Preble Creek

P.U.D. PLAN AND PRELIMINARY PLAT - FIRST AMENDMENT

PORTIONS OF SECTIONS 3,4,5,6,7,8 AND 10, TOWNSHIP 1 SOUTH, RANGE 68 WEST OF THE 6TH PRINCIPAL MERIDIAN

CITY AND COUNTY OF BROOMFIELD, COLORADO

Recorded November 11, 2003
at Reception No. 2003022116

Copyright © All Rights Reserved, Downing, Thorpe & James, Inc. 2002

Downing, Thorpe, & James understands and acknowledges that this PUD plan is a public record under the Colorado Public Records Law (C.R.S. 24-72-201 et seq.). As a public record, this PUD plan is subject to inspection and copying by any person. Downing, Thorpe, & James waives and releases the City and County of Broomfield from copyright infringement claims resulting from copying or the reproduction of this PUD plan by the City and County of Broomfield as a public record.

PROPERTY OWNER AND SUBDIVIDER

Pulte Home Corporation
12303 Airport Way, Suite 130
Broomfield, CO 80021
(303) 404-9605

By: ______

State of Colorado
County of BROOMFIELD)ss

The foregoing instrument was acknowledged before me this 20TH day of AUGUST 2003, by DAVID BRACHT. Witness my hand and official seal.

My Commission expires Aug. 23, 2006

LAND PLANNERS

Land Planner:
Downing, Thorpe & James, Inc.
1881 Ninth Street, Suite 103
Boulder, Colorado 80302
(303) 443-7533 - Phone

M. Rick Volpe, APA, ASLA - Project Principal
Tracy P. Colling, ASLA - Project Manager

ENGINEERS, AND SURVEYOR

Engineers & Surveyor:
Carter Burgess
216 Sixteenth Street Mall, Suite 1700
Denver, Colorado 80202-5131
(303) 820-5261 - Phone

William H. Keller, III, P.E.
Gary Behlen, P.E. #17035

Kenneth W. Carlson P.L.S. #24942
for and on behalf of Carter & Burgess, Inc.
216 16th Street Mall, suite 1700
Denver, Co 80202
(303) 820-5260

8-13-03
Date

LEGAL DESCRIPTION

Refer to sheet 10 of this PUD submittal for the legal description

PROJECT INTENT/CONCEPT

This is an amendment to the Preble Creek PUD and Preliminary Plat approved April 10, 2001. This Amendment to the Preble Creek PUD Plan and Preliminary Plat comprises approximately 2,648 acres, more or less. The purpose of this Amendment is:

1. To include additional properties and the refinement of the property boundary for an overall reduction in the PUD area by 42 acres.

2. To include detailed mapping of the topography, wildlife and wetlands, resulting in refinement of the land use plan and alignments of major roadway.

3. Refinement of the golf course to incorporate a portion along Lowell Blvd. frontage to provide increased setbacks for homes and an enhanced buffer corridor.

4. Relocation of one of the elementary schools west of Lowell Blvd. to better serve the school demand in this part of the community.

5. Modifiy the configuration of the 600 foot buffer (average width) along the western boundary to respond better to the topography and natural drainageways, and provide visual interest.

6. Provide for a buffer between State Highway 7 and Neighborhood #1 which averages 100'.

7. Additional substantive changes pertain to: capping the maximum number of residential units; increasing the maximum buildout for commercial, corporate and transit oriented development areas; adjusting certain open lands tracts; reducing certain building heights; augmenting the park land requirements and details; and eliminating the tram/shuttle concept.

OVERVIEW AND RELATIONSHIP TO ADOPTED CITY PLANS
In December, 1999, the City of Broomfield approved and adopted the I-25 SUB-AREA PLAN, as a supplement to the CITY OF BROOMFIELD MASTER PLAN, to provide the vision, direction, and standards for future development of the properties within the area defined as the I-25 Corridor. Preble Creek has used the I-25 SUB-AREA PLAN as a major guide and resource in its planning of a high quality development consistent with the expectation for all properties within the Gateway District boundaries defined in the I-25 SUB-AREA PLAN.

The Preble Creek PUD has been prepared as part of a master planning process concurrent with the planning for the surrounding developments which comprise the I-25 SUB-AREA PLAN. The Preble Creek PUD represents an effort to implement the City and County of Broomfield's vision for high quality development of residential, retail and commercial uses with varying densities and a transit-oriented "Urban Village" that supplements the significant employment centers within Preble Creek and adjacent parcels.

The PUD Amendment is consistent with and supportive of the 1995 CITY OF BROOMFIELD MASTER PLAN, and the 1999 I-25 SUB-AREA PLAN.

PROJECT CONCEPT
Preble Creek is designed as a self-sustaining, mixed-use development that will enrich the livability of the greater Broomfield Community. The plan for Preble Creek forms the basis of a mixed-use development that integrates jobs, housing, civic uses, and recreation in a pedestrian-oriented community. Toward that end, the P.U.D. incorporates the best aspects of traditional community design:

1.) It has a series of village, neighborhood, and town centers at varying scales to serve a broad range of users.

2.) It is accessible to multi-modal forms of transportation.

3.) It includes a mix of civic, recreational, and other community based features.

4.) It consists of a well-articulated system of streets, trails, and open land corridors to provide connectivity between the various residential and commercial districts within Preble Creek and the surrounding Broomfield Community.

5.) It gives priority to open lands for recreational opportunites, habitat protection, view corridor enhancement, and visual interest/relief.

6.) It encourages regional and local transit ridership.

7.) It creates a diversity of residential and commercial products to enhance community variety and interest.

8.) It allows for high quality, higher density development to enhance affordability and increase open lands.

9.) The project's inward orientation and multi-modal transportation minimizes outward impacts to adjacent properties and infrastructure.

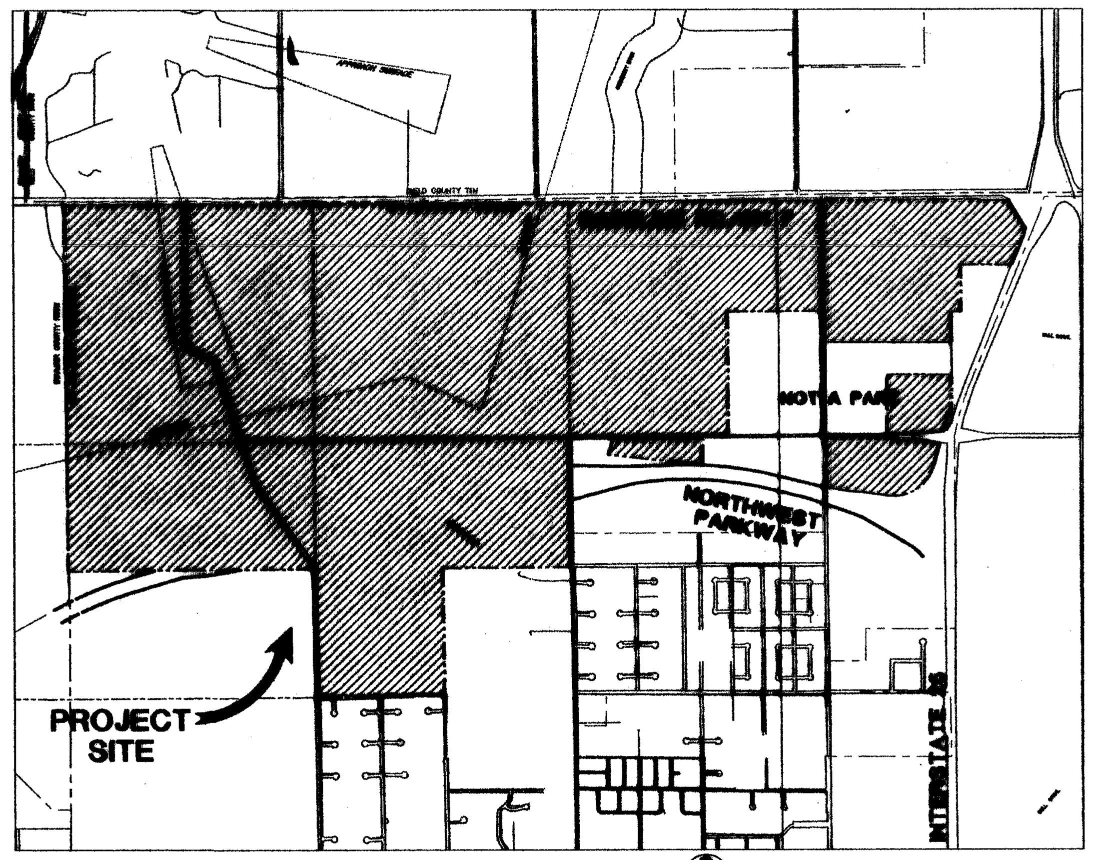
The following Districts are located within Preble Creek. Their locations are indicated on the Preble Creek District Map (Sheet 1).

① PREBLE CREEK TOWN CENTER
Preble Creek Town Center is envisioned as a high density urban district catering to the needs of transit commuters. Located at the southwest corner of Baseline Road/State Highway 7 (SH7) and I-25, The Town Center will contain a mix of land uses that encourages high density, vertically integrated development. The design and orientation of buildings shall support an environment that is pedestrian-oriented and shall include special streetscape features to create rich and enjoyable public spaces. Tracts are encouraged to establish more urbanized densities with multi-story buildings, close in activities to the street, zero lot lines, outdoor cafes, plazas, etc., that will help to create an urban character.

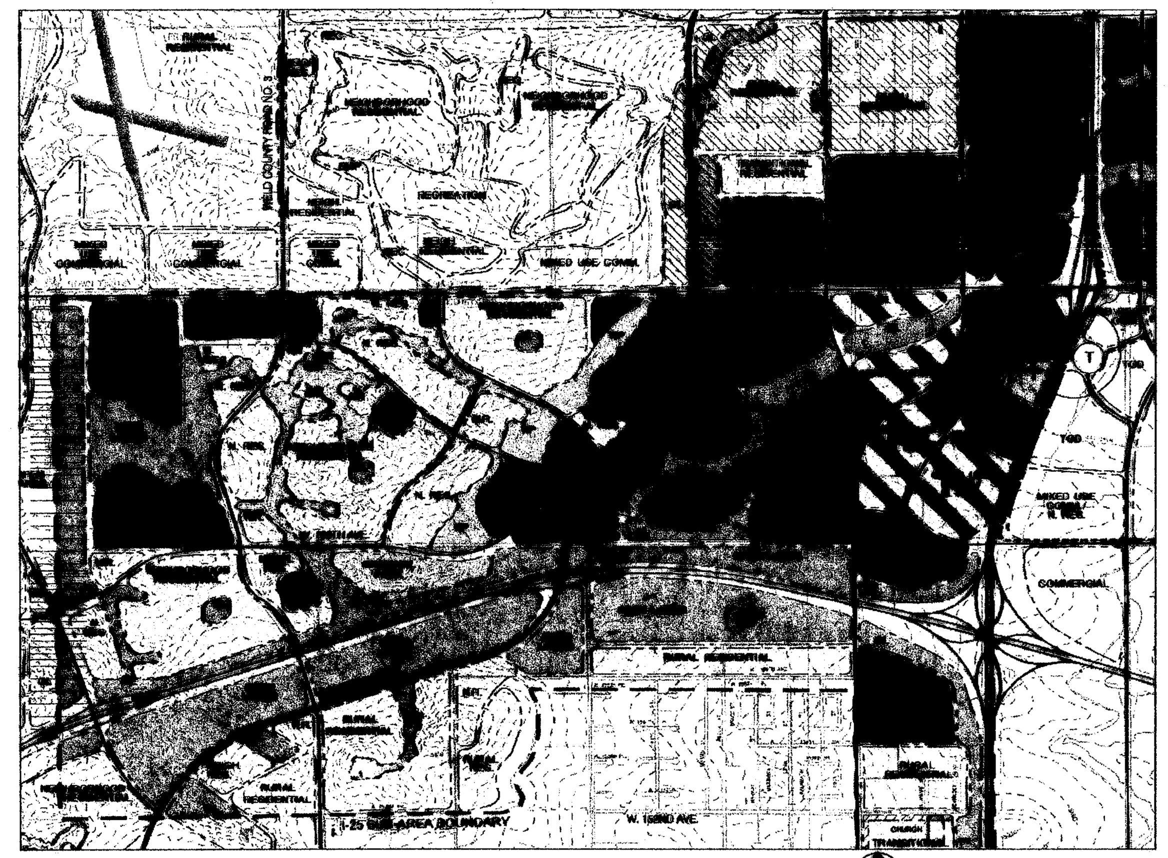
② PREBLE CREEK CORPORATE CENTER
Taking advantage of excellent frontage along I-25, State Highway 7 (SH7), and the Northwest Parkway, Preble Creek Corporate Center is planned for a variety of business uses. Ranging from corporate campuses to multi-tenant buildings, parcels within this district will enjoy panoramic views, convenient access throughout the community and connectivity to trails and outdoor activities. Building sites are anticipated to be developed so that they are accessible via multi-modal means including transit. Development shall incoporate many of the architectural styles, components, and quality standards of local business parks such as Interlocken, Meridian and The Denver Tech Center.

③ VILLAGE CENTER AT PREBLE CREEK
Located at the intersection of Sheridan Boulevard and Preble Creek Parkway, the Village Center will provide local office, retail and residential opportunities. Civic uses such as a fire station, police annex and library may occur within this district. As a pedestrian oriented environment, the Village Center is proposed to evoke a hometown flavor with distinctive architecture and a variety of outdoor places such as sidewalks cafes, outdoor displays, etc. The Community Ditch traverses the Village Center District providing a natural pedestrian linkage and community focal point. The higher development densities as well as multi-family residential and possible residential over retail encourage development of a village character within walking distance of nearby residents. Development within the Village Center District shall accommodate transit stops and facilities to encourage transit ridership, promote walking and biking for mid-day trips, provide linkages with city-wide trails, and allow those who wish to live and work in the same neighborhood to do so.

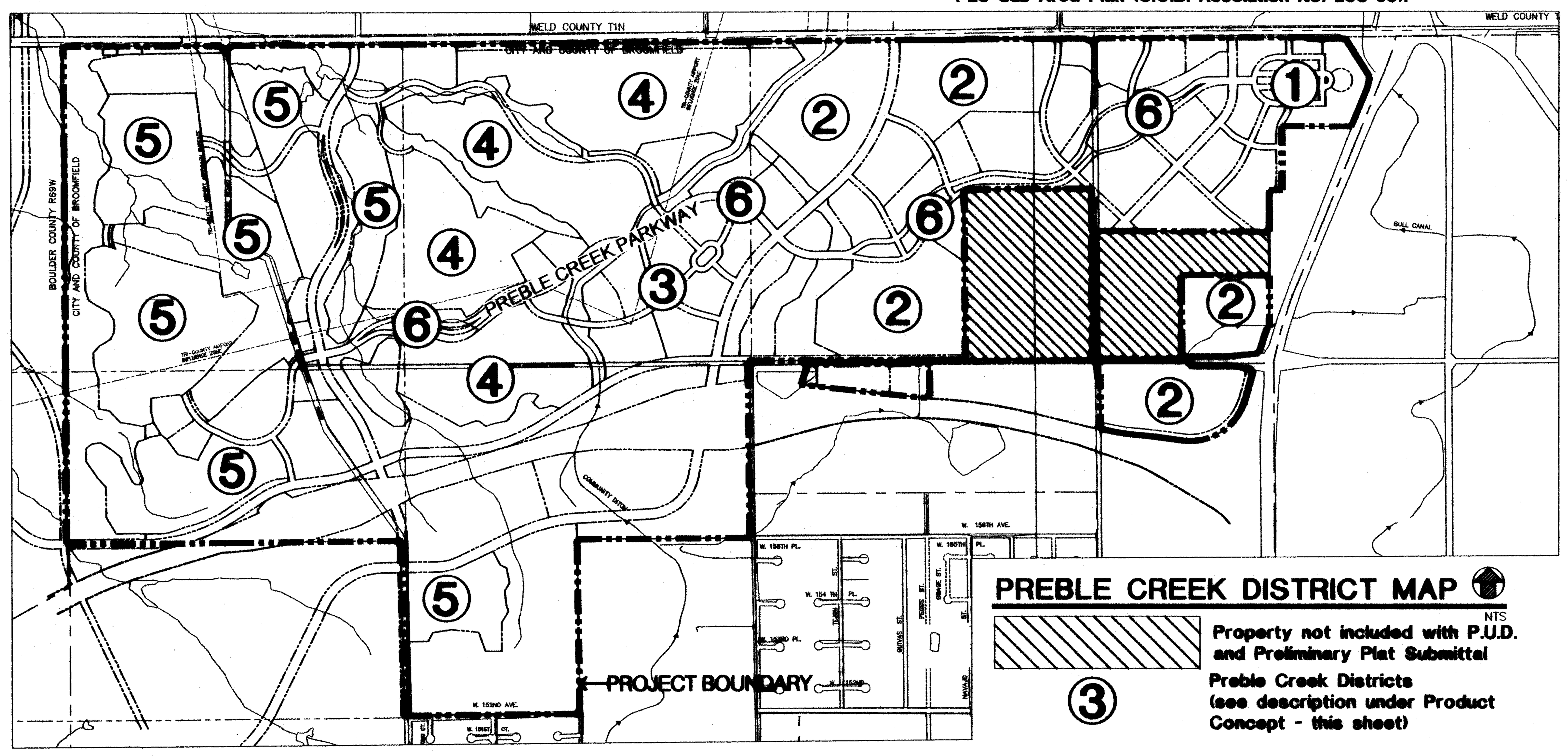
④ PREBLE CREEK WEST
The residential component of the project represents a rich blend of single family attached, detached, and multi-family housing types. The individual neighborhoods within Preble Creek West are designed to preserve and enhance the site's natural features, wildlife habitat and important view corridors. This district is envisioned as a mixed residential community offering a variety of housing product types. This variety within residential tracts is intended to encourage neighborhood diversity. A joint school/park site and community park site are located within this district.



VICINITY MAP
NTS



I-25 SUB-AREA PLAN
NTS
Illustration of a portion of the adopted I-25 Sub-Area Plan (C.O.B. Resolution No. 206-99).



PREBLE CREEK DISTRICT MAP
NTS

Property not included with P.U.D. and Preliminary Plat Submittal

③ Preble Creek Districts (see description under Product Concept - this sheet)

⑤ THE LINKS AT PREBLE CREEK
The Links at Preble Creek is planned as a premier golf course community with a mix of housing types ranging from custom residences, to lifestyle products and townhouses. This enclave supports a neighborhood commercial area at the western terminus of Preble Creek Parkway. Within this District, residents may take care of shopping and business needs within a smaller, more intimate environment.

A golf clubhouse will be centrally located to all residents within this district. The golf course maximizes natural opportunities to provide an enjoyable yet challenging layout, while integrating housing near fairways and open lands. The golf course will be designed with sensitivity to environmental concerns. Upon completion, the Links at Preble Creek will be a first rate addition to Broomfield's upscale neighborhood inventory.

⑥ PREBLE CREEK PARKWAY
Preble Creek Parkway is envisioned as a central, multi-modal spine through the community. Its location is planned to orient development inward and away from peripheral roadways. The widened parkway creates a pleasant driving experience from District to District with transit stations located along the landscaped interior. Beginning at the Town Center to the east where a regional transit center is proposed, the parkway traverses westward along the south edge of Preble Creek and enters the Corporate Center District. Further west, mixed-use commercial parcels offer higher density housing opportunities that provide convenient access to nearby employment. The Parkway continues across Sheridan Boulevard and establishes the northern edge to the Village District. Meandering through the mixed residential district, the parkway crosses Lowell Boulevard and terminates at The Links District, which represents the western terminus of this multi-modal corridor.

Assuming adjacent developments (both public and private) are constructed as planned, Preble Creek will be an important part of the interconnected system for the SUB-AREA through:

1. Corridors for allowing pedestrian and bicycle movements between the neighborhoods south of the Northwest Parkway and north of State Highway 7 and the Preble Creek residential developments and the Preble Creek Corporate Center;

2. Transit access to and from the Preble Creek Town Center to other properties in the SUB-AREA such that easy access and free movement is possible between retail, residential, and all other commercial uses;

3. Interface locations for bus routes and any other transit systems being planned for the area;

4. Connectivity to Broomfield and regional trail systems with further developments of these systems within and adjacent to the Preble Creek project;

5. Integration of the trail systems with vehicle transportation and parking;

6. Integration of the trail systems with existing and improved landscape space including natural drainage areas, the Community Ditch, Preble Creek, and new pedestrian-oriented amenities within the Preble Creek Districts.

