunny, active places. No one open space is expected to provide all characteristics

IA6.2. Access

1) Public access shall be provided to all Aggregated Open Space, directly from the public street/sidewalk system or through a public off-street path at frequent intervals. Such intervals shall be no greater than a block, or 400 feet apart whichever is less.

IA7 Private Spaces: Interior Courtyards, Balconies, Roof Gardens, and Setbacks

IA7.1. Function / Amenity

1) Open space shall be used to enhance the value and amenity of the surrounding development. Left over, inaccessible, hard-to-use open space with little or no function shall not be allowed.

2) Private open space shall be provided either separately for each unit, in aggregate for all units, or as a combination of both. As a guide, the amount of private open space provided should be a minimum of 30 square feet per unit.

IA7.2. Pedestrian Access

1) Private open space should be accessible directly from a unit, or directly from an internal public space such as a corridor, or lobby.

IB Architectural Criteria

IB1 Form, height, massing

IB1.1 Height and Scale

1) Abrupt changes in building scale and height should be avoided between buildings the sides of which adjoin, or which face each other across a local street. If such scale changes must occur, they should be mitigated by stepbacks in building form or by the design of the façade where color, material, detail, fenestration patterns or other elements are used to establish transitions between buildings of differing scale.

2) In general, similar sized buildings should face each other across local streets. Significant changes in building scale can occur between streets at an alley or mid-block between the long sides of the block.

3) Tall buildings should be placed and shaped with views of the entire development from I 25 in mind, particularly from the south-bound lanes. Foreground buildings (closer to I 25), background buildings (farther from I 25), and building sequence (building form and height as seen driving south-bound on I 25) should be considered as components to an overall, identifiable character.

IB1.2 Sun and Shadow

1) Residential buildings should be oriented to take advantage of solar access in the winter. To the extent feasible, building orientation should be +/- 20 degrees of true south. On the south and west sides, window shading should cause at least 60% of window surface to be shaded on June 21. Building locations should minimize the impact of ice and severe weather conditions on pedestrians and vehicles, on- and off-site.

IB2 Architectural Character

IB2.1 Contemporary

1) Building architecture should reflect the technologies and activities conducted within the buildings. Building façades and forms should utilize contemporary design forms, concepts reflecting our times, and materials (not historical styles), and current construction techniques, while maintaining human scale and the sense of activity within the buildings.

APPLICANT CONTACT INFORMATION

Project Name: _____ Parcel _____
Address: _____ Tract _____
_____ Lot _____
_____ Ref. No _____

Owner/Developer: _____
Address: _____
_____
_____

Contact: _____ Email: _____
Phone: _____ Fax: _____

Architect: _____
Address: _____
_____
_____

Contact: _____ Email: _____
Phone: _____ Fax: _____

Landscape Arch: _____
Address: _____
_____
_____

Contact: _____ Email: _____
Phone: _____ Fax: _____

Civil Engineer: _____
Address: _____
_____
_____

Contact: _____ Email: _____
Phone: _____ Fax: _____

Contractor: _____
Address: _____
_____
_____

Contact: _____ Email: _____
Phone: _____ Fax: _____

Building Management: _____
Address: _____
_____
_____

Contact: _____ Email: _____
Phone: _____ Fax: _____

belleview STATION

Architectural Control Committee

APPLICATION FOR PROJECT REVIEW

Project Name: _____ Parcel _____
Address: _____ Tract _____
_____ Lot _____
_____ Ref. No _____

Type of Application:

□ Building
□ Landscape
□ Signage
□ Compliance Confirmation
□ Minor Appurtenance

Submittal Phase:

□ Pre-application
□ Schematic Design
□ Design Development
□ Construction Documents
□ Mock-up
□ Re-submittal
□ Certificate of Compliance

Attached Plan References:

Date:_____
Prepared by:_____
No. of Sheets:_____
Project No.:_____

Revision Date:_____

Use::	□ Office	□ Retail	□ Restaurant	□ Hotel	□ Residential	□ Mixed Use	□ Other
Gross Floor Area:*	_____	_____	_____	_____	_____	_____	_____
Net Floor Area:*	_____	_____	_____	_____	_____	_____	_____
Units:	_____	_____	_____	_____	_____	_____	_____

Site Coverage:	**Area (sq.ft.)**	**Percentage (%)**
Lot Square Footage:	_____	
Building/Structure Footprint	_____	
Above Grade Parking (add SF to GFA)	_____	
Building/Structure Total (Total GFA)	_____	
Impervious Surface (measure to back of curb)	_____	_____
Unobstructed Open Space (neighborhood benefit)	_____	_____
Private Open Space (available to project occupants)	_____	_____

- RE: Chapter 10 of the International Building Code for Gross and Net Floor Area definitions.

Building Height: (220 feet maximum height) **Height (Feet):**_____

APPLICANT CERTIFICATION:
I hereby attest that I am either an owner or a legally-designated agent of the owner and that the information contained in this application is true and correct; and further acknowledge that any approval action by the ACC based on inaccurate or incomplete information may be the cause for invalidation of said approval.

Name: _____ **Date:** _____

650 South Cherry Street * Suite 1005 * Glendale, CO 80246
Phone: 303.565.1688 / Fax: 303.565.1690
Website: www.belleviewstation.com
Email: info@belleviewstation.com

OWNER'S COMPLIANCE & PERFORMANCE AGREEMENT

Project Name: _____ Parcel _____
Address: _____ Tract _____
_____ Lot _____
_____ Ref. No _____

By execution of this agreement ACC, Owner and Owner's General Contractor acting as Owner's Agent acknowledge that the Construction Documents and Site Logistics Plans dated _____ ("Plans") submitted for the above referenced project has been approved by the Architectural Control Committee ("ACC") subject to the conditions set forth in the ACC letters dated_____.
Owner and Owner's General Contractor acknowledge and agree that they will comply with the Plans and in all respects, that they will obey all directives of the ACC concerning matters or items not in compliance with the Plans, and that in the event the Owner or Owner's General Contractor fail to comply with the Plans or obey such directives, the ACC may take any and all enforcement actions set forth in Section 6 of the Declaration of Master Architectural Restrictions.

Owner:

_____

By: _____

Date: _____

Owner's General Contractor:

_____

By: _____

Date: _____

The foregoing is hereby acknowledged by the Architectural Control Committee of Belleview Station.

ACC Chairman:

_____ Date: _____

Robert E. Warren III (Trey), AIA

Valid until: _____

FEE SCHEDULE

Project Name: _____ Parcel _____
Address: _____ Tract _____
_____ Lot _____
_____ Ref. No _____

Use::	☐ Office	☐ Retail	☐ Restaurant	☐ Hotel	☐ Residential	☐ Mixed Use	☐ Other
Gross Floor Area:*							
Net Floor Area:*							
Units:							

BASE BUILDING / CORE AND SHELL / SITE PLAN

PRE-APPLICATION CONFERENCE	SF / # SPACES		UNIT FEE		PRE-APPLICATION REVIEW FEE
GFA TOTAL					
TOTAL PARKING			FLAT RATE	=	$1200

SCHEMATIC DESIGN REVIEW	SF / # SPACES		UNIT FEE		SCHEMATIC DESIGN REVIEW FEE
GFA TOTAL		X	$.009	=	
TOTAL PARKING		X	$1.40	=	

DESIGN DEVELOPMENT REVIEW	SF / # SPACES		UNIT FEE		DESIGN DEVELOPMENT REVIEW FEE
GFA TOTAL		X	$.009	=	
TOTAL PARKING		X	$1.40	=	

CONSTRUCTION DOC. REVIEW	SF / # SPACES		UNIT FEE		CONSTRUCTION DOC. REVIEW FEE
GFA TOTAL		X	$.004	=	
TOTAL PARKING		X	$0.45	=	