ARCHITECTURAL CONCEPT

Residential Architectural Concepts will be developed as part of the design for each of the nine neighborhoods. This includes the development of a range of compatible architectural styles and diverse products which, when combined with neighborhood signage, landscaping and park themeing, will help define each individual neighborhood. Architectural styles compatible with the Colorado lifestyle may include, but will not be limited to, architectural elements found in prairie, craftsman, country, farmhouse, European country, or shingle style to name a few. Examples of architectural styles will be identified at the time of each Site Development Plan and submitted for review. Commercial/Retail Buildings will be of various architectural styles to be submitted at each Site Development Plan.

SHEET INDEX

SHEET 1	P.U.D. AND PRELIMINARY PLAT COVER SHEET
SHEET 2–3	NOTES AND TABULATIONS
SHEET 4–8	P.U.D. PLAN
SHEET 9–14	PRELIMINARY PLAT PLAN
SHEET 15–19	EXISTING SITE FEATURES
SHEET 20–24	NON-VEHICULAR CIRCULATION, OPEN LANDS AND RECREATION PLAN
SHEET 25–29	VEHICULAR CIRCULATION AND R.O.W. PLAN
SHEET 30–31	TYPICAL ROADWAY SECTIONS
SHEET 32–40	DESIGN STANDARDS

DESIGN STANDARDS

Design Standards for development of both private and public areas of the Preble Creek P.U.D. will be at a minimum as presented on sheets 32 through 40 of this P.U.D. Plan. These Design Standards are a part of the P.U.D. Plan and will be used in review by the City at time of Site Development Plan. Upon the creation of the Architectural Control Committee(s), detailed Design Standards for the development of each District within Preble Creek will be created. At the time of Site Development Plans for each tract, more detailed Design Standards will be developed as appropriate.

SIGNAGE AND RELATIONSHIPS TO MUNICIPAL SIGNAGE CODE

The Signage Program for the Preble Creek development will be based on the Design Standards as included in this P.U.D. Plan (see sheets 43 and 44). Preble Creek will establish an overall Master Signage Program and themes that will govern the individual developments through the Architectural Control Committee approval and City Site Development Plan (SDP) approval processes.

OMISSIONS

All other development standards or requirements, or any questions which might arise regarding a condition of development which has not been anticipated, or was omitted from these specifications, will fall under the requirements of Chapters 14, 15, 16, and 17 of the Broomfield Municipal Code.

SUPPLEMENTAL REPORTS

Preliminary Drainage, Utility, Soils, Wildlife Assessment, Wetlands and Traffic Studies, have been prepared for Preble Creek to supplement the PUD/Preliminary Plat. These documents have been submitted to the City under separate cover and shall be incorporated herein.

P.U.D. PLAN NOTES

1. This P.U.D. Plan or any phase hereof may be revoked by the City Council if a Site Development Plan is not submitted to the City and County of Broomfield within five years from the date of approval of this P.U.D. Plan by the City Council.

2. Any Site Development Plan submittal for any portion of land included in this P.U.D. Plan will include an Illustrative Site Plan (conceptual level) of the entire property located within the affected tract.

3. The vested property rights authorized by City and County of Broomfield Ordinance No. 1547 and pursuant to Section 24-68-103, C.R.S., shall remain in effect and the rights vested thereunder shall continue to be applicable to the "site specific development plan" designated by the Ordinance and the Vesting Agreement referenced thereto, as such site specific development plan is amended by this PUD Amendment.

4. At the time of widening of State Highway 7 where the existing miner's monument would be affected, the developer will work with the appropriate agencies to preserve and as appropriate relocate the miner's monument.

5. This PUD has a limitation on high density/multi-family residential units and a maximum projected population (based on City and County of Broomfield Population Standards) as follows:

HDR – West of Sheridan 25 dwelling units/acre x 37.44 acres = 936 units
HDR – East of Sheridan 50 dwelling units/acre x 35.75 acres = 1788 units

Limit MUC conversion of residential to 25%
MUC – West of Sheridan 25 dwelling units/acre x 25% of 98.87 acres = 618 units
MUC – East of Sheridan 50 dwelling units/acre x 25% of 125.64 acres = 1571 units

Limit TOD conversion of residential to 50%
TOD – 75 dwelling units/acre x 50% of 50.67 acres = 1900 units

Total Maximum Units with HDR, MUC and TOD tracts = 6,813 units

Mixed Residential (MR – Single Family) Population = 4,000 units x 3 people/unit = 12,000 population
Multi-Family Residential (HDR, MUC, and TOD) Population= 6,813 units x 1.93= 13,149 population
Total Maximum Units (MR, HDR, MUC, and TOD) = 10,813 units
Total Maximum Projected Population = 25,149 population

The PUD Plan assumes a population of 21,513. The PUD Plan will maintain the appropriate balance between park facilities and population in accordance with the Broomfield Municiple code of 10.5 acres/1000 population.

6. Parks and Recreation Facilities of 225.88 acres represents the total acreage required per the City's Master Plan or 10.5 acres/1000 population (which may be adjusted per actual development/population of the PUD area) to support the projected development of 4000 one-family and 5360 multi-family units within the HDR, MUC and TOD tracts for a total population of approximately 21,513. Additional multi-family units may be allowed provided additional park and recreation facilities are provided at the ratio of 10.5 acres/1000 population at each Site Development Plan. Additional park and recreation facilities may be provided within open land areas described in this PUD or within individual tracts. See Table on Sheet 20 for details.

7. ACC means the Architectural Control Committee.

8. The acreage's calculated and shown on this plan are approximate. Final acreages will be determined by a registered surveyor at the time of final plat submittals.

9. Where applicable, notification shall be given to all residents that they are within an "Airport Influence Area".

10. The Community Ditch corridor is anticipated to be an open area with regional trail connections, which will also provide ditch maintenance access.

11. Mixed Use Commercial (MUC) land uses have been located at approximately one half mile spacing along Preble Creek Parkway each providing one half mile radius transit service area. These Mixed Use Commercial sites will provide accomodations for bus services which may include shelters, benches, trash facilites and bus pull outs. Additionally, there is a commitment by the developer to provide a 2-acre transit center in the Town Center.

12. The natural character of Preble Creek will be preserved. Where the creek is relocated, it will be designed to an enhanced state as determined at the Site Development Plan Stage. The final character of the creek will be further defined with future PUD Plan ammendments or future SDP.

13. The Developer acknowledges that concerns exist regarding the following:
a. Detailed trail connectivity through certain area's within the PUD and a final determination of the required width of sidewalks and trails at various locations and the configuration of several Open Land tracts within the PUD.
b. The cooperation of the Developer with the Northwest Parkway Authority to construct the Northwest Parkway regional trail from the community ditch to the western boundary of the PUD.
c. The potential need for a third elementary school site to be provided at a later time, if conditions determine its need and a final determination of the location along with any conditions relative to the method of acquiring the property.
d. The cooperation, at no financial obligation, of the developer with the City and County of Broomfield, the Town of Erie and CDOT to provide for a future underpass at State Highway 7.

The City and County of Broomfield and the Developer agree that they will continue to work toward resolution of these issues to the mutual satisfaction of the City and County of Broomfield and the Developer. The Developer shall only be allowed to submit for Site Development Plan and Final Plat approval two (2) neighborhoods under this PUD. The Developer further commits to either submitting an amended PUD or obtaining from the City and County of Broomfield an acknowledgement by the City and County Manager that this PUD adequately addresses the above concerns no later than one (1) year from the date this PUD is approved by the City and County of Broomfield.

14. Public land dedications shall be per the Broomfield Municipal Code as set forth in the Preble Creek Managed Growth and Development Agreement.

15 At the City Council's request, the Developer agrees to preserve additional open lands in Tract 90, equivalent to a minimum of two lots, adjacent to the intermittent pond and wetlands shown on the east end of Tract 91 on Sheets 15 and 16. The purpose of this additional open land is to provide a natural buffer to preserve wildlife habitat in the vicinity of the intermittent pond.

APPROVALS

LAND USE REVIEW COMMISSION CERTIFICATION
This PUD Plan and Preliminary Plat is recommended for approval by the City and County of Broomfield Land Use Review Commission this 9th day of December, 2002.

Chairman ______ Secretary ______

CITY COUNCIL CERTIFICATION
This PUD Plan and Preliminary Plat is hereby approved by the City Council of The City and County of Broomfield, Colorado, this 28th day of January, 2003.

Mayor ______ City Clerk Deputy ______

SEAL

Carter :: Burgess
216 16th St. Mall, Ste. 1700
Denver, Colorado 80202
303-820-5240

SUBMITTAL DATE: May 7, 2002
REVISION DATE: August 15, 2002
October 25, 2002
November 27, 2002
December 20, 2002
January 6, 2003
January 16, 2003
March 3, 2003

Pulte Homes
12303 Airport Way, Ste130
Broomfield, CO 80021
(303) 404-9605

DOWNING THORPE JAMES
ARCHITECTURE
PLANNING
LANDSCAPE ARCHITECTURE
ENGINEERING
1881 9th St., Ste. 103
Boulder, Colorado 80302
303-443-7533

Preble Creek

P.U.D. PLAN AND PRELIMINARY PLAT - FIRST AMENDMENT

PORTIONS OF SECTIONS 3,4,5,6,7,8 AND 10, TOWNSHIP 1 SOUTH, RANGE 68 WEST OF THE 6TH PRINCIPAL MERIDIAN

CITY AND COUNTY OF BROOMFIELD, COLORADO

Copyright © All Rights Reserved, Downing, Thorpe & James, Inc. 2002

Downing, Thorpe, & James understands and acknowledges that this PUD plan is a public record under the Colorado Public Records Law (C.R.S. 24-72-201 et seq .). As a public record, this PUD plan is subject to inspection and copying by any person. Downing, Thorpe, & James waives and releases the City and County of Broomfield from copyright infringement claims resulting from copying or the reproduction of this PUD plan by the City and County of Broomfield as a public record.

OPEN LANDS, PARKS, AND LANDSCAPE CONCEPT

LANDSCAPE CONCEPT
The landscape concept for Preble Creek reflects the natural landscape of both the site and its context within the Colorado Front Range. These characteristics will be emphasized throughout the community's extensive natural open land areas. Streetscapes will generally consist of plantings to complement the character of each District. Natural corridors, golf course frontages and perimeter landscaping will reflect a more informal and natural character to blend in with the site's native landscape setting. Active parks may be included within each of the Landscape Areas per SDP Approval.

OPEN LANDS HIERARCHY
The Open Lands throughout Preble Creek are made up of 4 levels of landscape hierarchy:
1. Native Open Space – These areas will have naturalized plantings that require little to no irrigation (minimum irrigation may be required initially to establish trees and shrubs). These areas will be sensitive to the existing site conditions as well as promote low water use plant materials. Active uses in these areas may include wildlife viewing, hiking paths and trails for pedestians and bicyclists.

2. Enhanced Drainageways – These areas are primarily riparian in character enhanced by the natural topography and existing drainage patterns. Riparian plantings accented with willows, cottonwoods and other water related species will be located adjacent to existing drainageways. These areas may contain trails as allowed by topography.

3. Enhanced Open Lands –These areas will be manicured landscape with accent plantings and open turf areas for unprogrammed play and native grass areas for passive activities. Pedestrian and bicycle paths will be provided. Plantings include a variety of deciduous and evergreen trees and shrub beds to accent unique features.

4. Park and Recreational Facilities – These areas will have a refined landscape with irrigated turf areas and accent plantings. These areas will include programmed activities such as ballfields, picnic structures, playground equipment, as well as passive and active turf areas. Plantings will reflect the site's natural features and accent park entries and community elements. Parks may be designed to have a distinctive theme that is compatible with a specific neighborhood and/or natural features of the specific site. This theme may also be translated into the design of the recreational amenities and facilities for the park, including customized or alternative play structures and equipment, using both natural and man-made materials.

GOLF COURSE
The golf course at Preble Creek will include 18 holes that are enhanced by the panoramic views of the Front Range. The course is envisioned to be environmentally sensitive by providing for target golf, reduced water consumption, protection and enhancement of wildlife habitat and eco-systems, protection of water quality, maintainance of existing drainage patterns, control of erosion and run-off, and establishment of an integrated pest management program.

PARK AND RECREATION FACILITIES/HIERARCHY

Pocket Parks – These parks are small, specialized facilities that serve a specific population with a minimum of three (3) active and/or passive recreational opportunities. These parks are typically located within a few blocks of most homes in a residential neighborhood and are approximately 1/4 to 1 acre in size. Access is provided by way of interconnecting trails, sidewalks and/or low volume residential streets. Maintenance shall be the responsibility of the Homeowner's Association. Typical facilities may include multi-purpose lawn areas, playgrounds (including alternative play structures/elements) picnicing and gathering areas, small court game areas, amphitheaters, gazebos/ shade structures, and hardscape/seating areas.

Neighborhood Parks – These parks are strategically located within a neighborhood to serve as the recreational and social focus for residents of all ages. They should be easily accessed via a trail/sidewalk system that minimizes the need to use vehicles. Neighborhood parks will provide a balance between active and passive uses and shall include a minimum of three (3) recreational opportunities such as multi-purpose lawns/play fields, playgrounds/tot lots (including alternative play structures), small court game areas, neighborhood gardens, amphitheater/gathering areas, picnic and seating areas, small pavilions/shelters, hardscape plazas, ponds, trails and small parking areas. The typical size of these parks range from 2 to 10 acres. Active recreational facilities are intended to be used in an informal and/or unstructured manner. Maintenance shall be the responsibility of the City or the Homeowner's Association to be determined at platting.

Joint School/Park – These parks share facilities with an Elementary School. They should be centrally located within the community and be easily accessible via the community-wide trail system. Park programming is more structured, and may include active recreational opportunities, such as competition play fields, tennis courts, basketball courts, playgrounds, running tracks, and off-street parking facilities. The typical size of these parks may vary from 5-15 acres depending on program requirements for the school and City. Maintenance shall be provided by the City and/or School District.

Community Park – This park type serves as the focal point for larger community-wide activities meeting the recreational needs of several neighborhoods both within and outside the Preble Creek boundary. The Community Park is intended to be used extensively for programmed athletic use. They should be developed for both active and passive uses. It should be serviced by arterial and collector streets and be easily accessed by the community-wide trail system. Typical features include multiple competition play/ball fields, tennis and basketball courts, small court game areas, amphitheaters, group picnic areas, playgrounds, pavilions/shelters, restrooms, concessions, hardscape plazas/gathering areas, informal open lawns, trails, seating areas, unique landscape areas, and educational/interpretive facilities. The Community Park will range from 45 to 70 acres. Parking and lighting will be provided as necessary to accommodate user needs. Maintenance shall be provided by the City.

City-Wide (Trails and Greenways) – A system of community-wide corridors for bicycling, skate boarding, walking. hiking, jogging, in-line skating and/or equestrians that tie park components and neighborhoods together to form a cohesive open lands system. These greenways emphasize active use and circulation. They provide uninterrupted movement throughout the community, provide people with outdoor recreational opportunities/experiences, provide value to adjacent properties, and preserve natural resources/open space habitats. The greenways and trails incorporated within these areas should be developed to a level consistent with the adjacent resources, whether man-made or preserved natural areas, suitable to the population demands for that use and readily accessible to all users. Greenways may include major riparian corridors, ditch rights-of-way, park/pedestrian linkages, and or green edge buffers. Seating, gathering areas, natural open space/habitat, trailheads and/or educational/interpretive facilities may be incorporated where appropriate. Maintenance shall be the responsibility of the city or the Homeowner's Association to be determined at platting.

TRAILHEADS – Trailheads are incorporated throughout the Community and play an important role in the overall theme of celebrating the "Colorado Lifestyle" by establishing a pedestrian orientation which is easily accessible by an extensive pedestrian trail corridor system. The trail system incorporates a hierarchy of trailheads including:
1. Primary Trailheads – Located in areas of great pedestrian volume possibly incoporating a structure with map/signage, parking, enhanced landscaping, trash facilities, seating areas, and in some locations portable restroom facilities. Primary trailheads may occur within park and recreation facilities and include joint use of parking areas.
2. Secondary Trailheads – Primarily for informational use providing a map/signage, seating, and trash facilities with minimal enhanced landscaping.

OPEN LANDS DESCRIPTIONS

OPEN LANDS (Non-Golf Course Tract #)	Native Open Space	Enhanced Drainageways	Enhanced Open Lands	Park and Recreation Facilities	Dedicated Open Lands
Tract 6			S	P	D
Tract 10			S	P	D
Tract 19	P				D
Tract 20			P		D
Tract 22			P	S	D
Tract 26			S	P	D
Tract 28		S		P	D
Tract 32		S		P	D
Tract 35		P		S	D
Tract 38		P		S	D
Tract 39		P		S	D
Tract 41A	P				D
Tract 41C	P				D
Tract 42	S	P			D
Tract 46		P			D
Tract 53	P				D
Tract 54	P				D
Tract 59			S	P	D
Tract 66	P				D
Tract 67	P				D
Tract 68	P			S	D
Tract 69	S			P	D
Tract 70	P	S	S	S	D
Tract 72	P	S	S	S	D
Tract 73	P	S	S	S	D
Tract 76		P			D
Tract 78			P		D

OPEN LANDS (Non-Golf Course Tract #)	Native Open Space	Enhanced Drainageways	Enhanced Open Lands	Park and Recreation Facilities	Dedicated Open Lands
Tract 79			P		D
Tract 81				P	D
Tract 82	S	P		P	D
Tract 83	S	P		P	D
Tract 85	S	P		S	D
Tract 87			P		D
Tract 88			P		D
Tract 89	P	P	S	P	D
Tract 91	S	P			D
Tract 93	S	P	S		D
Tract 94			P		D
Tract 96	P	P	S		D
Tract 98	S		P		D
Tract 99	S	P	S		D
Tract 101			P		D
Tract 103			P		D
Tract 105	P				D
Tract 106	P				D
Tract 107	P				D
Tract 110				P	D
Tract 111	S	P			D
Tract 112			P		D
Tract 114	P		S	S	D
Tract 115			P		D
Tract 118	S		S	P	D
Tract 119	S		P	S	D

Footnote:
These descriptions are intended to provide the primary intended purpose of these open lands areas.

P - Denotes Primary Open Land Intent.
S - Denotes Secondary Uses will be finalized and approved at Site Development Plan stage.
D - Denotes Dedicated Open Lands. Further refinement of dedicated parcels to be determined at SDP stage.
Public access easments will be provided for all trails within privately owned lands.

RESIDENTIAL STANDARDS

Residential Buidling Standards and Setbacks shall be in accordance with the City and County of Broomfield Municipal Code unless variations are approved at the Site Development Plan. Setback variations as a result of product not currently contemplated by the Municipal Code (i.e. alley loaded homes, zero lot line homes and row houses) will be requested at Site Development Plan submittal.

PHASING/TENTATIVE PROJECT SCHEDULE

The Preble Creek Project is proposed to build out over a period of 15-20 years depending on demand and market conditions. It is intended that within each phase, a complement of Employment, Mixed-Use Commercial, and Residential Land Uses will be included (Project phasing and scope is more specifically defined in the Preble Creek Managed Growth and Development Agreement, approved April 10, 2001).

Major Phase One improvements include:
-Major Roadways: (Improvements per Traffic Study)
  Lowell Blvd.
  Sheridan Blvd.
  State Highway 7 (limited widening from the west property boundary to Sheridan Blvd.)
  Parkway 6
  Preble Creek Pkwy.(between Sheridan Blvd. and Tract 81)
-Residential Neighborhoods:
  Neighborhoods #1, #2, #5, and #9 (Tracts 86, 90, 100, and 71)
  High Density Residential (tract 84)
-Non-Residential uses:
  Corporate Professional Office (tract 52)
  Mixed Use Commercial (tract 97)
-Major Open Land areas:
  School Park (tract 81)
  Community Park – Phase I (tract 69)
  Open Lands north and south of Neighborhood #2 (tracts 89 and 91)
  Project entry area at Lowell Blvd. and State Hwy. 7
-Utilities – Water, Sewer, Storm, Electrical, Gas, Telephone and Cable TV required to serve those areas as noted.

All phases will be market driven. It is anticipated that the Mixed Residential (MR) areas will be developed in three phases and other land uses will be developed in five phases. These phases may occur simultaneously or separately. All necessary public improvements (roads, utilities, parks and trail connections, etc.) will be constructed with each phase as determined at Site Development Plan.

Key pedestrain connections to the Community Park will be provided at the Site Development Plan stage. Open Lands tracts will be improved and/or dedicated at the time of adjacent Site Development Plan and Final Plats submittals.

ACCESS TO TRACTS

Specific access to each tract will be provided directly from the roadway systems as generally indicated. Actual access locations and geometry will be determined during detailed engineering phases and will be per City standard engineering practices and approval.

TRACTS

The term "tract" is not to be considered non-buildable area in any respect. For the Preble Creek P.U.D., the term "tract" shall be defined as a generally described area of land for the purposes of zoning, located within the project property that has not yet been final platted/subdivided into specific blocks and lots. Tracts shown are "GENERAL ONLY" in shape and size and may be modified during detailed phases of development. Modifications to tract boundaries shall not reduce the overall Open Lands acreage or reverse any commitments to preserving unique site features. Tract boundaries between similar land uses are allowed full modification.

COMMERCIAL/OFFICE STANDARDS

BUILDING AND PARKING SETBACKS

Perimeter and Internal Building and Parking Setbacks for Commercial Uses are as follows:

Minimum Building and Parking Setbacks along I-25, State Highway 7, Sheridan Boulevard, and the Northwest Parkway frontage — 75' (May be reduced to 30' along Sheridan Boulevard and State Highway 7 with enhanced landscape treatments such as enhanced plantings, berming, etc., as approved by the City at SDP stage. To obtain a village/hometown character setbacks within the Village Center may be reduced further subject to individual Site Development Plan approval.)

Minimum Building and Parking Setbacks along 160th Avenue, Huron Street, Lowell Boulevard, and the Preble Creek Parkway frontage. — 30'

Minimum Building and Parking Setback along Perimeter Property Boundaries not adjacent to Roadways — 30'

Minimum Building Setback from Internal Roadway R.O.W.s — 20' Typical (May vary to 0' min. within Village Center connector streets and in mixed-use transit oriented tracts, per ACC and City approval)

Minimum Building Setbacks from Internal Building Site Property lines — 20' Typical (May vary to 0' per ACC and City approval adjacent to open lands and/or urban/village areas within Districts 1 and 3).

1.) All building and parking setbacks shall comply with City standards for minimum sight triangles at all intersections.
2.) Community Ditch easement/R.O.W. lines to be considered as open lands for purpose of setbacks
3.) Development tracts located adjacent to open lands, parks, or golf course may be allowed 0' setbacks under this P.U.D. provided they do not conflict with an alternative intent such as the preservation of certain unique site features.

TRACT AND BUILDING SITE COVERAGE

Maximum Building Coverage in each tract based on the building footprint(s): — 70% (Districts 1 & 3 may be sdjusted subject to approval at SDP.)

"Footprint" means the area of the structure within the finished surfaces of the exterior walls where it meets the ground. Overhangs, soffits, uncovered balconies, and covered open entries/porte cochere are excluded.

Maximum Parking and Driveway Coverage in each tract (including parking structure footprints): — 60%

Maximum combined Building and Parking/Driveway Coverage in each tract: — 75% (May vary to 90% within Districts 1 & 3)

Minimum Open Area in each commercial tract — 25% (Districts 1 & 3 may be reduced further subject to approval at SDP for residential over retail or other verticle mixed use project)

"Open Areas within Transit Oriented Development Tracts" only means those areas within each tract that are private (not dedicated to the City) open areas not covered by building, parking or driveways, and includes all open areas, drainage ways, active and passive recreation areas including related accessory uses, all landscaped areas and landscaped entries, landscaped roofs, landscaped islands, lakes, ponds, bikeways, trails, sidewalks, plazas, courtyards, detention, irrigation facilities, water features, structural parking if covered by plazas, pedestrian malls, and/or landscaping within three stories of finish graded site or ground level. Variation from these standards may be considered at the time of Site Development Plan. Open areas within tracts outside of TOD shall be per code unless modified at SDP.

MAXIMUM BUILDING HEIGHTS

	East of Sheridan Boulevard	West of Sheridan (East of the Community Ditch)	West of the Community Ditch
High Tech Research and Development	6	6	n/a
Corporate Campus	8	8	n/a
Porporate Professional Office	12	12	n/a
Light Manufacturing and Distribution	4	4	n/a
Commercial/Retail/Hotel	13	6	4
Transit Station/Transit Oriented Development	12	n/a	n/a
Multi-Family within the MUC & TOD tracts	10	6	2**
High Density Residential	10	4	4
Single Family Detached*	n/a	2	2

* Walk-out architecture with 3 story elevations will be reviewed at Site Development Plan.
**4 story building allowed for hotel uses.

Building height for non-residential uses is measured as the vertical distance between the following points:

1. "Top" is the point of the roof structure, which is higher than all other points (excluding roof appurtenances such as mechanical penthouses, roof equipment screens, elevator shafts, stairways, skylights, parapet walls, unoccupied towers, etc.). For pitched roof structures, the top shall mean the "average" elevation between the highest peak, (not including appurtenance/mechanical areas), and lowest eve points of the roof elevation.

2. "Bottom" is that point which is vertically equidistant (average elevation) between the highest and lowest points where the finished graded site intersects the outside walls of the building (not including loading docks or service/mechanical wells).

PERMITTED LAND USES AND DENSITIES WITHIN DEVELOPMENT TRACTS

The land use designations used within the I-25 Sub-Area Land Use Plan are consistent with those identified in the Broomfield Master Plan. Minor modifications have been made for Preble Creek in order to better support the vision of creating a diverse, mixed-use community. The land use designations for Preble Creek are described below.

Mixed-Use Commercial (MUC)
Acceptable uses within MUC tracts may include but are not limited to freestanding grocery stores and grocery stores accompanied by additional shops such as drug stores, hardware stores, video stores, offices, banks, restaurants, fast food restaurants, gas stations, car washes, high-density residential, residential over retail or office, and other small ancillary service shops, daycare facilities, civic uses such as a branch library, police annex, fire station and churches. The MUC land use shall have a Floor Area Ratio (FAR) of up to 0.45:1 with increases to 4.0:1 with special design considerations subject to City and County of Broomfield approval. No more than 25% of the total land area of Mixed-Use Commercial development tracts may be utilized for residential uses. Residential uses shall have densities ranging from 13 to 50 units per acre (also see sheet 1 PUD Plan Notes #5) and may include townhomes, apartments and condominiums. Residential placed over retail shall be allowed especially in the Village Center District and these units shall be considered a bonus in excess of this maximum. MUC tracts may include churches with a maximum size of 5 acres.

Transit-Oriented Development (TOD)
The TOD land use shall include a mix of uses that cater to the needs of transit commuters while providing a destination for local and regional residents. Land uses may include but are not limited to moderate to high density residential, office, convenience and specialty retail/commercial, and entertainment including theaters, performing arts facilities, bars and restaurants. The Floor Area Ratio (FAR) shall be unlimited to provide opportunities for individual tracts to include high density, vertically integrated land uses without being constrained. Tracts that include Multi-Family residential may have densities of up to 75 units per acre (also see sheet 1 PUD Plan Notes #5). Tracts are encouraged to establish more urbanized densities with multi-family buildings, close in activities to the streets, zero lot lines, outdoor cafes, plazas, etc., that will create an urban village character.

Corporate/Professional Office (CPO)
Parcels may include single Building Sites as well as "corporate campuses" consisting of multiple buildings for single and multi-tenant offices. Uses may include but are not limited to a mix of headquarters or branch offices, research and development facilities, laboratory facilities and manufacturing facilities, medical offices including in-patient and out-patient care, surgery centers and physical therapy. Accessory uses to these facilities may include such areas as cafeterias, delicatessens, private health clubs and day care facilities, pharmacies, walk-in clinics, and similar uses related thereto. For uses involved in manufacturing, uses such as light product assembly, printing and reproduction as well as display or showroom space would be acceptable. Research & Development uses may include but are not limited to computer hardware and software development, bio-medical research, pharmaceutical research and manufacturing, environmental or other "high-technology" engineering. Accessory uses may include those involved in the receipt, storage and distribution of products and materials required in the manufacturing process, and similar uses related thereto. Corporate/Professional Office shall have a maximum FAR of 0.55:1.

Mixed Residential (MR)
Mixed Residential neighborhoods are made up of a combination of single-family residential intensities including high, medium and low. The unit count for each neighborhood is proposed to provide a variety of development densities and encourage a mix of attached and detached product types within each neighborhood to create diversity. The proposed density range for each category is:
MR-L (Mixed Residential-Low) 2 units\acre (minimum) to 4 units\acre (maximum)
MR-M (Mixed Residential-Medium) 4 units\acre (minimum) to 6 units\acre (max.) and 6 units\acre (minimum) to 8 units\acre (maximum)
MR-H (Mixed Residential-High) 7.5 units\acre (minimum) to 13 units\acre (maximum)
A park lands commitment will be provided within each Mixed Residential (MR) neighborhood at the rate of 2.0 acres per 1,000 population. Any open lands provided within a development tract will be excluded from the calculation of density for that parcel. MR tract may include churches with a maximum size of 5 acres.

High Density Residential (HDR)
This land use is appropriate for all Districts within the PUD with densities up to 50 units\acre (also see sheet 1 PUD Plan Notes #5). The overall concept of development intensity is intended to support a more compact and urban transit-oriented community. In support of this concept, density within this land use may be increased through density transfers (at each Site Development Plan submittal) to provide flexibility and diversity (see sheet 3). Within the open area requirement of the City and County of Broomfield Municipal Code, all HDR tracts will incorporate a common open area with a recreational amenity to serve the needs of the residents. The program for such amenity will be determined at Site Development Plan based on demographics and market conditions.

Public Facilities (PF)
These uses include facilities that support the operation and public safety of Preble Creek and the surrounding community. Uses may include fire station, police annex, electrical substation and other significant utility facilities, and maintenance facilities including the Northwest Parkway Authority Maintenance Facility.

Right-of-Way (ROW)
All road rights-of way as indicated on this PUD are dedicated to the City and County of Broomfield upon each Final Plat. The roadway configurations are designed to meet traffic demands as identified in the traffic study. The right-of-way may include City utilities such as domestic water, sewer and storm drainage, public utilities such as electrical, gas transmission and distribution, telecommunications and cable TV, and private utilities such as irrigation water transmission and distribution, bundled voice, video, data and security systems.

Ancillary Uses
Land uses required for the operation of the development such as public and private parking lots and structures, park & ride facilities, pump stations, lift stations, antennas, utility and communication equipment, meter stations, maintenance facilities and landscape compounds, etc., together with accessory uses related thereto shall be allowed in all Districts. Certain ancillary uses may be restricted in some tracts. Siting shall be pending ACC and City Approval at Site Development Plan submittal.

Open Lands (OL)
Open Lands are those public and private lands acquired or preserved in the public interest to provide for the conservation and protection of natural resources, physical and aesthetic enjoyment of the out-of-doors, recreational opportunities, edges to development, preservation of agricultural resources, and protect prominent geographical features and cultural resources. Open Lands shall include all public and private areas within the P.U.D. property which are intended for use as drainageways, active and passive recreation areas such as clubhouses, tennis courts, golf course, recreation facilities (including accessory uses related to the operation of the facilities such as toilet/locker rooms and parking lots) playgrounds, parks, outlots, landscaped areas, landscaped entries, landscaped roofs, lakes, ponds, pools, bikeways, trails, sidewalks, plazas, and tram/transit corridors, Community Ditch and Preble Creek Corridors, irrigation facilities, and other similar and ancillary uses. Some open lands may be owned and maintained by the Owners Association, Special District or City.

Park Lands/Community Park
Park Lands are intended to provide active recreation facilities for the community. This land use is intended to include active facilities and wil be developed offering a broad range of recreational and cultural uses. Park Lands are identified on Sheets 25-29.

SUBMITTAL DATE: May 7, 2002
REVISION DATE: August 15, 2002
October 25, 2002
November 27, 2002
December 20, 2002
January 6, 2003
January 16, 2003

Pulte Homes
12303 Airport Way, Ste130
Broomfield, CO 80021
(303) 404-9605

DOWNING THORPE JAMES
ARCHITECTURE
PLANNING
LANDSCAPE ARCHITECTURE
ENGINEERING
1881 9th St., Ste. 103
Boulder, Colorado 80302
303-443-7533

Drawing: X:\0057-PULTE\Residential Planning\PUD 1st Amendment - with Golf - Jan 16 2003\NOTES.dwg X:\0057-PULTE\Residential Planning\PUD 1st Amendment - with Golf - Jan 16 2003\XREFS\X-TTL-COVER.dwg
X:\0057-PULTE\Residential Planning\PUD 1st Amendment - with Golf - Jan 16 2003\XREFS\X-TTL-COVER.dwg
Layout: 1 OF 2 Log-in: chumphrey
Last Update/Save: Jan. 29, 2003-14:24
Date/Time: Jul. 31, 2003-11:13:02

Copyright © All Rights Reserved, Downing, Thorpe & James, Inc. 2002

Downing, Thorpe, & James understands and acknowledges that this PUD plan is a public record under the Colorado Public Records Law (C.R.S. 24-72-201 et seq .). As a public record, this PUD plan is subject to inspection and copying by any person. Downing, Thorpe, & James waives and releases the City and County of Broomfield from copyright infringement claims resulting from copying or the reproduction of this PUD plan by the City and County of Broomfield as a public record.

Preble Creek

P.U.D. PLAN AND PRELIMINARY PLAT - FIRST AMENDMENT

PORTIONS OF SECTIONS 3,4,5,6,7,8 AND 10, TOWNSHIP 1 SOUTH, RANGE 68 WEST OF THE 6TH PRINCIPAL MERIDIAN

CITY AND COUNTY OF BROOMFIELD, COLORADO

LAND USE TABLE

TRACT	ACRES	LAND USE	Non-Residential Density: F.A.R. (Higher F.A.R. only with Site Development Plan approval)	Non-Residential Density: Building Square Footage (Consistent with F.A.R.) (3)	Residential Density: Dwelling Units\Acre (Minimum)	Residential Density: Dwelling Units\Acre (Maximum)	Residential Dwelling Units: Total Minimum Dwelling Units (4)	Residential Dwelling Units: Total Maximum Dwelling Units(2) (4)	Residential Diversity: Required number of product types (See Resid. Neighborhood Diversity)
1	1.49	Transit-Oriented Development	0.90 (1)	58,414	0	75	0	56	
2	17.27	Transit-Oriented Development	0.90 (1)	677,053	0	75	0	648	
3	2.58	Transit-Oriented Development	0.90 (1)	101,146	0	75	0	97	
4	6.77	Transit-Oriented Development	0.90 (1)	265,411	0	75	0	254	
5	1.22	Transit-Oriented Development	0.90 (1)	47,829	0	75	0	46	
6	1.11	Open Lands							
7	1.21	Transit-Oriented Development	0.90 (1)	47,437	0	75	0	45	
8	2.00	**TRANSIT CENTER**	0.90 (1)	78,408					
9	0.07	Transit-Oriented Development	0.90 (1)	2,744	0	75	0	3	
10	1.02	Open Lands							
11	1.49	Transit-Oriented Development	0.90 (1)	58,414	0	75	0	56	
12	3.55	Transit-Oriented Development	0.90 (1)	139,174	0	75	0	133	
13	6.43	Transit-Oriented Development	0.90 (1)	252,082	0	75	0	241	
14	10.93	Mixed-Use Commercial	0.45	214,250	0	50	0	137	
15	19.13	Corporate/Professional Office	0.55	458,317					
16	16.20	Mixed-Use Commercial	0.45	317,552	0	50	0	203	
17	35.55	Corporate/Professional Office	0.55	851,707					
18	46.57	Corporate/Professional Office	0.55	1,115,724					
19	6.63	Open Lands							
20	0.90	Open Lands							
21	2.45	Corporate/Professional Office	0.55	58,697					
22	0.72	Open Lands							
23	20.01	Mixed-Use Commercial	0.45	392,236	0	50	0	250	
24	7.87	Mixed-Use Commercial	0.45	154,268	0	50	0	98	
25	11.32	Mixed-Use Commercial	0.45	221,895	0	50	0	142	
26	3.25	Open Lands							
27	3.52	Transit-Oriented Development	0.90 (1)	137,998		75	0	132	
28	7.76	Open Lands							
29	5.04	Transit-Oriented Development	0.90 (1)	197,588		75	0	189	
30	9.64	Mixed-Use Commercial	0.45	188,963	0	50	0	121	
31	15.70	Mixed-Use Commercial	0.45	307,751	0	50	0	196	
32	7.18	Open Lands							
33	15.44	High Density Residential			13	50	201	772	
34	25.01	Corporate/Professional Office	0.55	599,190					
35	3.61	Open Lands							
36	8.37	High Density Residential			13	50	109	419	
37	7.20	Mixed-Use Commercial	0.45	141,134	0	50	0	90	
38	1.60	Open Lands							
39	2.68	Open Lands							
40	72.00	Corporate/Professional Office	0.55	1,724,976					
41A	1.41	Open Lands							
41B	9.95	Public Facilities							
41C	6.83	Open Lands							
42	18.51	Open Lands							
43	16.55	Corporate/Professional Office	0.55	396,505					
44	12.98	Mixed-Use Commercial	0.45	254,434	0	50	0	162	
45	6.76	Corporate/Professional Office	0.55	161,956					
46	4.11	Open Lands							
47	11.94	High Density Residential			13	50	155	597	
48	4.14	Mixed-Use Commercial	0.45	81,152	0	50	0	52	
49	9.83	Mixed-Use Commercial	0.45	192,688	0	50	0	123	
50	19.34	Corporate/Professional Office	0.55	463,348					
51	63.60	Corporate/Professional Office	0.55	1,523,729					
52	62.83	Corporate/Professional Office	0.55	1,505,281					
53	1.96	Open Lands							
54	3.46	Open Lands							
55	11.48	Corporate/Professional Office	0.55	275,038					
56	10.80	Corporate/Professional Office	0.55	258,746					
57	9.12	Mixed-Use Commercial	0.45	178,770	0	25	0	57	
58	9.78	Mixed-Use Commercial	0.45	191,708	0	25	0	61	
59	1.21	Open Lands							
60	9.08	Mixed-Use Commercial	0.45	177,986	0	25	0	57	
61	10.50	Mixed-Use Commercial	0.45	205,821	0	25	0	66	
62	12.11	Mixed-Use Commercial	0.45	237,380	0	25	0	76	
63	7.71	High Density Residential			13	25	100	193	
64	15.19	High Density Residential			13	25	197	380	
65	13.12	Mixed-Use Commercial	0.45	257,178	0	25	0	82	
66	2.68	Open Lands							
67	25.98	Open Lands							
68	38.08	Open Lands							
69	45.28	Community Park							
70	110.31	Open Lands							
71	36.94	**NEIGHBORHOOD #9**							1
		Mixed Residential (Low)			2	4	74	148	
72	48.51	Open Lands							
73	37.79	Open Lands							
74	16.87	Golf Course							
75	81.64	**NEIGHBORHOOD #4**					476	734	3
		Mixed Residential-Medium (MR-M)			4	6			
		Mixed Residential-Medium (MR-M)			6	8			
		Mixed Residential-High (MR-H)			7.5	13			
76	4.94	Open Lands							
77	4.44	Mixed-Use Commercial	0.45	87,033	0	25	0	28	
78	0.25	Open Lands							
79	0.24	Open Lands							
80	6.09	School							
81	6.78	Park							
82	8.33	Open Lands							
83	2.90	Open Lands							
84	14.54	High Density Residential			13	25	189	364	
85	19.38	Open Lands							
86	126.20	**NEIGHBORHOOD #1**					651	992	4
		Mixed Residential-Low (MR-L)			2	4			
		Mixed Residential-Medium (MR-M)			4	6			
		Mixed Residential-Medium (MR-M)			6	8			
		Mixed Residential-High (MR-H)			7.5	13			
87	2.28	Open Lands							
88	11.71	Open Lands							
89	11.14	Open Lands							
90	85.12	**NEIGHBORHOOD #2**					329	559	2
		Mixed Residential-Low (MR-L)			2	4			
		Mixed Residential-Medium (MR-M)			4	6			
		Mixed Residential-High (MR-H)			7.5	13			
91	20.01	Open Lands							
92	89.78	**NEIGHBORHOOD #3**					404	648	3
		Mixed Residential-Low (MR-L)			2	4			
		Mixed Residential-Medium (MR-M)			4	6			
		Mixed Residential-Medium (MR-M)			6	8			
		Mixed Residential-High (MR-H)			8	13			
93	25.53	Open Lands							
94	2.57	Open Lands							
95	43.88	Golf Course							
96	5.08	Open Lands							
97	20.38	Mixed-Use Commercial	0.45	399,489	0	25	0	127	
98	2.76	Open Lands							
99	21.86	Open Lands							

TRACT	ACRES	LAND USE	Non-Residential Density: F.A.R. (Higher F.A.R. only with Site Development Plan approval)	Non-Residential Density: Building Square Footage (Consistent with F.A.R.) (3)	Residential Density: Dwelling Units\Acre (Minimum)	Residential Density: Dwelling Units\Acre (Maximum)	Residential Dwelling Units: Total Minimum Dwelling Units (4)	Residential Dwelling Units: Total Maximum Dwelling Units(2) (4)	Residential Diversity: Required number of product types (See Resid. Neighborhood Diversity)
100	60.88	**NEIGHBORHOOD #5**					172	288	2
		Mixed Residential-Low (MR-M)			4	6			
		Mixed Residential-Medium (MR-M)			6	8			
101	1.30	Open Lands							
102	3.91	Mixed-Use Commercial	0.45	76,644	0	25	0	24	
103	0.55	Open Lands							
104	6.43	Mixed-Use Commercial	0.45	126,041	0	25	0	40	
105	2.79	Open Lands							
106	7.02	Open Lands							
107	4.58	Open Lands							
108	113.47	**NEIGHBORHOOD #8**					478	770	4
		Mixed Residential-Low (MR-L)			2	4			
		Mixed Residential-Medium (MR-M)			4	6			
		Mixed Residential-Medium (MR-M)			6	8			
		Mixed Residential-High (MR-H)			7.5	13			
109	5.40	School							
110	6.72	Park							
111	0.87	Open Lands							
112	0.66	Open Lands							
113	102.42	**NEIGHBORHOOD #7**					300	499	2
		Mixed Residential-Low (MR-L)			2	4			
		Mixed Residential-Medium (MR-M)			4	6			
		Mixed Residential-Medium (MR-M)			4	6			
114	101.40	Open Lands							
115	0.43	Open Lands							
116	100.38	Golf Course							
117	41.63	Golf Course							
118	4.40	Open Lands							
119	3.12	Open Lands							
120	66.59	**NEIGHBORHOOD #6**					207	344	2
		Mixed Residential-Low (MR-L)			2	4			
		Mixed Residential-Medium (MR-M)			4	6			
121	0.50	Public Facilities							
TOTAL	**2392.51 ***								
TOTAL MIXED RESIDENTIAL			**763.04 Acres****				**3,091**	**4,982 *****	
TOTAL ALLOWABLE MIXED RESIDENTIAL UNITS								**4,000**	
TOTAL HIGH DENSITY RESIDENTIAL (HDR)								**2,724**	
TOTAL MIXED USE COMMERCIAL-RESIDENTIAL (MUC)								**2,189**	
TOTAL TRANSIT ORIENTED DEVELOPMENT- RESIDENTIAL (TOD)								**1,900**	
TOTAL ALLOWED RESIDENTIAL UNITS (MR, HDR, MUC, TOD)								**10,813**	
BUILDING SQ. FT. FOR TRANSIT ORIENTED DEV. (TOD)				1,985,291 (1)					
BUILDING SQ. FT. FOR MIXED USE COMMERCIAL (MUC)				4,404,373					
BLDG. SQ. FT. FOR CORP. PROF. OFF. (CPO)				9,393,213					
TOTAL BUILDING SQUARE FOOTAGE FOR TOD / MUC / CPO				**15,782,877**					

FOOTNOTES:

* Excludes street R.O.W. acreage

** Excludes residential options within M.U.C., T.O.D. and high density residential (HDR) zones

*** Based on full buildout of all tracts, however, the maximum density may not be allowed in all tracts as the PUD allows for a maximum of 4,000 Single Family units in the overall PUD.