FIELD MOCK – UP REVIEW	SF / # SPACES		UNIT FEE		CONSTRUCTION DOC. REVIEW FEE
GFA TOTAL					
TOTAL PARKING			FLAT RATE	=	$600

SITE LOGISTICS REVIEW	SF / # SPACES		UNIT FEE		SITE LOGISTICS. REVIEW FEE
GFA TOTAL					
TOTAL PARKING			FLAT RATE	=	NO CHARGE

COMPLIANCE REVIEW	SF / # SPACES		UNIT FEE		COMPLIANCE. REVIEW FEE
GFA TOTAL					
TOTAL PARKING			FLAT RATE	=	NO CHARGE

ADDITIONAL MEETINGS			UNIT FEE		MEETING. REVIEW FEE
			FLAT RATE	=	$1200

TENANT IMPROVEMENTS / SIGNAGE

TENANT IMPROVEMENT. REVIEW	SF / # SPACES		UNIT FEE		TI. REVIEW FEE
RETAIL SQUARE FOOTAGE (GFA)	_____	X	$.07	=	_____
SIGNAGE. REVIEW	# OF SIGNS		UNIT FEE		SIGNAGE REVIEW FEE
SIGNAGE	_____	X	$250	=	_____
ADDITIONAL MEETINGS			UNIT FEE		MEETING. REVIEW FEE
			FLAT RATE	=	$600

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Architectural Control Committee

NOTICE OF COMMITTEE ACTION

Project Name: _____ Parcel _____
Address: _____ Tract _____
_____ Lot _____
_____ Ref. No _____

Type of Application:

□ Building
□ Landscape
□ Signage
□ Compliance Confirmation
□ Minor Appurtenance

Submittal Phase:

□ Pre-application
□ Schematic Design
□ Design Development
□ Construction Documents
□ Construction Site Logistics
□ Mock-up
□ Re-submittal
□ Certificate of Compliance

Submittal:

Submittal Date:_____
Submitted by:_____
No. of Sheets:_____
Project No.:_____

Meeting Date:_____

Action Taken □ **Approval** □ **Approval w/ Conditions** □ **Denial** □ **Continuance**
Approved to Proceed to: □ **Design Dev.** □ **Construction Docs.** □ **Site Logistics** □ **Mock-up** □ **Permit**

Conditions for Approval:

To the extent that this approval allows proceeding with the next phase of planning on the project, approval is subject to submittal and subsequent approval of all documents and items required for all subsequent phases of the project and payment of fees associated with any submittal including the submittal that is the subject matter of this letter. Thus, any failure to comply with ACC submittal and approval conditions for subsequent phases of the project will be grounds for denial at next phase of review.
As with all approvals of the Architectural Control Committee, the approval extends to the design concepts included in this submittal, but not necessarily to design details. Applicants are responsible for ensuring that all design details and actual construction of the project conform to the Protective Covenants of Belleview Station ("Covenants"), which govern the use of the subject property.
Pursuant to the Covenants, the plan approval(s) granted herein (are/is) valid through the date below, by which date you must obtain Construction Document approval and begin construction of the project. If construction does not begin on the project by that date, this approval shall expire. In such event, plans must be resubmitted before proceeding.
This approval is not a representation or warranty by either the Committee or by any other person or entity that the approved plans are in compliance with any site specific contractual or covenant use restrictions that apply including, but not limited to, any limitation on gross floor area, the definition of which in a contract or the covenants may differ from the definition used to make the calculation for purposes of the submittal of plans to the Committee.
Full compliance with all aspects of current Architectural Control Committee Design Criteria is required unless exceptions thereto are specifically enumerated on a Notice of Committee Action per above.