(1) No maximum F.A.R. for tracts 1-5, 7, 9, 11-13, 27, and 29 (T.O.D.) (0.90:1 F.A.R. is used for infrastructure sizing, increases in FAR may require infrastructure modifications).

(2) Maximum dwelling units per tract may exceed under the terms of residential density transfer.

(3) Maximum building square footage may be adjusted if tract area is modified.

(4) Each site may be developed to the maximum dwelling units per acre (du/ac) listed in the Land Use Table multiplied by the total acreage identified in the Land Use Table. However the "total maximum dwelling units" for the PUD noted on Sheet 1 under "PUD Plan Notes" may not be exceeded.

RESIDENTIAL NEIGHBORHOOD DIVERSITY

The many benefits of mixed-use development are outlined in this PUD on sheet 1. Similarly, there are benefits to providing a diversity of housing product types within development tracts and neighborhoods in support of the mixed-use concept. The residential neighborhoods within Preble Creek have been planned based on an intensity model that supports higher densities in close proximity to Town and Village Centers and key transit locations. To encourage unique neighborhoods, it is important to establish a minimum number of product types for each neighborhood. This will insure that neighborhoods establish and maintain wide appeal and diversity. For neighborhoods requiring two or more product types, no product type may constitute less that 10% of the total number of units provided in that neighborhood.
A description of the eight product types by category, is provided on sheet 3 of this PUD. The product types represent a range of architecture and lifestyles that may be implemented in Preble Creek. The list is not intended to be exclusive and other product types, deemed appropriate by the ACC and City and County of Broomfield may be introduced into the project. In addition, neighborhoods requiring two (2) or more product types must select different categories to encourage the broadest variation of products within the neighborhoods. The last column in the Land Use Table lists the required number of products types by neighborhood.

RESIDENTIAL NEIGHBORHOOD PRODUCT TYPES

(Specifics or Product types are subject to approval at the Site Development Plan Stage)

SINGLE-FAMILY DETACHED RESIDENTIAL:

This housing category includes homes that provide for the detached housing needs at Preble Creek with densities ranging from 1 to 8 dwelling units per acre. These homes will provide a variety of floor plans and elevations with a diverse street-scene incorporating a variety of garage styles to avoid garage dominate streetscapes. Most homes should be located in close proximity to pocket parks, neighborhood parks or some community amenity. Homes may be ranch, two-story and multi-level configurations serving a wide range of buyer profiles. (Variations in setbacks may be required).

Possible product types may include the following, subject to Site Development Plan approval:

1. Large Lots: (80+ foot wide lots)
Custom Homes/Semi-Custom Homes are built by custom and regional production homebuilders and homeowners for "one of a kind" houses. These homes will offer the largest range of floor plans, garage orientation, square footage and elevations. These homes will be available to the most discriminating buyer and will offer high-end exteriors, elevation design with four-sided architecture and quality finishes and materials.

2. Medium Lots: (65-79 foot wide lots)
Luxury Homes/Move-Up Homes are built by regional to national production builders offering more distinct features and design amenities than the traditional single family homes. These homes offer more square footage than the traditional single family home, have four-sided architecture, high-end finishes and materials and target the second and third-time home buyers and growing families.

3. Small Lots: (50-64 foot wide lots)
Small lot homesare traditional national production-built single family detached homes targeting first time and first move-up buyers. Also included in this category are Patio Homes consisting of production-built single family detached homes for the move-down buyer. These homes are clustered on small lots to provide opportunities for common open areas. Private yard space may be created on the side yard through building massing, zero lot line, and/or "use easement" onto the adjacent lot subject to Site Development Plan approval. Patio Homes are a "life-style" product incorporating a common open area maintained by a homeowners association (HOA). Depending on the builder's targeted consumer, a significant portion of the homes might have main floor master bedrooms for the move-down and empty nester buyer.

4. Compact Lots: (35-49 foot wide lots)
Cottage Homes/Cluster Homes are production built single family detached cottages, Z-lot homes(zero lot line) clustered on small lots for the first time homebuyer. Ranch and two-story homes will serve a broad range of buyer profiles (young families, couples and singles). Housing types may include:

- Cottages with Front Loaded Garages in the Rear: These homes move the garage off the street-scene by pushing them back creating front-loaded garages in the rear of the lot (attached, semi-attached or detached garages). Some homes have enhanced front porches close to the street to create variety. In addition, narrow 10-12 foot driveway cuts create portals to the rear garage.
- Cottages with Rear Loaded Garages on Alleys: These homes move the garage off the street by pushing them to the back of the lot and accessing them by alleys (attached, semi-attached or detached garages). A carriage unit over the garage is possible for providing a home for a teenager, grandparent or an affordable rental unit. This extra space can also be used as an office or family room, or additional living space. Regardless of the use this feature provides architectural interest to the alley. Enhanced front porches set close to the street will also be incorporated.
- Cluster Homes on Auto Courts: These homes are clustered around a landscaped auto court with a variety of garage orientations.
- Cluster Homes (rear loaded) on Village Greens: These homes are clustered around a village green with front doors opening onto the green and alley loaded garages. These homes are a "life-style" product incorporating a common open area maintained by a homeowners association (HOA).

SINGLE-FAMILY ATTACHED RESIDENTIAL:

This housing category includes homes that provide for the attached housing opportunities at Preble Creek with densities ranging from 7.5 to 13 dwelling units per acre. These homes will provide a variety of floor plans and elevations with a diverse street-scene incorporating a variety of garage styles to avoid garage dominate streetscapes. Most homes should be located in close proximity to pocket parks, neighborhood parks or some community amenity. Homes will be 1 and 2 story configurations and generally range from 2 to 8 units per building.

Possible product types may include the following, subject to Site Development Plan approval:

5. Manor Homes: (2 plex up to 4 plex)
This includes homes that are production-built attached single family homes that give the appearance of one large home. This includes combinations of duplex, triplex and four plex units. These homes are a "life-style" product incorporating "maintenance free living" with all common open area maintained by a homeowners association (HOA). Homes will provide a diverse street-scene incorporating front-load, side-load and recessed garages. Homes may be ranch and two-story with a range of buyer profiles including young professional, move-down, and empty nesters. Depending on the target market, a significant portion of the homes might have main floor master bedrooms for the move down and empty nester buyer.

6. Townhomes: (3 plex and more)
An attached fee simple building type offering a broad range of configurations and floor plans oriented to take advantage of site conditions and open areas. The target market includes first time and move-down homebuyers, young professionals and empty nesters preferring a common open area maintnained by a homeowners association (HOA). This product can occur in several configurations including:

- Flow through Townhomes with front or rear-loaded garages
- Back to Back Townhomes with tuck under garages, remote garages and/or surface parking
- Condo Combos-which combine townhomes and flat condominium units with attached garages
- Pinwheel Townhome in a four plex with remote garages and or surface parking
- Courtyard Townhome with tuck-under parking
- Row Houses in a linear pattern along the street (these homes are set close to the street with front porches raised at least two feet above the sidewalk) with garages accessed by an alley. These units are often two-story with garden level basements.

MULTI-FAMILY RESIDENTIAL:

This housing category will help to serve the housing needs for the Preble Creek and Broomfield Community by providing affordable homes for first time homebuyers and renters. Pocket parks will be located throughout these neighborhoods within convenient walking distance of all residents. The target market is primarily singles, couples or mature adults. Housing types may include "for sale" condominiums and rental apartments:

7. Condominiums - are stacked flats offering a wide range of floor plans uniquely oriented to the site conditions. Housing configurations can include any of the following:

- Flow through Stacked Flats with attached garages, remote garages and/or open surface parking
- Back to Back Stacked Flats with remote parking and/or open surface parking
- Pinwheel- Stacked Flats (8-plex) with remote garages and/or open surface parking
- Flats over Retail or Office

8. Village Apartments - are production-built homes providing rental units. These buildings will be two and three-story with remote garages, surface parking or structured parking for higher density apartments. Design will be sensitive to adjacent buildings and will feature graduated massing with internal open areas.

TOTAL ACREAGE BY LAND USE

Land Uses	Approved PUD (April 10, 2001)	PUD-1st Amendment	Percentage of total Acreage
	Acreage	Acreage	
DEVELOPED LAND			
Mixed Use Commercial (MUC)	215.00 AC.	224.51 AC.	8.48%
Transit Oriented Development (TOD)	54.50 AC.	50.67 AC.	1.91%
Corporate Campus (CC)	268.10 AC.	-	0.00%
Corporate\Professional Office (CPO)	146.80 AC.	392.06 AC.	14.80%
High Density Residential (HDR)	72.40 AC.	73.19 AC.	2.76%
Mixed Residential (MR)	730.70 AC.	763.04 AC.	28.81%
DEVELOPED LAND SUBTOTAL	**1,487.50 AC.**	**1,503.47 AC.**	**56.76%**
OPEN LANDS			
Community Park (CP)	45.20 AC.	45.28 AC.	1.71%
School Parks (PRK)	13.50 AC.	13.51 AC.	0.51%
Golf Course (GC)	188.60 AC.	202.59 AC.	7.65%
Other Open Lands (OL) ie., Open space, Parks, Trail Corridors	603.50 AC.	603.89 AC.	22.80%
OPEN LANDS SUBTOTAL	**850.80 AC.**	**865.27 AC.**	**32.67%**
PUBLIC USES			
Schools (SCH)	11.50 AC.	11.49 AC.	0.43%
Transit Center (T)	2.00 AC.	2.00 AC.	0.08%
Public Facilities (PF)	-	10.45 AC.	0.39%
R.O.W.-Internal Connectors, Parkway & Arterial St.	338.60 AC.	255.93 AC.	9.66%
SUBTOTAL OF PUBLIC USES	**352.10 AC.**	**279.87 AC.**	**10.57%**
TOTAL PUD AREA	**2,690.40 AC.**	**2,648.61 AC.**	**100.00%**
Northwest Parkway - R.O.W.	64.51 AC.	104.29 AC.	
Exception Parcels - Not a Part (NAP)	277.90 AC.	191.73 AC.	
TOTAL AREA PER LEGAL	**3,032.81 AC.**	**2,944.63 AC.**	

GENERALIZED SUMMARY OF LAND USE REQUIREMENTS

1. Development Lots and/or Building Sites shall refer to the specific areas within tracts plotted for buildings, roadways, parking and non-open land elements.
2. Roadway Right-of-Way areas are anticipated to be dedicated to City, and may be maintained by the Owner's Associations or Special Districts under seperate agreement or at time of platting.
3. Floor Area Ratios (FAR) within commercial and employment development tracts are as noted in the description of proposed land uses on this sheet. "Floor Area Ratio" means total building floor area in square feet divided by the building site area in square feet expressed as a ratio of floor area of building to site area.
4. In Transit-Oriented Development Tract areas and related land uses the "intent" is to create an interesting pedestrianized environment. Therefore, on-street parking, zero-lot line conditions, mixed-use facilities, outdoor program areas and other related "Urban Character" elements are encouraged.

Total Site Area "The Property"	2648.61 Ac.
Total Development Tract area (less R.O.W.)	2390.71 Ac.
Maximum single family residential in the Mixed Residential (MR)	4000 units
Multi-family residential in High Density Residential (HDR) Tracts for this PUD	2724 Units
Multi-family residential density in Mixed Use (MUC) Tracts for this PUD	2189 units
Multi-family residential density in Transit Oriented Development (TOD) Tracts for this PUD	1900 units

RESIDENTIAL DENSITY TRANSFER

The total number of dwelling units shown per tract is established to determine land use intensities within Preble Creek. For this PUD, builders shall be given the opportunity to develop tracts up to the maximum allowable units, as indicated in the Land Use Table (subject to the maximum 4000 units allowed). If a builder produces fewer units than the allowed maximum, the remaining units may be transferred to other Mixed Residential or High Density Residential tracts in whole or in part in support of Preble Creek's urban mixed-use concept. The Master Developer shall hold such transfers in account. At such time that a future builder requests additional units in support of a specific plan, said units may be reallocated by the Master Developer at a maximum of 110% of the maximum total units allowed for each Mixed Residential Neighborhood and High Density Residential Parcels east of the Community Ditch, subject to City and ACC approval at the Site Development Plan stage. The Master Developer will oversee the appropriation of dwelling units to conform to the PUD's maximum entitlement.

SUBMITTAL DATE: May 7, 2002
REVISION DATE: August 15, 2002
October 25, 2002
November 27, 2002
December 20, 2002
January 6, 2003

Pulte Homes
12303 Airport Way, Ste130
Broomfield, CO 80021
(303) 404-9605

DOWNING THORPE JAMES
ARCHITECTURE
PLANNING
LANDSCAPE ARCHITECTURE
ENGINEERING
1881 9th St., Ste. 103
Boulder, Colorado 80302
303-443-7533

Drawing:X:\00057-PULTE\Residential Planning\PUD 1st Amendment - with Golf - Jan 16 2003\NOTES.dwg Xrefs: X:\00057-PULTE\Residential Planning\PUD 1st Amendment - with Golf - Jan 16 2003\XREFS\X-TTL-COVER.dwg
X:\00057-PULTE\Residential Planning\PUD 1st Amendment - with Golf - Jan 16 2003\XREFS\X-TTL-COVER.dwg
Layout:2 OF 2 Log-In:chumphrey
Last Update/Save:Jan. 29, 2003-14:24
Date/Time:Jul. 31, 2003-11:13:59

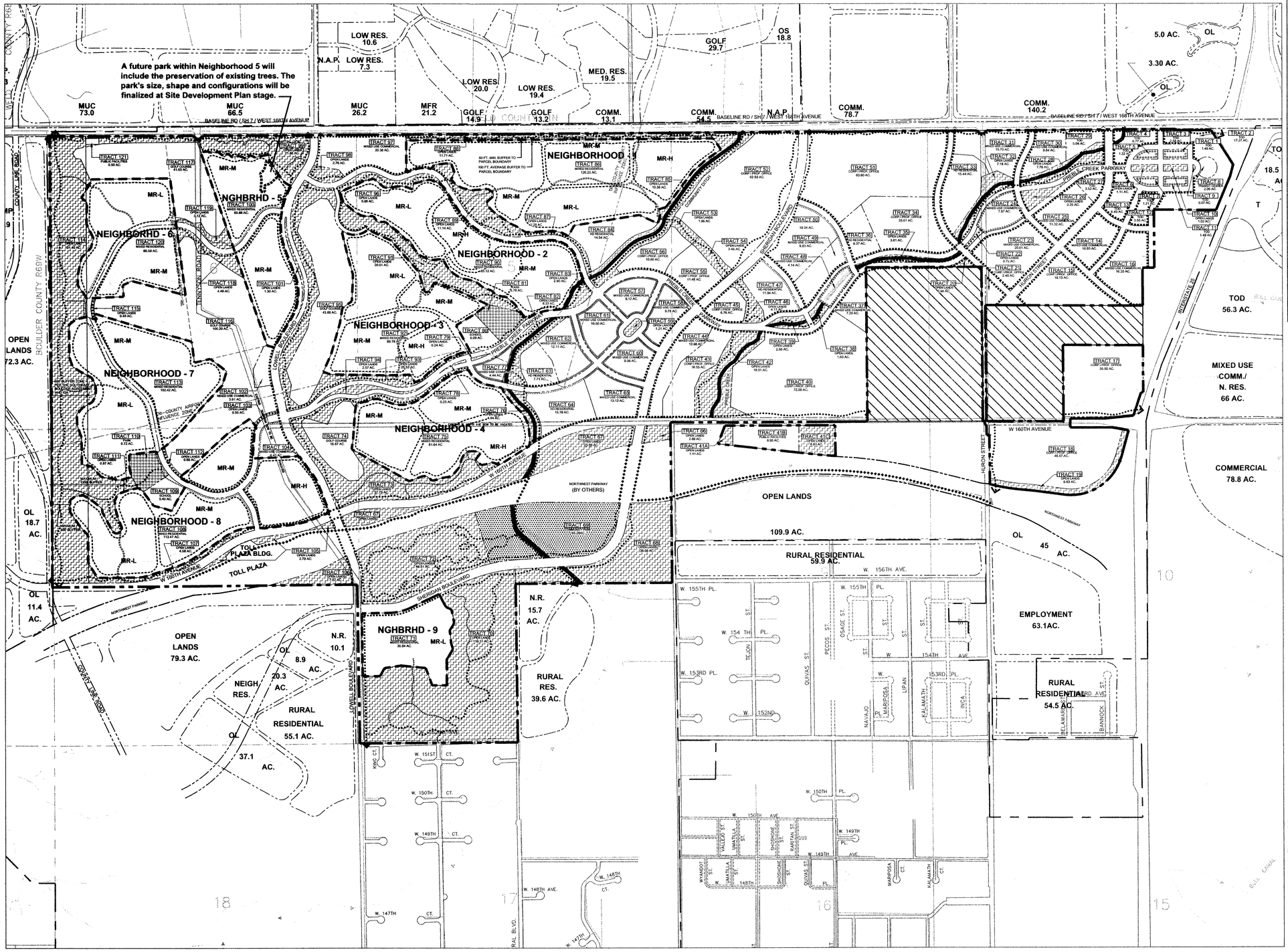
Preble Creek

P.U.D. PLAN AND PRELIMINARY PLAT - FIRST AMENDMENT

P.U.D. PLAN

PORTIONS OF SECTIONS 3,4,5,6,7,8 AND 10, TOWNSHIP 1 SOUTH, RANGE 68 WEST OF THE 6TH PRINCIPAL MERIDIAN
CITY AND COUNTY OF BROOMFIELD, COLORADO

SHEET 4 OF 40



LEGEND

- Community Ditch and Preble Creek
- Park Lands
- Open Lands
- Property not included with P.U.D. and Preliminary Plat Submittal
- Preble Creek Property Line
- Proposed Right-of-way/Tract Boundary
- Sidewalk (8 ft. width)
- Sidewalk (5 ft. width)
- Trail (8 - 10 ft. width, Hard Surface)
- Trail (5 ft. width, Hard Surface)
- Trail (8 ft. width, Soft Surface)
- Trail (3 - 5 ft. width, Soft Surface)
- Urban Sidewalk (Pedestrian Corridor)
- Pedestrian Connection (Exact location, size and material to be determined at SDP)
- Regional Trail (By Others)

GENERAL NOTES:

1: ALL TRACTS SHOWN MAY VARY IN SHAPE, SIZE AND LOCATION, SUBJECT TO SDP APPROVAL. HOWEVER, THE OVERALL MINIMUM OPEN LANDS TOTAL FOR THE PUD SHALL NOT BE REDUCED OR MODIFIED EXCEPT BY PUD AMENDMENT.

2: SHERIDAN BOULEVARD ALIGNMENT PER THE CITY APPROVED I-25 SUB-AREA PLAN.

3: NORTHWEST PARKWAY ALIGNMENT PER THE NORTHWEST PARKWAY PUBLIC HIGHWAY AUTHORITY.

4: ALL RIGHT-OF-WAY LINES WITHIN THE P.U.D. ARE CONCEPTUAL ONLY AND ARE ALLOWED TO BE MODIFIED DURING FINAL PLATTING SO LONG AS THE GENERAL ACCESS "INTENT" AND MINIMUM TRAFFIC REQUIREMENTS MEET CITY OF BROOMFIELD STANDARDS.

5: SPECIFIC ACCESS TO EACH TRACT WILL BE PROVIDED DIRECTLY FROM THE ROADWAY SYSTEMS. ACTUAL ACCESS LOCATIONS AND GEOMETRY WILL BE DETERMINED DURING DETAILED ENGINEERING PHASES AND WILL BE PER CITY STANDARD ENGINEERING PRACTICES AND APPROVAL.

6: A 100 FOOT AVERAGE BUFFER ZONE TO THE PARCEL BOUNDARY OF NEIGHBORHOOD 1 (TRACT 88) WILL BE PROVIDED ALONG SH 7. THIS ZONE (TRACT 88) WILL AVERAGE 100 FEET WITH A MINIMAL DISTANCE NOT LESS THAN 60 FEET MEASURED TO THE PARCEL BOUNDARY.

7: RESIDENTIAL NEIGHBORHOODS MAY INCLUDE MIXED RESIDENTIAL LAND USES, MR-H, M AND L; HIGH, MEDIUM, AND LOW RESPECTIVELY. THESE ARE DEFINED ON SHEET 2 OF THIS DOCUMENT. THE LOCATIONS OF INDIVIDUAL MR-H, MR-M, AND MR-L ARE CONCEPTUAL AND MAY VARY AT EACH SITE DEVELOPMENT PLAN SUBMITTAL.

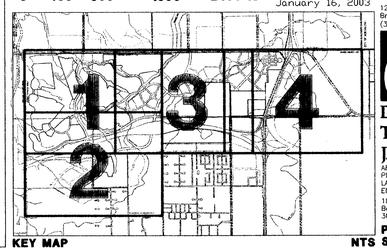
NORTH

0 400 800 1600 2400 ft

SUBMITTAL DATE:
May 7, 2002
REVISION DATE:
August 15, 2002
October 25, 2002
November 27, 2002
December 20, 2002
January 16, 2003

Pulte Homes
12303 Airport Way, Ste130
Broomfield, CO 80021
(303) 404-9605

DOWNING THORPE JAMES
ARCHITECTURE
PLANNING
LANDSCAPE ARCHITECTURE
ENGINEERING
1881 9th St. Ste. 103
Boulder, Colorado 80302
303-443-7533



KEY MAP

NTS

PUD-ALL
SHEET 4

Copyright © All Rights Reserved, Downing, Thorpe & James, Inc. 2002

Downing, Thorpe & James understands and acknowledges that this PUD plan is a public record under the Colorado Public Records Law (C.R.S. 24-72-201 et seq.). As a public record, this PUD plan is subject to inspection and copying by any person. Downing, Thorpe, & James waives and releases the City and County of Broomfield from copyright infringement claims resulting from inspection or copying of the reproduction of this PUD plan by the City and County of Broomfield as a public record.

Drawing:X:\JOBS\T-PULTE\Residential Planning\PUD 1st Amendment - with Golf - Jan 16 2003\PUD-overall.dwg
Layout: Sheet 4
Last Saved by: Jan. 24, 2003-11:26
Date Plot: Jan 31, 2003-11:16

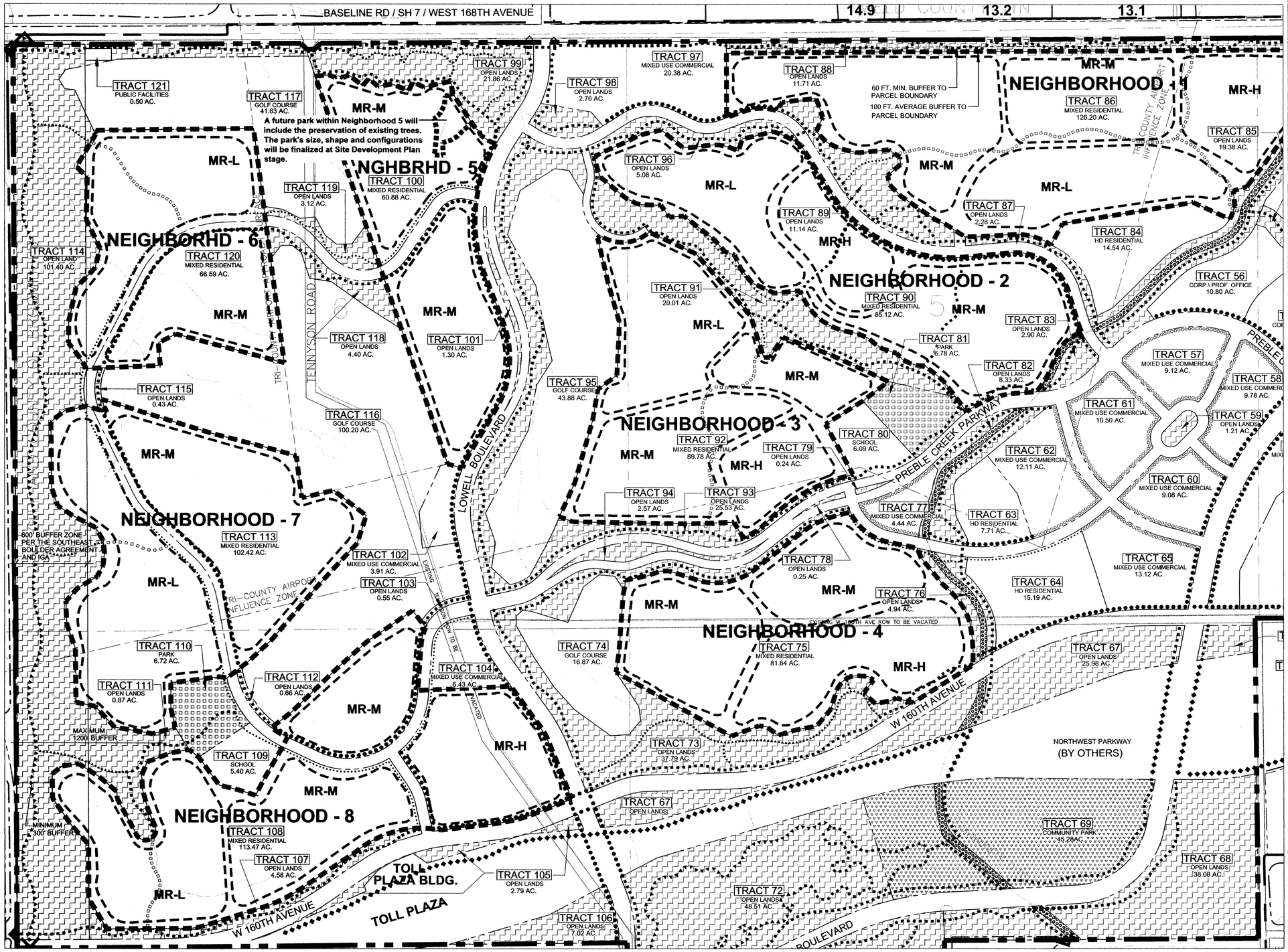
Preble Creek

P.U.D. PLAN AND PRELIMINARY PLAT - FIRST AMENDMENT

P.U.D. PLAN

PORTIONS OF SECTIONS 3,4,5,6,7,8 AND 10, TOWNSHIP 1 SOUTH, RANGE 68 WEST OF THE 6TH PRINCIPAL MERIDIAN
CITY AND COUNTY OF BROOMFIELD, COLORADO

SHEET 5 OF 40



LEGEND

- Community Ditch and Preble Creek
- Park Lands
- Open Lands
- Property not included with P.U.D. and Preliminary Plat Submittal
- Preble Creek Property Line
- Proposed Right-of-way/Tract Boundary
- Sidewalk (8 ft. width)
- Sidewalk (5 ft. width)
- Trail (8 - 10 ft. width, Hard Surface)
- Trail (5 ft. width, Hard Surface)
- Trail (8 ft. width, Soft Surface)
- Trail (3 - 5 ft. width, Soft Surface)
- Urban Sidewalk (Pedestrian Corridor)
- Pedestrian Connection (Exact location, size and material to be determined at SDP)
- Regional Trail (By Others)

GENERAL NOTES:

1: ALL TRACTS SHOWN MAY VARY IN SHAPE, SIZE AND LOCATION, SUBJECT TO SDP APPROVAL. HOWEVER, THE OVERALL MINIMUM OPEN LANDS TOTAL FOR THE PUD SHALL NOT BE REDUCED OR MODIFIED EXCEPT BY PUD AMENDMENT.

2: SHERIDAN BOULEVARD ALIGNMENT PER THE CITY APPROVED I-25 SUB-AREA PLAN.

3: NORTHWEST PARKWAY ALIGNMENT PER THE NORTHWEST PARKWAY PUBLIC HIGHWAY AUTHORITY.

4: ALL RIGHT-OF-WAY LINES WITHIN THE P.U.D. ARE CONCEPTUAL ONLY AND ARE ALLOWED TO BE MODIFIED DURING FINAL PLATTING SO LONG AS THE GENERAL ACCESS "INTENT" AND MINIMUM TRAFFIC REQUIREMENTS MEET CITY OF BROOMFIELD STANDARDS.

5: SPECIFIC ACCESS TO EACH TRACT WILL BE PROVIDED DIRECTLY FROM THE ROADWAY SYSTEMS. ACTUAL ACCESS LOCATIONS AND GEOMETRY WILL BE DETERMINED DURING DETAILED ENGINEERING PHASES AND WILL BE PER CITY STANDARD ENGINEERING PRACTICES AND APPROVAL.

6: A 100 FOOT AVERAGE BUFFER ZONE TO THE PARCEL BOUNDARY OF NEIGHBORHOOD 1 (TRACT 88) WILL BE PROVIDED ALONG SH 7. THIS ZONE (TRACT 88) WILL AVERAGE 100 FEET WITH A MINIMAL DISTANCE NOT LESS THAN 60 FEET MEASURED TO THE PARCEL BOUNDARY.

7: RESIDENTIAL NEIGHBORHOODS MAY INCLUDE MIXED RESIDENTIAL LAND USES, MR-H, M AND L; HIGH, MEDIUM, AND LOW RESPECTIVELY. THESE ARE DEFINED ON SHEET 2 OF THIS DOCUMENT. THE LOCATIONS OF INDIVIDUAL MR-H, MR-M, AND MR-L ARE CONCEPTUAL AND MAY VARY AT EACH SITE DEVELOPMENT PLAN SUBMITTAL.

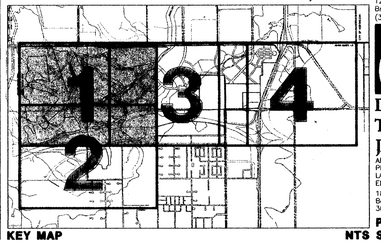
NORTH

0 200 400 800 1200 ft

SUBMITTAL DATE:
May 7, 2002
REVISION DATE:
August 15, 2002
October 25, 2002
November 27, 2002
December 20, 2002
January 16, 2003

Pulte Homes
12303 Airport Way, Ste130
Broomfield, CO 80021
(303) 404-9605

DOWNING THORPE JAMES
ARCHITECTURE
PLANNING
LANDSCAPE ARCHITECTURE
ENGINEERING
1881 9th St., Ste. 103
Boulder, Colorado 80302
303-443-7533



KEY MAP

PUD-1
NTS SHEET 5

Copyright © All Rights Reserved, Downing, Thorpe & James, Inc. 2002

Downing, Thorpe, & James understands and acknowledges that this PUD plan is a public record under the Colorado Public Records Law (C.R.S. 24-72-201 et seq.). As a public record, this PUD plan is subject to inspection and copying by any person. Downing, Thorpe, & James waives and releases the City and County of Broomfield from copyright infringement claims resulting from copying or the reproduction of this PUD plan by the City and County of Broomfield as a public record.

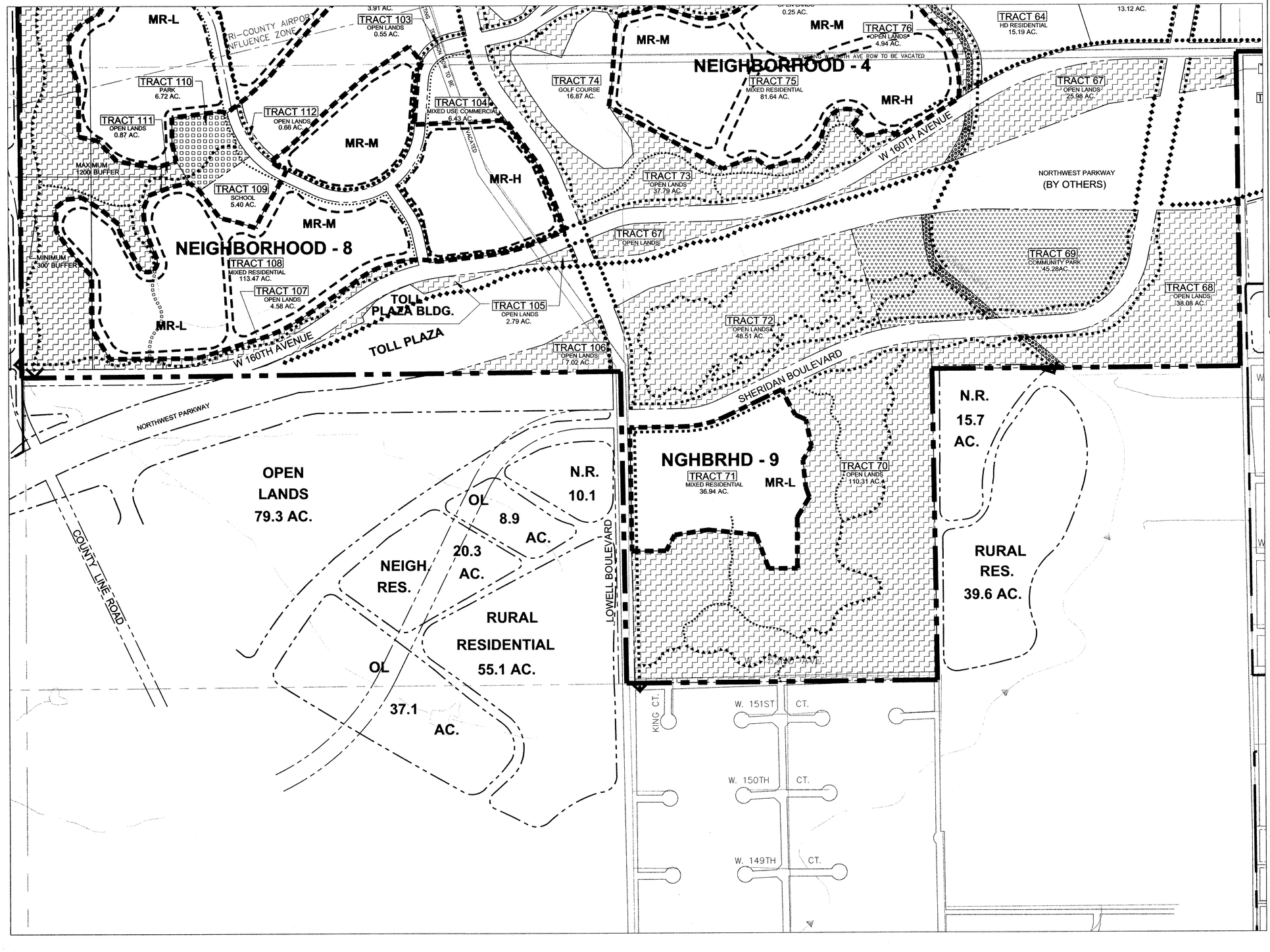
Preble Creek

P.U.D. PLAN AND PRELIMINARY PLAT - FIRST AMENDMENT

P.U.D. PLAN

PORTIONS OF SECTIONS 3,4,5,6,7,8 AND 10, TOWNSHIP 1 SOUTH, RANGE 68 WEST OF THE 6TH PRINCIPAL MERIDIAN
CITY AND COUNTY OF BROOMFIELD, COLORADO

SHEET 6 OF 40



LEGEND

- Community Ditch and Preble Creek
- Park Lands
- Open Lands
- Property not included with P.U.D. and Preliminary Plat Submittal
- Preble Creek Property Line
- Proposed Right-of-way/Tract Boundary
- Sidewalk (8 ft. width)
- Sidewalk (5 ft. width)
- Trail (8 - 10 ft. width, Hard Surface)
- Trail (5 ft. width, Hard Surface)
- Trail (8 ft. width, Soft Surface)
- Trail (3 - 5 ft. width, Soft Surface)
- Urban Sidewalk (Pedestrian Corridor)
- Pedestrian Connection (Exact location, size and material to be determined at SDP)
- Regional Trail (By Others)

GENERAL NOTES:

1: ALL TRACTS SHOWN MAY VARY IN SHAPE, SIZE AND LOCATION, SUBJECT TO SDP APPROVAL. HOWEVER, THE OVERALL MINIMUM OPEN LANDS TOTAL FOR THE PUD SHALL NOT BE REDUCED OR MODIFIED EXCEPT BY PUD AMENDMENT.

2: SHERIDAN BOULEVARD ALIGNMENT PER THE CITY APPROVED I-25 SUB-AREA PLAN.

3: NORTHWEST PARKWAY ALIGNMENT PER THE NORTHWEST PARKWAY PUBLIC HIGHWAY AUTHORITY.

4: ALL RIGHT-OF-WAY LINES WITHIN THE P.U.D. ARE CONCEPTUAL ONLY AND ARE ALLOWED TO BE MODIFIED DURING FINAL PLATTING SO LONG AS THE GENERAL ACCESS "INTENT" AND MINIMUM TRAFFIC REQUIREMENTS MEET CITY OF BROOMFIELD STANDARDS.

5: SPECIFIC ACCESS TO EACH TRACT WILL BE PROVIDED DIRECTLY FROM THE ROADWAY SYSTEMS. ACTUAL ACCESS LOCATIONS AND GEOMETRY WILL BE DETERMINED DURING DETAILED ENGINEERING PHASES AND WILL BE PER CITY STANDARD ENGINEERING PRACTICES AND APPROVAL.

6: A 100 FOOT AVERAGE BUFFER ZONE TO THE PARCEL BOUNDARY OF NEIGHBORHOOD 1 (TRACT 88) WILL BE PROVIDED ALONG SH 7. THIS ZONE (TRACT 88) WILL AVERAGE 100 FEET WITH A MINIMAL DISTANCE NOT LESS THAN 60 FEET MEASURED TO THE PARCEL BOUNDARY.

7: RESIDENTIAL NEIGHBORHOODS MAY INCLUDE MIXED RESIDENTIAL LAND USES, MR-H, M AND L; HIGH, MEDIUM, AND LOW RESPECTIVELY. THESE ARE DEFINED ON SHEET 2 OF THIS DOCUMENT. THE LOCATIONS OF INDIVIDUAL MR-H, MR-M, AND MR-L ARE CONCEPTUAL AND MAY VARY AT EACH SITE DEVELOPMENT PLAN SUBMITTAL.

NORTH

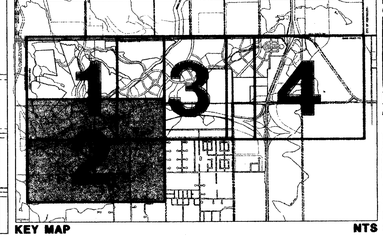
0 200 400 800 1200 ft

SUBMITTAL DATE:
May 7, 2002
REVISION DATE:
August 15, 2002
October 25, 2002
November 27, 2002
December 20, 2002
January 16, 2003

Pulte Homes
12303 Airport Way, Ste130
Broomfield, CO 80021
(303) 404-9605

DOWNING THORPE JAMES
ARCHITECTURE
PLANNING
LANDSCAPE ARCHITECTURE
ENGINEERING
1881 9th St., Ste. 103
Boulder, Colorado 80302
303-443-7533

PUD-2



KEY MAP NTS SHEET 6

Copyright © All Rights Reserved. Downing, Thorpe & James, Inc. 2002

Downing, Thorpe, & James understands and acknowledges that this PUD plan is a public record under the Colorado Public Records Law (C.R.S. 24-72-201 et seq.). As a public record, this PUD plan is subject to inspection and copying by any person. Downing, Thorpe, & James waives and releases the City and County of Broomfield from copyright infringement claims resulting from copying or the reproduction of this PUD plan by the City and County of Broomfield as a public record.