Architectural Control Committee of Belleview Station

Date:_____

_____

Robert E. Warren III (Trey) , AIA

Valid until:_____

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CERTIFICATION OF FAR, OPEN SPACE VERIFICATION OF COMPLIANCE

As Owner and Architectural Representatives of the real property located at Belleview Station and described below, The undersigned hereby certify with respect to the above-referenced project, as now completed, inclusive of buildings, Landscaping, signage and all attendant appurtenances have been installed in material compliance with plans previously submitted to, and approved by the ACC, including any conditions thereto, as follows:

PROJECT NAME: _____ Parcel _____
Address: _____ Tract _____
_____ Lot _____
_____ Ref. No _____

RECORD OF ARCHITECTURAL CONTROL COMMITTEE ACTION DATES:

Submittal:	**Submittal Phase:**	**Approval / Action Dates:**
Base Building / Core and Shell / Site Plan	Pre-application	_____
	Schematic Design	_____
	Design Development	_____
	Construction Documents	_____
	Construction Site Logistics	_____
	Mock-up	_____
	Re-submittal	_____
	Certificate of Compliance	_____
Submittal:	**Submittal Phase:**	**Approval / Action Dates:**
Tenant Improvement	TI Review	_____
	Additional Meeting	_____
	Certificate of Compliance	_____
Submittal:	**Submittal Phase:**	**Approval / Action Dates:**
Signage Review	Signage Review	_____
	Additional Meeting	_____
	Certificate of Compliance	_____

The following development data is factual in terms of actual final constructed conditions as of this date; and is consistent with above approvals/conditions:

USE:	☐ Office	☐ Retail	☐ Restaurant	☐ Hotel	☐ Residential	☐ Mixed Use	☐ Other
Gross Floor Area:*	_____	_____	_____	_____	_____	_____	_____
Net Floor Area:*	_____	_____	_____	_____	_____	_____	_____
Units:	_____	_____	_____	_____	_____	_____	_____

PARKING BY USE:	☐ Office	☐ Retail	☐ Restaurant	☐ Hotel	☐ Residential	☐ Mixed Use	☐ Total
Required	_____	_____	_____	_____	_____	_____	_____
Provided on site	_____	_____	_____	_____	_____	_____	_____
Reduction (%)	_____	_____	_____	_____	_____	_____	_____
Required off site	_____	_____	_____	_____	_____	_____	_____

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CERTIFICATION OF FAR, OPEN SPACE
VERIFICATION OF COMPLIANCE

SITE COVERAGE:	**Area (sq.ft.)**	**Percentage (%)**
Lot Square Footage:	_____	
Building/Structure Footprint	_____	
Above Grade Parking (add SF to GFA)	_____	
Building/Structure Total (Total GFA)	_____	
Impervious Surface (measure to back of curb)	_____	_____
Unobstructed Open Space (neighborhood benefit)	_____	_____
Private Open Space (available to project occupants)	_____	_____

- RE: Chapter 10 of the International Building Code for Gross and Net Floor Area definitions.

Building Height: (220 feet maximum height) **Height (Feet):_____**

OWNER CERTIFICATION:

I hereby attest that I am a legally designated agent of the owner, and that the information contained in this application is true and correct, and further acknowledge that any approval action by the ACC based on inaccurate or incomplete information may be cause for invalidation of said approval.

Name _____ Date _____

STATE OF COLORADO)
) ss.
COUNTY OF _____)

The forgoing instrument was acknowledged before me this _____ day of _____, 20_____.
Witness by hand and official seal.
My commission expires:

By: _____
Notary Public

ARCHITECT CERTIFICATION:

I hereby attest that I am the architect of record for the owner duly licensed to practice in the State of Colorado, and thatThe information contained in this application is true and correct, and further acknowledge that any approval action by the ACC based on inaccurate or incomplete information may be the cause for invalidation of said approval.

Name _____ Date_____

STATE OF COLORADO)
) ss.
COUNTY OF _____)

The forgoing instrument was acknowledged before me this _____ day of _____, 20_____.
Witness by hand and official seal.
My commission expires:

By: _____
Notary Public

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