Drawing:X:\0003-PULTE\Residential Planning\PUD 1st Amendment - mth 6of7 - Jan 16 2003\PUD-2.dwg
Layout:2 of 4
Date/Time:Jul. 31, 2003-11:44
Log:h.chumphrey

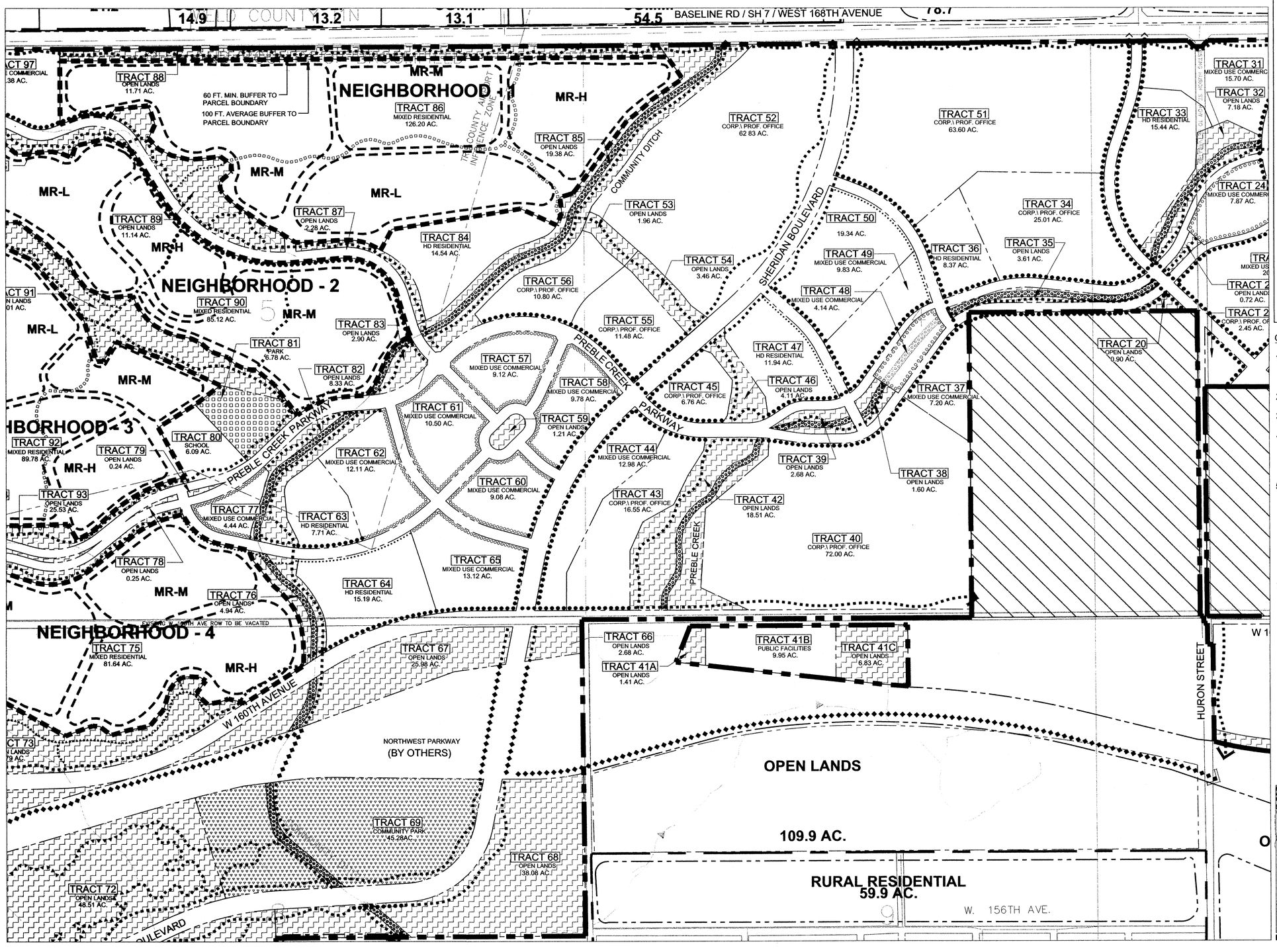
Preble Creek

P.U.D. PLAN AND PRELIMINARY PLAT - FIRST AMENDMENT

P.U.D. PLAN

PORTIONS OF SECTIONS 3,4,5,6,7,8 AND 10, TOWNSHIP 1 SOUTH, RANGE 68 WEST OF THE 6TH PRINCIPAL MERIDIAN
CITY AND COUNTY OF BROOMFIELD, COLORADO

SHEET 7 OF 40



LEGEND

- Community Ditch and Preble Creek
- Park Lands
- Open Lands
- Property not included with P.U.D. and Preliminary Plat Submittal
- Preble Creek Property Line
- Proposed Right-of-way/Tract Boundary
- Sidewalk (8 ft. width)
- Sidewalk (5 ft. width)
- Trail (8 - 10 ft. width, Hard Surface)
- Trail (5 ft. width, Hard Surface)
- Trail (8 ft. width, Soft Surface)
- Trail (3 - 5 ft. width, Soft Surface)
- Urban Sidewalk (Pedestrian Corridor)
- Pedestrian Connection (Exact location, size and material to be determined at SDP)
- Regional Trail (By Others)

GENERAL NOTES:

1: ALL TRACTS SHOWN MAY VARY IN SHAPE, SIZE AND LOCATION, SUBJECT TO SDP APPROVAL. HOWEVER, THE OVERALL MINIMUM OPEN LANDS TOTAL FOR THE PUD SHALL NOT BE REDUCED OR MODIFIED EXCEPT BY PUD AMENDMENT.

2: SHERIDAN BOULEVARD ALIGNMENT PER THE CITY APPROVED I-25 SUB-AREA PLAN.

3: NORTHWEST PARKWAY ALIGNMENT PER THE NORTHWEST PARKWAY PUBLIC HIGHWAY AUTHORITY.

4: ALL RIGHT-OF-WAY LINES WITHIN THE P.U.D. ARE CONCEPTUAL ONLY AND ARE ALLOWED TO BE MODIFIED DURING FINAL PLATTING SO LONG AS THE GENERAL ACCESS "INTENT" AND MINIMUM TRAFFIC REQUIREMENTS MEET CITY OF BROOMFIELD STANDARDS.

5: SPECIFIC ACCESS TO EACH TRACT WILL BE PROVIDED DIRECTLY FROM THE ROADWAY SYSTEMS. ACTUAL ACCESS LOCATIONS AND GEOMETRY WILL BE DETERMINED DURING DETAILED ENGINEERING PHASES AND WILL BE PER CITY STANDARD ENGINEERING PRACTICES AND APPROVAL.

6: A 100 FOOT AVERAGE BUFFER ZONE TO THE PARCEL BOUNDARY OF NEIGHBORHOOD 1 (TRACT 88) WILL BE PROVIDED ALONG SH 7. THIS ZONE (TRACT 88) WILL AVERAGE 100 FEET WITH A MINIMAL DISTANCE NOT LESS THAN 60 FEET MEASURED TO THE PARCEL BOUNDARY.

7: RESIDENTIAL NEIGHBORHOODS MAY INCLUDE MIXED RESIDENTIAL LAND USES, MR-H, M AND L; HIGH, MEDIUM, AND LOW RESPECTIVELY. THESE ARE DEFINED ON SHEET 2 OF THIS DOCUMENT. THE LOCATIONS OF INDIVIDUAL MR-H, MR-M, AND MR-L ARE CONCEPTUAL AND MAY VARY AT EACH SITE DEVELOPMENT PLAN SUBMITTAL.

NORTH

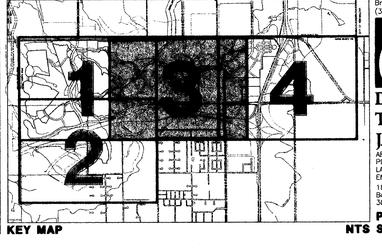
0 200 400 800 1200 ft

SUBMITTAL DATE:
May 7, 2002
REVISION DATE:
August 15, 2002
October 25, 2002
November 27, 2002
December 20, 2002
January 16, 2003

Pulte Homes
12303 Airport Way, Ste130
Broomfield, CO 80021
(303) 404-9605

DOWNING THORPE JAMES
ARCHITECTURE
PLANNING
LANDSCAPE ARCHITECTURE
ENGINEERING
1881 9th St., Ste. 103
Boulder, Colorado 80302
303-443-7533

PUD-3



KEY MAP

NTS SHEET 7

Copyright © All Rights Reserved, Downing, Thorpe & James, Inc. 2002

Downing, Thorpe, & James understands and acknowledges that this PUD plan is a public record under the Colorado Public Records Law (C.R.S. 24-72-201 et seq.). As a public record, this PUD plan is subject to inspection and copying by any person. Downing, Thorpe, & James waives and releases the City and County of Broomfield from copyright infringement claims resulting from copying or the reproduction of this PUD plan by the City and County of Broomfield as a public record.

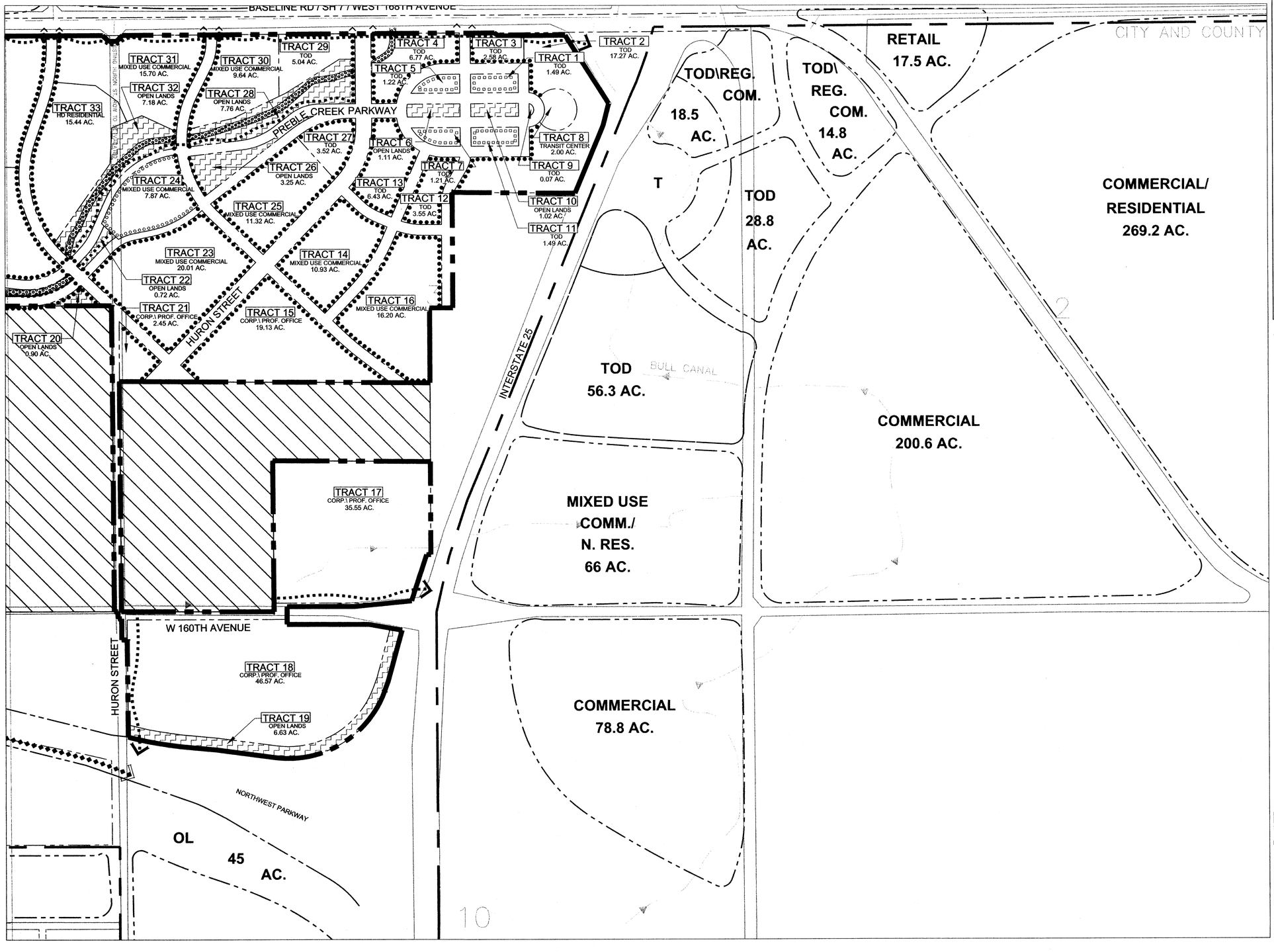
Preble Creek

P.U.D. PLAN AND PRELIMINARY PLAT - FIRST AMENDMENT

P.U.D. PLAN

PORTIONS OF SECTIONS 3,4,5,6,7,8 AND 10, TOWNSHIP 1 SOUTH, RANGE 68 WEST OF THE 6TH PRINCIPAL MERIDIAN
CITY AND COUNTY OF BROOMFIELD, COLORADO

SHEET 8 OF 40



LEGEND

- Community Ditch and Preble Creek
- Park Lands
- Open Lands
- Property not included with P.U.D. and Preliminary Plat Submittal
- Preble Creek Property Line
- Proposed Right-of-way/Tract Boundary
- Sidewalk (8 ft. width)
- Sidewalk (5 ft. width)
- Trail (8 - 10 ft. width, Hard Surface)
- Trail (5 ft. width, Hard Surface)
- Trail (8 ft. width, Soft Surface)
- Trail (3 - 5 ft. width, Soft Surface)
- Urban Sidewalk (Pedestrian Corridor)
- Pedestrian Connection (Exact location, size and material to be determined at SDP)
- Regional Trail (By Others)

GENERAL NOTES:

1: ALL TRACTS SHOWN MAY VARY IN SHAPE, SIZE AND LOCATION, SUBJECT TO SDP APPROVAL. HOWEVER, THE OVERALL MINIMUM OPEN LANDS TOTAL FOR THE PUD SHALL NOT BE REDUCED OR MODIFIED EXCEPT BY PUD AMENDMENT.

2: SHERIDAN BOULEVARD ALIGNMENT PER THE CITY APPROVED I-25 SUB-AREA PLAN.

3: NORTHWEST PARKWAY ALIGNMENT PER THE NORTHWEST PARKWAY PUBLIC HIGHWAY AUTHORITY.

4: ALL RIGHT-OF-WAY LINES WITHIN THE P.U.D. ARE CONCEPTUAL ONLY AND ARE ALLOWED TO BE MODIFIED DURING FINAL PLATTING SO LONG AS THE GENERAL ACCESS "INTENT" AND MINIMUM TRAFFIC REQUIREMENTS MEET CITY OF BROOMFIELD STANDARDS.

5: SPECIFIC ACCESS TO EACH TRACT WILL BE PROVIDED DIRECTLY FROM THE ROADWAY SYSTEMS. ACTUAL ACCESS LOCATIONS AND GEOMETRY WILL BE DETERMINED DURING DETAILED ENGINEERING PHASES AND WILL BE PER CITY STANDARD ENGINEERING PRACTICES AND APPROVAL.

6: A 100 FOOT AVERAGE BUFFER ZONE TO THE PARCEL BOUNDARY OF NEIGHBORHOOD 1 (TRACT 88) WILL BE PROVIDED ALONG SH 7. THIS ZONE (TRACT 88) WILL AVERAGE 100 FEET WITH A MINIMAL DISTANCE NOT LESS THAN 60 FEET MEASURED TO THE PARCEL BOUNDARY.

7: RESIDENTIAL NEIGHBORHOODS MAY INCLUDE MIXED RESIDENTIAL LAND USES, MR-H, M AND L; HIGH, MEDIUM, AND LOW RESPECTIVELY. THESE ARE DEFINED ON SHEET 2 OF THIS DOCUMENT. THE LOCATIONS OF INDIVIDUAL MR-H, MR-M, AND MR-L ARE CONCEPTUAL AND MAY VARY AT EACH SITE DEVELOPMENT PLAN SUBMITTAL.

NORTH

0 200 400 800 1200 ft

SUBMITTAL DATE:
May 7, 2002
REVISION DATE:
August 15, 2002
October 25, 2002
November 27, 2002
December 20, 2002
January 16, 2003

KEY MAP

Pulte Homes
12303 Airport Way, Ste130
Broomfield, CO 80021
(303) 404-9605

DOWNING THORPE JAMES
ARCHITECTURE
PLANNING
LANDSCAPE ARCHITECTURE
ENGINEERING
1881 9th St., Ste. 103
Boulder, Colorado 80302
303-443-7533

PUD-4

NTS SHEET 8

Copyright © All Rights Reserved, Downing, Thorpe & James, Inc. 2002

Downing, Thorpe & James understands and acknowledges that this PUD plan is a public record under the Colorado Public Records Law (C.R.S. 24-72-201 et seq.). As a public record, this PUD plan is subject to inspection and copying by any person. Downing, Thorpe & James waives and releases the City and County of Broomfield from copyright infringement claims resulting from copying or the reproduction of this PUD plan by the City and County of Broomfield as a public record.

Drawing: X:\0003T-PLTE\Residential Planning\PUD 1st Amendment - with Golf - Jan 16 2003\PUD.dwg
Layout: 4 of 40
Date/Time: Mon Jan 27, 2003-14:55
Date/Time: Jul 31, 2002-11:45
Log-in: chumphrey

Xrefs: X:\0003T-PLTE\Residential Planning\PUD 1st Amendment - with Golf - Jan 16 2003\TL-PKD.dwg
X:\0003T-PLTE\Residential Planning\PUD 1st Amendment - with Golf - Jan 16 2003\BSE-EX.dwg
X:\0003T-PLTE\Residential Planning\PUD 1st Amendment - with Golf - Jan 16 2003\CONTOURS.dwg
X:\0003T-PLTE\Residential Planning\PUD 1st Amendment - with Golf - Jan 16 2003\STREETNAMES.dwg
X:\0003T-PLTE\Residential Planning\PUD 1st Amendment - with Golf - Jan 16 2003\PROPLINE.dwg
X:\0003T-PLTE\Residential Planning\PUD 1st Amendment - with Golf - Jan 16 2003\LANDSCAPE.dwg
X:\0003T-PLTE\Residential Planning\PUD 1st Amendment - with Golf - Jan 16 2003\TRACT NUM.dwg
X:\0003T-PLTE\Residential Planning\PUD 1st Amendment - with Golf - Jan 16 2003\TRACTS.dwg
X:\0003T-PLTE\Residential Planning\PUD 1st Amendment - with Golf - Jan 16 2003\FUTURE PARK.dwg

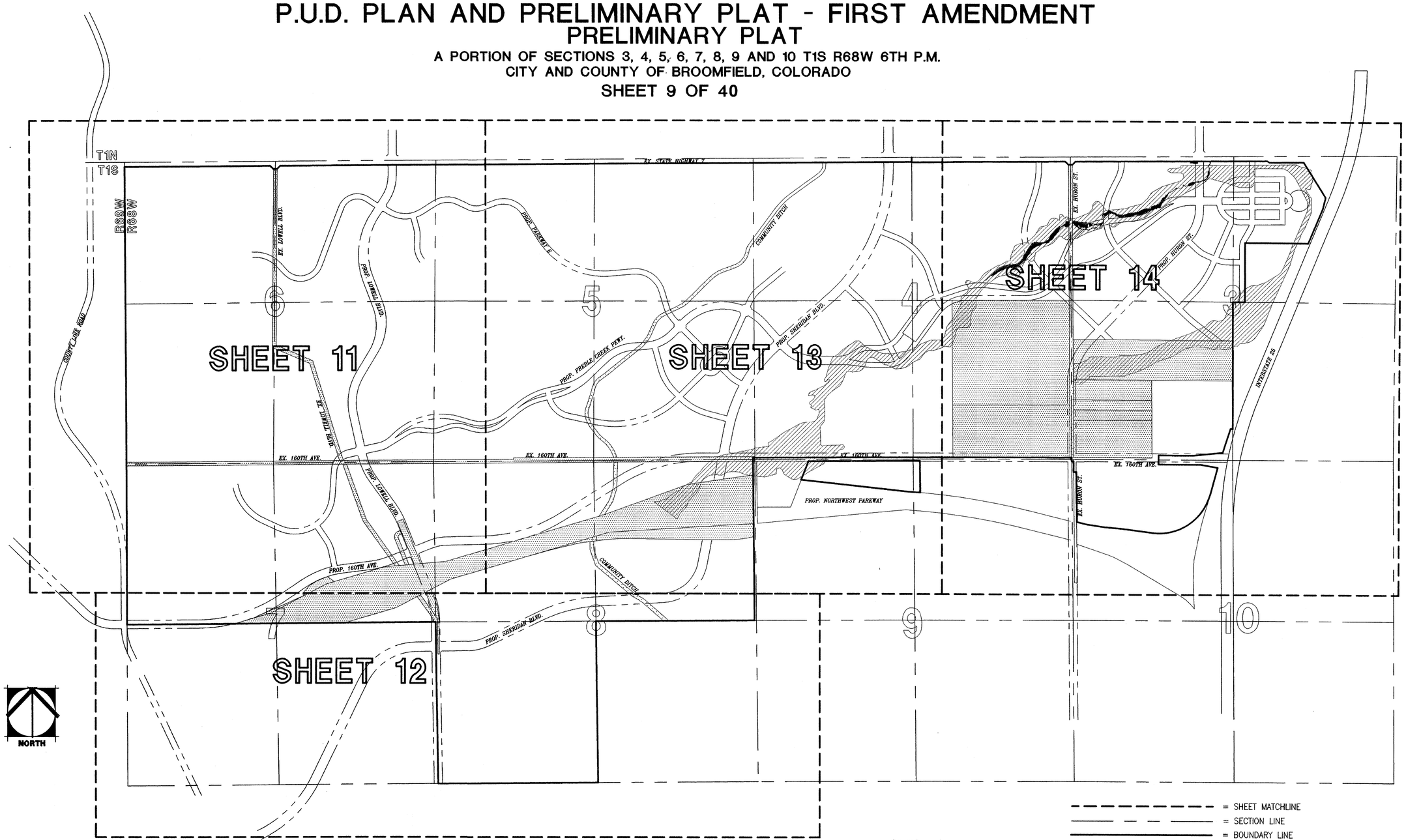
Preble Creek

P.U.D. PLAN AND PRELIMINARY PLAT - FIRST AMENDMENT

PRELIMINARY PLAT

A PORTION OF SECTIONS 3, 4, 5, 6, 7, 8, 9 AND 10 T1S R68W 6TH P.M.
CITY AND COUNTY OF BROOMFIELD, COLORADO

SHEET 9 OF 40



SHEET INDEX

0 400 800 1600 2400 ft

= SHEET MATCHLINE
= SECTION LINE
= BOUNDARY LINE
= EXISTING ROAD OR EXCLUSION PARCEL
= "ZONE A" OF FLOOD INSURANCE RATE MAP
= JURISDICTIONAL WETLANDS

SUBMITTAL DATE:
August 15, 2002
REVISION DATE:
January 16, 2003

Carter :: Burgess

216 16th Street, Suite 1700
Denver, Colorado 80202
(303) 820-5240 FAX (303) 820-5272

PLAT-ALL
SHEET 9

Preble Creek

P.U.D. PLAN AND PRELIMINARY PLAT - FIRST AMENDMENT

PRELIMINARY PLAT

A PORTION OF SECTIONS 3, 4, 5, 6, 7, 8, 9 AND 10 T1S R68W 6TH P.M.

CITY AND COUNTY OF BROOMFIELD, COLORADO

SHEET 10 OF 40

PROPERTY DESCRIPTION

A parcel of land lying in a portion of Sections 3, 4, 5, 6, 7, 8, & 10, Township 1 South, Range 68 West, of the 6th Principal Meridian, City and County of Broomfield, Colorado, being more particularly described as follows:

COMMENCING at the North Quarter Corner of said Section 4 (found illegible 2" Alum cap in a range box);
WHENCE the Center Quarter Corner of said Section 4 (2 ½" Alum sleeve on an axle "AM Hascall PLS 23500") bears S00°21'07"E a distance of 2353.26 feet;
THENCE S00°21'07"E along the easterly line of the Northwest Quarter of said Section 4, a distance of 75.00 feet to the POINT OF BEGINNING;
THENCE the following three (3) courses along the westerly, southerly and easterly lines of a parcel of land described in Book 255 Page 434 Recorded at the Adams County Clerk and Recorder's Office on June 1, 1939:
1. Continuing S00°21'07"E along the easterly line of the Northwest Quarter of said Section 4 a distance of 5.00 feet;
2. THENCE N89°36'52"E along a line being 80 feet southerly of and parallel with the northerly line of the Northeast Quarter of said Section 4 a distance of 679.56 feet;
3. THENCE N01°54'58"W a distance of 5.00 feet;
THENCE the following (8) eight courses along the southerly line of Colorado Department of Highways Federal Aid Project No. S0048(1) State Highway No.7 1964:
1. N89°36'52"E along a line being 75 feet southerly of and parallel with the south line of the Southeast Quarter of Section 33, Township 1 North, Range 68 West a distance of 1409.54 feet;
2. THENCE N89°36'49"E along a line being 75 feet southerly of and parallel with the northerly line of the Northeast Quarter of said Section 4 a distance of 432.04 feet;
3. THENCE S45°23'04"E a distance of 70.78 feet;
4. THENCE N89°56'11"E a distance of 3.00 feet to the westerly line of Huron Street;
5. THENCE N89°50'15"E a distance of 60.00 feet to the easterly line of Huron Street;
6. THENCE continuing N89°50'15"E a distance of 3.00 feet;
7. THENCE N44°24'33"E a distance of 70.91 feet;
8. THENCE N89°36'38"E along a line being 75 feet southerly of and parallel with the north line of said Section 3 a distance of 3144.40 feet;
THENCE the following six (6) courses along the northerly, easterly, and southerly lines of a parcel of land described in Book 3240 at Page 664 recorded on December 5, 1986 in the Adams County Clerk and Recorders Office:
1. S56°33'15"E a distance of 44.90 feet;
2. THENCE N89°36'38"E along a line being 100 feet southerly of and parallel with the northerly line of said Section 3 a distance of 563.47 feet;
3. THENCE S32°20'16"E a distance of 682.68 feet;
4. THENCE S14°21'55"W along the westerly line of Colorado Department of Highways Federal Aid Project No. I-25-3(41)218 Section 1 Valley Highway 1974 a distance of 192.09 feet;
5. THENCE S22°30'02"W continuing along said westerly line a distance of 618.73 feet;
6. THENCE N89°39'34"W a distance of 1039.34 feet;
THENCE S00°11'30"E along the westerly line of a parcel of land described in Book 3240 at Page 664 recorded on December 5, 1986 in said Adams County Clerk and Recorders Office a distance of 973.98 feet to a point on the southerly line of the Northeast Quarter of said Section 3;
THENCE N89°39'32"W along said southerly line of the Northeast Quarter of Section 3 a distance of 197.06 feet to the Center Quarter Corner of said Section 3;
THENCE S00°08'03"E along the easterly line of the Southwest Quarter of said Section 3 a distance of 2083.66 feet;
THENCE the following two (2) courses along the northerly and westerly lines of proposed Northwest Parkway Highway Authority Parcel TK-1C signed and sealed by Lee Lovell PLS 24960 on June 21, 2001:
1. S88°53'44"W a distance of 36.43 feet;
2. THENCE S17°57'18"W a distance of 409.99 feet;
THENCE S84°18'00"W along the northerly line of Parcel No. 1 Rev. Project No. I 25-3(41)218 Section 1 Valley Highway as described in Book 1658, Page 213, Adams County Clerk and Recorder's Office a distance of 487.32 feet;
THENCE N89°53'11"W along the northerly line of proposed Northwest Parkway Highway Authority Parcel TK-1C-1 a distance of 567.57 feet;
THENCE S00°06'34"W along the westerly lines and the extension thereof of proposed Northwest Parkway Highway Authority Parcels TK-1C-1 and TK-1E-1 a distance of 150.00 feet;
THENCE S89°53'11"E along the southerly line of said proposed Northwest Parkway Highway Authority Parcel TK-1E-1 a distance of 694.42 feet;
THENCE S80°07'36"E along the southerly line of Colorado Department of Highways Federal Aid Project No I 002-1(12) State Highway No. 185 a distance of 281.80 feet;
THENCE S15°17'59"W along the westerly line of E-470 Public Highway Authority Parcel TK-248 REV-1 as described in Reception No. C0804734, recorded at Adams County Clerk and Recorder's Office on 5/23/2001 a distance of 448.86 feet;
THENCE the following eight (8) courses along the northerly and easterly lines of proposed Northwest Parkway Highway Authority Parcel TK-1E signed and sealed by Lee Lovell PLS 24960 on June 21, 2001:
1. S20°09'11"W tangent with the following described curve a distance of 86.52 feet;
2. THENCE along the arc of a curve to the right, having a central angle of 77°23'21", a radius of 864.93 feet, a chord bearing S58°50'51"W a distance of 1081.45 feet, and an arc distance of 1168.26 feet;
3. THENCE N82°27'28"W tangent with the last described curve a distance of 501.80 feet;
4. THENCE N84°44'54"W a distance of 300.24 feet;
5. THENCE N82°27'28"W tangent with the following described curve a distance of 106.30 feet;
6. THENCE along the arc of a curve to the right, having a central angle of 7°10'01", a radius of 2774.79 feet, a chord bearing N78°52'29"W a distance of 346.86 feet, and an arc distance of 347.09 feet;
7. THENCE N00°33'22"W along a line being 75.00 feet easterly of and parallel with the westerly line of the Northwest Quarter of said Section 10 being non-tangent with the last described curve a distance of 819.96 feet;
8. THENCE S89°26'36"W a distance of 45.00 feet;
THENCE N00°33'22"W along a line being 30 feet easterly of and parallel with the westerly line of the Northwest Quarter of said Section 10 a distance of 178.39 feet to the southerly line of 160th Avenue;
THENCE N89°53'11"W along the southerly line of 160th Avenue being 30.00 feet southerly of and parallel with the northerly line of the Northwest Quarter of said Section 10 a distance of 30.00 feet;
THENCE N00°33'23"W along the westerly line of the Northwest Quarter of said Section 10 a distance of 30.00 feet to the Northwest Corner of said Section 10;
THENCE N00°25'16"W along the westerly line of the Southwest Quarter of said Section 3 a distance of 30.00 feet to the northerly line of 160th Avenue;
THENCE S89°48'02"W along a line being 30 feet northerly of and parallel with the southerly line of the Southeast Quarter of said Section 4 a distance of 2608.96 feet;
THENCE S89°47'54"W along a line being 30 feet northerly of and parallel with the southerly line of the Southwest Quarter of said Section 4 a distance of 2608.76 feet;
THENCE S89°32'08"W along a line being 30 feet northerly of and parallel with the southerly line of the Southeast Quarter of said Section 5 a distance of 30.00 feet;
THENCE S00°20'49"E along a line being 30 feet westerly of and parallel with the easterly line of the Southeast Quarter of said Section 5 a distance of 30.00 feet;
THENCE S00°33'06"E along a line being 30 feet westerly of and parallel with the easterly line of the Northeast Quarter of said Section 8 a distance of 2641.70 feet;
THENCE S89°38'16"W along the southerly line of the Northeast Quarter of said Section 8 a distance of 2617.05 feet to the Center Quarter Corner of said Section 8;
THENCE S00°47'51"E along the easterly line of the Southwest Quarter of said Section 8 a distance of 2644.48 feet;
THENCE S89°35'07"W along the southerly line of the Southwest Quarter of said Section 8 a distance of 2640.55 feet;
THENCE N00°55'27"W along the westerly line of said Southwest Quarter a distance of 2647.10 feet;
THENCE S89°26'43"W along the northerly line of the Southeast Quarter of said Section 7 a distance of 2628.07 feet to the Center Quarter Corner of Said Section 7;
THENCE S89°27'53"W along the northerly line of the Southwest Quarter of said Section 7 a distance of 2462.38 feet to the West Quarter Corner of said Section 7
THENCE N00°10'29" W along the westerly line of the Northwest Quarter of said Section 7 a distance of 2641.31 feet to the Northwest Corner of said Section 7;
THENCE N00°15'39"W along the westerly line of the Southwest Quarter of said Section 6 a distance of 2634.52 feet to the West Quarter Corner of said Section 6;
THENCE N00°14'51"W along the westerly line of the Northwest Quarter of said Section 6 a distance of 2260.19 feet;
THENCE N89°40'36"E along a line being 75' southerly of and parallel with the northerly line of said Northwest Quarter a distance of 2402.18 feet;
THENCE the following three (3) courses along the southerly line of Colorado Department of Highways Federal Aid Project No. S0048(1) State Highway No.7 1964:
1. S45°11'46"E a distance of 70.55 feet;
2. THENCE N89°40'36"E a distance of 5.00 feet;
3. THENCE N89°40'36"E a distance of 30.00 feet;
THENCE the following two (2) courses along the southerly line of a parcel of land described in Book 1165 at Page 354, recorded at the Adams County Clerk & Recorder's Office:
1. N89°40'36"E a distance of 30.00 feet;
2. THENCE N44°40'38"E a distance of 70.71 feet;
THENCE N89°40'36"E along a line being 75'southerly of and parallel with the Northeast Quarter of said Section 6 a distance of 2563.28 feet;
THENCE N89°37'11"E along a line being 75'southerly of and parallel with the Northwest Quarter of said Section 5 a distance of 2614.20 feet;
THENCE N89°38'18"E along a line being 75'southerly of and parallel with the Northeast Quarter of said Section 5 a distance of 2614.35 feet;
THENCE N89°35'50"E along a line being 75'southerly of and parallel with the Northwest Quarter of said Section 4 a distance a distance of 2606.87 feet to the POINT OF BEGINNING.

Containing 2926.453 Acres, more or less.

And also:

Portions of Lots 4, 5, 6 and 7 of WILCOX SUBDIVISION, recorded in Book 1 at Page 16 in the Adams County, Colorado Clerk and Recorders Office, all being in the North Half of Section 9, Township 1 South, Range 68 West of the 6th Principal Meridian, City and County of Broomfield, Colorado, being more particularly described as follows:

COMMENCING at the Northwest corner of said Section 9 (found 3 ¼ " aluminum cap on a 1" axle stamped "LS 13155");
WHENCE the North Quarter corner of said Section 9 (found 3 ¼" aluminum cap on a 1 ½" pipe stamped "LS 7276") bears N89°47'54"E a distance of 2608.78 feet;
THENCE S00°33'06"E along the westerly line of the Northwest Quarter of said Section 9 a distance of 30.00 feet;
THENCE N89°47'54"E along a line being 30.00 feet southerly of and parallel with the northerly line of the Northwest Quarter of said Section 9 a distance of 883.05 feet to the POINT OF BEGINNING;
THENCE continuing N89°47'54"E a distance of 1725.78 feet to a point on the easterly line of said Northwest Quarter of Section 9;
THENCE N89°48'02"E along a line being 30.00 feet southerly of and parallel with the northerly line of said Northeast Quarter a distance of 111.00 feet to the Northwest Corner of a parcel of land described in Book 5648 at Page 3 recorded at said Adams County Clerk and Recorder's Office;
THENCE S00°39'08"E along the westerly line of said Book 5648, Page 3, being 111.00 feet easterly of and parallel with the westerly line of said Lot 4, WILCOX SUBDIVISION, also being 111.00 feet easterly of and parallel with the easterly line of the Northwest Quarter of said Section 9 and being non-tangent with the following described curve a distance of 516.75 feet;
THENCE the following two (2) courses along the northerly line of a parcel of land described in Book 3529 at Page 512 recorded at the Adams County Clerk and Recorder's Office;
1. along the arc of a curve to the left, having a central angle of 1°03'56", a radius of 11609.19 feet, a chord bearing of N85°47'37"W a distance of 215.90 feet, and an arc distance of 215.90 feet;
2. THENCE N83°46'37"W non-tangent with the last described curve a distance of 1757.48 feet;
THENCE N21°30'46"E along the easterly line of a parcel of land described in Book 3529 at Page 508 recorded at said Adams County Clerk and Recorder's Office a distance of 326.66 feet to the POINT OF BEGINNING.

Containing 18.176 Acres, more or less.

Containing 2944.629 Total Gross Acres, more or less.

Except:

1) Huron East Parcels (Simpson(Bk. 2911 Pg. 402 8/28/84), Duran(Bk. 4460 Pg. 263 1/31/95), Frederick(Bk. 2853 Pg. 951 3/27/84), Wennstedt(Bk. 5858 Pg. 664 8/16/99) & North Huron Inv.(Bk. 2930 Pg. 572 10/24/84))
=77.677 Acres+-

2) Huron West Parcels (Harmoush(Bk. 6151 Pg. 457 6/7/00), Adams Parcels A & B(Bk. 2929 Pg. 579 10/22/84))
= 114.050 Acres +-

3) Book 3517 Page 192 (City of Broomfield)
= 91.445 Acres +-

4) 160th Avenue (60' ROW) & Book 2401 Page 606 (20' wide) through the northerly line of Sections 7 and 8 and the southerly lines of Sections 5 and 6
= 16.065 Acres+-

5) Huron Street (60' ROW) from Hwy. 7 to 160th Ave.& 160th Ave. (60' ROW) from Huron St. to the westerly lines and extension thereof of said proposed Northwest Parkway Highway Authority Parcels TK-1C-1 & TK 1E-1
= 8.598 Acres+-

6) Lowell Boulevard (60' ROW) from the southerly line of State Highway 7 to the northerly line of 160th Avenue
= 7.270 Acres +-

7) Lowell Boulevard (60' ROW) from the southerly line of 160th Avenue to the northerly line of Book 3517 Page 192
= 2.612 Acres +-

8) Lowell Boulevard (60' ROW) from the southerly line to the southerly line of Book 3517 Page 192 to the northerly line SE 1/4 of Sec. 7 and the northerly line SW 1/4 of Sec. 8
= 0.713 Acres +-

9) Book 47 Page 28 (Community Ditch 60' ROW) from the southerly line of 160th Avenue to the northerly line of Book 3517 Page 192
= 1.276 Acres +-

10) Book 47 Page 28 (Community Ditch 60' ROW) from the southerly line of TK-8-RT & TK-7&8 RT to the northerly line of the Southeast Quarter of Section 8
= 2.562 Acres +-

11) Book 33 Page 338 (Community Ditch 50' ROW) north of 160th Avenue to the easterly line of Section 5
= 5.745 Acres +-

12-17) The following parcels as described in Contract for Sale between THE NORTHWEST PARKWAY PUBLIC HIGHWAY AUTHORITY and PULTE HOME CORPORATION executed on 10/08/01;
TK-7 RT (12) (10.616 Acres +-), TK-8 RT (13) (0.490 Acres +-), TK-8&10 RT (14) (1.327 Acres +-), TK-10 LT (15) (1.771 Acres +-), TK-10-2 RT (16) (0.016 Acres +-), TK-10-3 LT (17) (1.636 Acres +-)
= 15.856 Acres+-

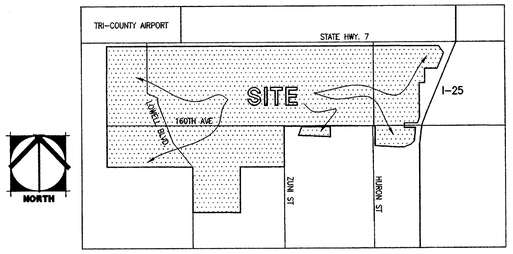
18) Parcel TK-7&8 RT (0.106 Acres +-) as described in Contract for Sale between THE NORTHWEST PARKWAY PUBLIC HIGHWAY AUTHORITY and PULTE HOME CORPORATION executed on 10/31/01;
= 0.106 Acres +-

19) Proposed parcel TK-10-6 LT (0.856 Acres +-) as described by job # 20035-001.16 (Western States Surveying, Inc.) and certified by Lee E. Lovell (PLS 24960) on 11/28/01;
=0.856 Acres +-

Total Exceptions	= 344.831 Acres +-
Total Net Acreage	= 2599.798 Acres +-
Total P.U.D./Preliminary Plat Acreage Including Exceptions 4-11, 14-16, 19	= 2648.609 Acres +-

This property description does not depict an on the ground field survey.
Reviewed By: Kenneth W. Carlson, PLS 24942

Kenneth W. Carlson PLS 24942
For and on behalf of Carter & Burgess, Inc.
216 16th Street Mall, Suite 1700
Denver, CO 80202
(303) 820-5280 _____
Date



VICINITY MAP
N.T.S.

FLOOD ELEVATION NOTE

The Flood Zones shown hereon are as shown on the Federal Emergengy Management Agency, National Flood Insurance Program, Flood Insurance Rate Map for Adams County, Colorado, Community Panel Number 08001C0010 G dated August 16, 1995 & 08001C0030 G dated August 16, 1995. Zone A in the legend of above mentioned map is described as "No base flood elevations determined" All other areas are determined to be outside the 500-year floodplain.

BASIS OF BEARING

Bearings are based upon (2) Broomfield Colorado GPS Control (Modified State Plane - Colorado North Zone) - GIS LAND POSITION corners "Lucy" (found 3" brass disk set into 18" round concrete post stamped "CITY OF BROOMFIELD LUCY GPS NO. 15") and "GPS #4" (found 3 1/4" brass disk set into 18" round concrete post stamped "CITY OF BROOMFIELD 1995 GPS NO. 4" bearing being S50°56'38"W a distance of 9603.05 feet.

COUNTY NOTE

All recording information (Book, Page, Reception Number, File, Map Number) shown hereon refers to Adams County Clerk & Recorder's Office unless otherwise noted.

GENERAL NOTES

1) TK parcels TK-1E-1, TK-1C-1, and TK-1C shown on this plat are owned by the Northwest Parkway Public Highway Authority and are zoned as agricultural land.

2) MU parcels shown on this plat are Multi-Use easements for the Northwest Parkway.

3) Elevations are based upon NGS station "LUCY" as having an elevation of 5297.00' (NAVD 88)

4) Lands contained within this preliminary plat are zoned as P.U.D. (uses unspecified) per The City and County of Broomfield Zoning District Map dated November 15, 2001 unless noted otherwise.

TITLE AND EASEMENT NOTE

This survey does not constitute a title search by Carter & Burgess to determine ownership or easements of record. For all information regarding easements, Carter & Burgess relied upon Title Commitment Number XXXXXXXXXXX dated XX/XX/XXXX prepared by XXXXXXX Title Company and conveyance documents to the Northwest Parkway Public Highway Authority provided by Pulte Home Corporation, a Michigan Corporation (Client). Proposed information, liens, if any, leases, deeds of trust, releases, assignments, assumptions, terms, agreements, provisions, conditions and obligations for the property shown hereon are reflected in said title commitment.

SUBMITTAL DATE:
August 15, 2002
REVISION DATE:
January 16, 2003

Carter :: Burgess
216 16th Street, Suite 1700
Denver, Colorado 80202
(303) 820-5240 FAX (303) 820-5272

PLAT-1
SHEET 10

Preble Creek

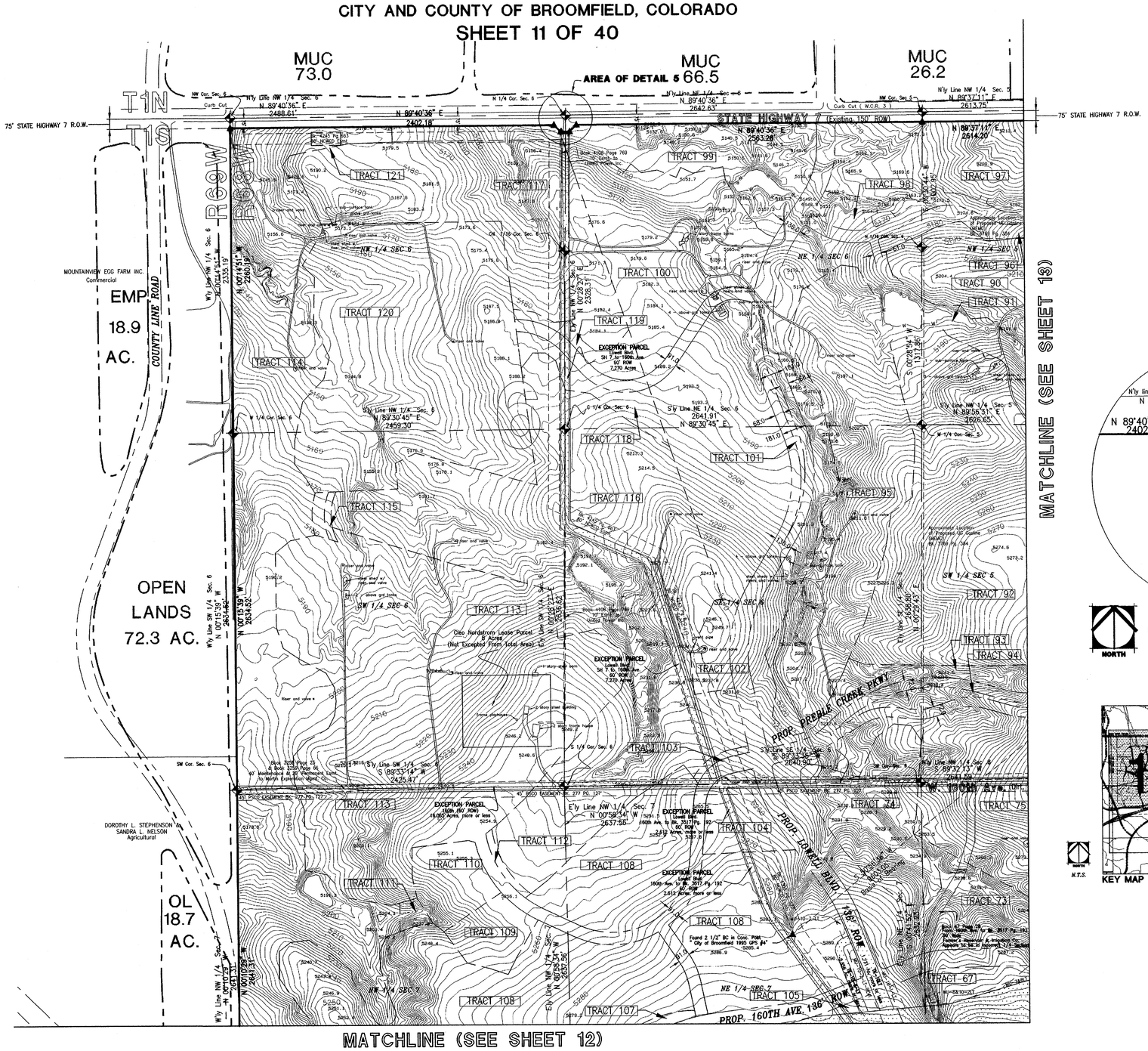
P.U.D. PLAN AND PRELIMINARY PLAT - FIRST AMENDMENT

PRELIMINARY PLAT

A PORTION OF SECTIONS 3, 4, 5, 6, 7, 8, 9 AND 10 T1S R68W 6TH P.M.

CITY AND COUNTY OF BROOMFIELD, COLORADO

SHEET 11 OF 40



TRACT TABLE

NUMBER	USE	ACRES TOTAL
67	O. L.	25.98
73	O. L.	37.79
74	GOLF	16.87
75	M. R.	81.64
90	M. R.	85.12
91	O. L.	20.01
92	M. R.	89.78
93	O. L.	25.53
94	O. L.	2.57
95	GOLF	43.88
96	O. L.	5.08
97	M. U. C.	20.38
98	O. L.	2.76
99	O. L.	21.86
100	M. R.	60.88
101	O. L.	1.30
102	M. U. C.	3.91
103	O. L.	0.55
107	O. L.	4.58
108	M. R.	113.47
109	SCHOOL	5.40
110	PARK	6.72
111	O. L.	0.87
112	O. L.	0.66
113A	M. R.	102.42
114	O. L.	104.40
115	O. L.	0.43
116	GOLF	100.20
117	GOLF	41.63
118	O. L.	4.40
119	O. L.	3.12
120	M. R.	66.59
121	P. F.	0.50

LINE TABLE

LINE	BEARING	DISTANCE
L1	S00°21'07"E	75.00'
L2	S00°21'07"E	5.00'
L3	N01°54'58"W	5.00'
L4	S45°23'04"E	70.78'
L5	N89°56'11"E	3.00'
L6	N89°50'15"E	60.00'
L7	N89°50'15"E	3.00'
L8	N44°24'33"E	70.91'
L9	S56°33'15"E	44.90'
L10	S14°21'55"W	192.09'
L11	N89°39'32"W	197.06'
L12	S88°53'44"W	36.43'
L13	S00°06'34"W	150.00'
L14	S80°07'36"E	281.80'
L15	S20°09'11"W	86.52'
L16	N84°44'54"W	300.24'
L17	N82°27'28"W	106.30'
L18	S89°26'36"W	45.00'
L19	N00°33'22"W	178.39'
L20	N89°53'11"W	30.00'
L21	N00°33'23"W	30.00'
L22	N00°25'16"W	30.00'
L23	S89°32'08"W	30.00'
L24	S00°20'49"E	30.00'
L25	S45°11'48"E	70.55'
L26	N89°40'36"E	5.00'
L27	N89°40'36"E	30.00'
L28	N89°40'36"E	30.00'
L29	N44°40'38"E	70.71'
L30	S00°33'06"E	30.00'

NORTH

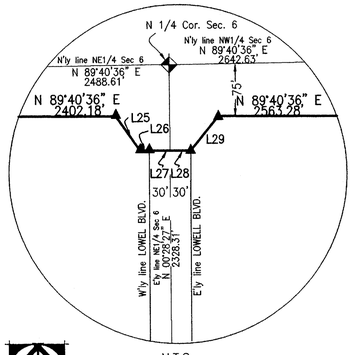
0 200 400 800 1600ft

LEGEND:

- = SECTION OR QUARTER CORNER
- = PROPERTY CORNER
- = SECTION LINE
- = EASEMENT LINE
- = WATER LINE
- = EXISTING ROAD OR EXCLUSION PARCEL
- = "ZONE A" OF FLOOD INSURANCE RATE MAP

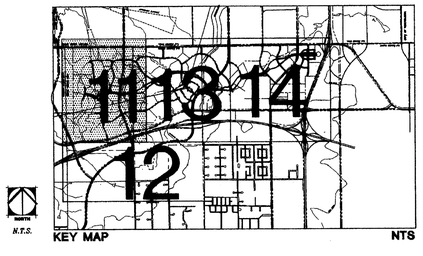
STATE HIGHWAY 7 R.O.W. VARIATION

DETAIL 5



NORTH

N.T.S.
(Scale Exaggerated for Clarity)



KEY MAP NTS

SUBMITTAL DATE:
August 15, 2002
REVISION DATE:
January 16, 2003

Carter :: Burgess

216 16th Street, Suite 1700
Denver, Colorado 80202
(303) 820-5240 FAX (303) 820-5272

PLAT-2

SHEET 11

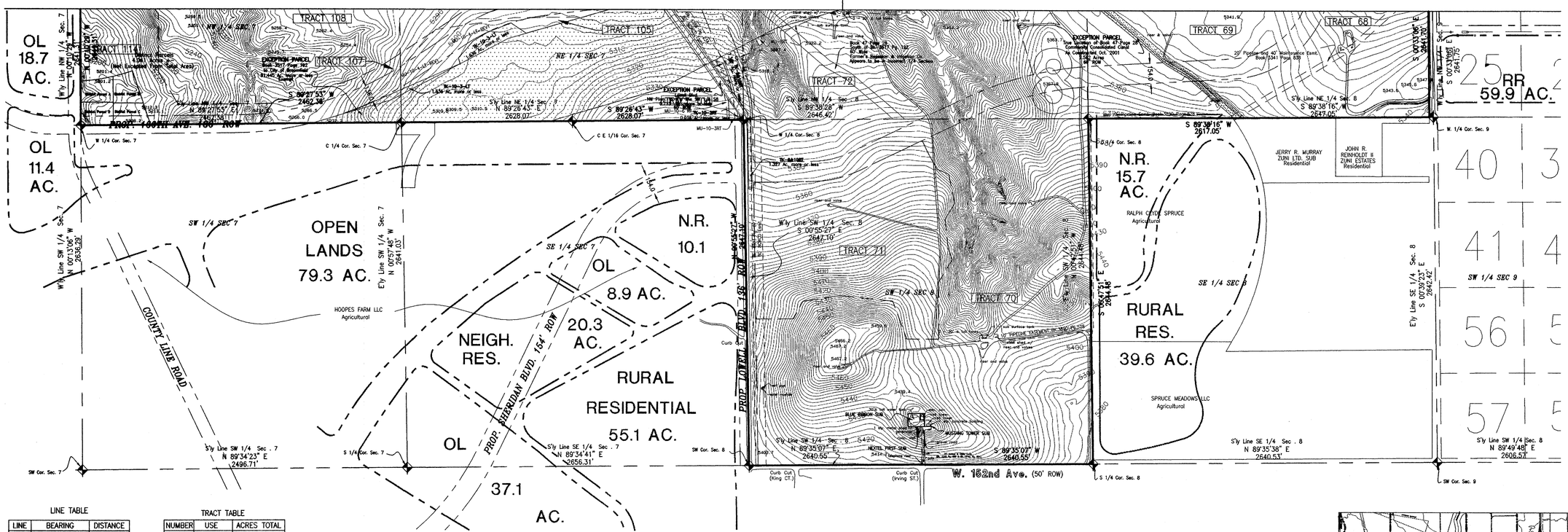
Preble Creek

P.U.D. PLAN AND PRELIMINARY PLAT - FIRST AMENDMENT

PRELIMINARY PLAT

A PORTION OF SECTIONS 3, 4, 5, 6, 7, 8, 9 AND 10 T1S R68W 6TH P.M.
CITY AND COUNTY OF BROOMFIELD, COLORADO

MATCHLINE (SEE SHEET 11) | MATCHLINE (SEE SHEET 13)



LINE TABLE

LINE	BEARING	DISTANCE
L1	S00°21'07"E	75.00'
L2	S00°21'07"E	5.00'
L3	N01°54'58"W	5.00'
L4	S45°23'04"E	70.78'
L5	N89°56'11"E	3.00'
L6	N89°50'15"E	60.00'
L7	N89°50'15"E	3.00'
L8	N44°24'33"E	70.91'
L9	S56°33'15"E	44.90'
L10	S14°21'55"W	192.09'
L11	N89°39'32"W	197.06'
L12	S88°53'44"W	36.43'
L13	S00°06'34"W	150.00'
L14	S80°07'36"E	281.80'
L15	S20°09'11"W	86.52'
L16	N84°44'54"W	300.24'
L17	N82°27'28"W	106.30'
L18	S89°26'36"W	45.00'
L19	N00°33'22"W	178.39'
L20	N89°53'11"W	30.00'
L21	N00°33'23"W	30.00'
L22	N00°25'16"W	30.00'
L23	S89°32'08"W	30.00'
L24	S00°20'49"E	30.00'
L25	S45°11'48"E	70.55'
L26	N89°40'36"E	5.00'
L27	N89°40'36"E	30.00'
L28	N89°40'36"E	30.00'
L29	N44°40'38"E	70.71'
L30	S00°33'06"E	30.00'

TRACT TABLE

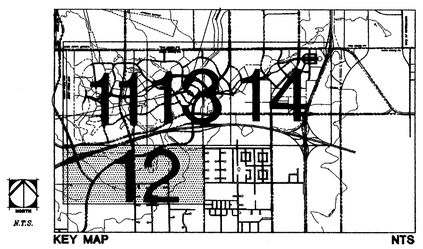
NUMBER	USE	ACRES TOTAL
68	O. L.	38.08
69	C. P.	45.28
70	O. L.	110.31
71	M. R.	36.94
72	O. L.	48.51
104	M. U. C.	6.43
105	O. L.	2.79
106	O. L.	7.02
107	O. L.	4.58
108	M. R.	113.47

LEGEND:

- = SECTION OR QUARTER CORNER
- = PROPERTY CORNER
- = SECTION LINE
- = EASEMENT LINE
- W — W = WATER LINE
- = EXISTING ROAD OR EXCLUSION PARCEL
- = "ZONE A" OF FLOOD INSURANCE RATE MAP

NORTH

0 200 400 800 1600ft



KEY MAP NTS

SUBMITTAL DATE:
August 15, 2002
REVISION DATE:
January 16, 2003

Carter :: Burgess
216 16th Street, Suite 1700
Denver, Colorado 80202
(303) 820-5240 FAX (303) 820-5272

PLAT-3
SHEET 12

Preble Creek

P.U.D. PLAN AND PRELIMINARY PLAT - FIRST AMENDMENT

PRELIMINARY PLAT

A PORTION OF SECTIONS 3, 4, 5, 6, 7, 8, 9 AND 10 T1S R68W 6TH P.M.

CITY AND COUNTY OF BROOMFIELD, COLORADO

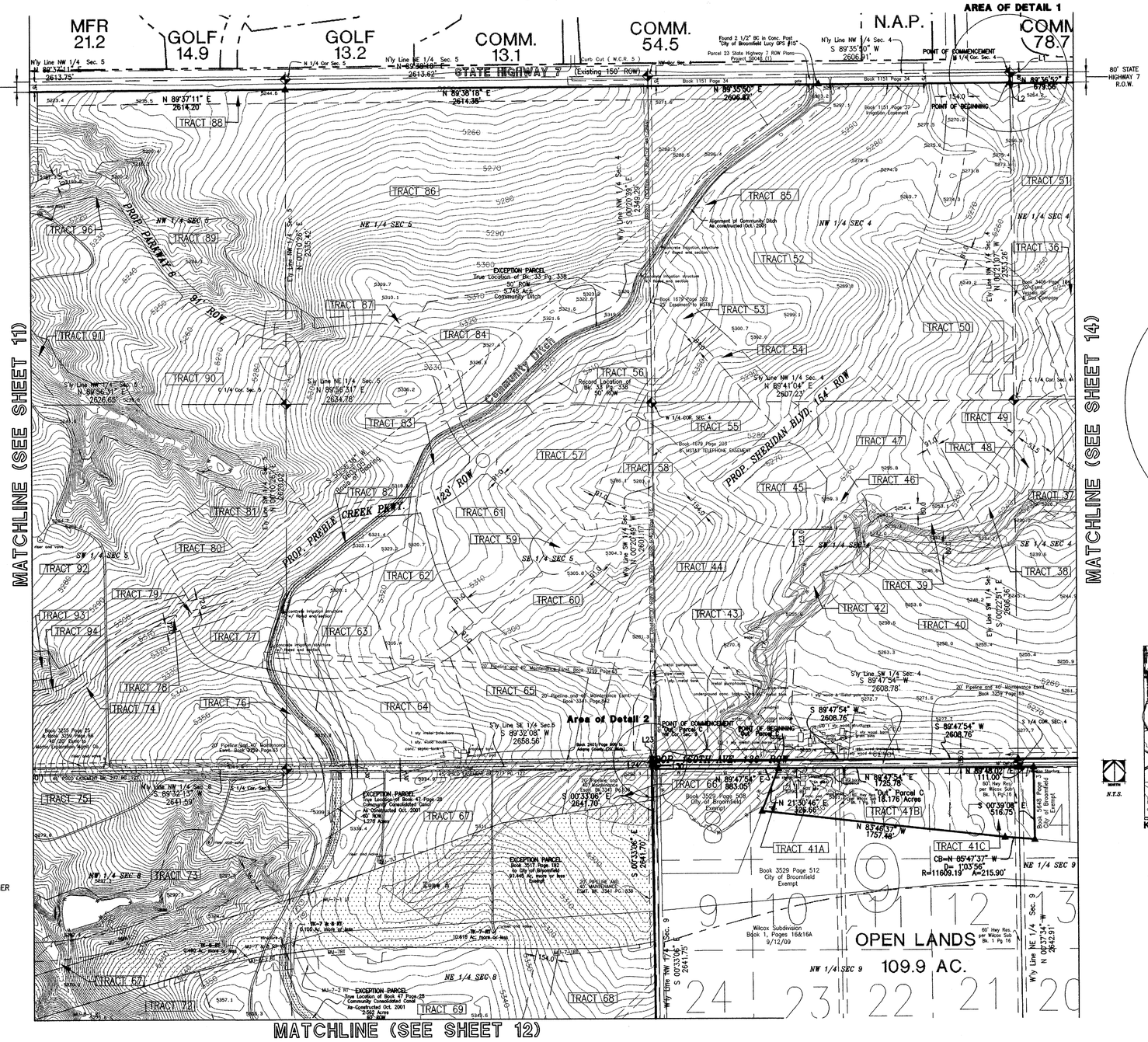
SHEET 13 OF 40

TRACT TABLE

NUMBER	USE	ACRES TOTAL
36	H. D. R.	8.37
37	M U. C.	7.20
38	O. L.	1.60
39	O. L.	2.68
40	C. C.	72.00
41A	O. L.	1.41
41B	P. F.	9.95
41C	O. L.	6.83
42	O. L.	18.51
43	C. P. O.	16.55
44	M U. C.	12.98
45	C. P. O.	6.76
46	O. L.	4.11
47	H. D. R.	11.94
48	M U. C.	4.14
49	M U. C.	9.83
50	C. P. O.	19.34
51	C. C.	63.60
52	C. C.	62.83
53	O. L.	1.96
54	O. L.	3.46
55	C. P. O.	11.48
56	C. P. O.	10.80
57	M U. C.	9.12
58	M U. C.	9.78
59	O. L.	1.21
60	M U. C.	9.08
61	M U. C.	10.50
62	M U. C.	12.11
63	H. D. R.	7.71
64	H. D. R.	15.19
65	M U. C.	13.12
66	O. L.	2.68
67	O. L.	25.98
68	O. L.	38.08
69	C. P.	45.28
72	O. L.	48.51
73	O. L.	37.79
74	GOLF	16.87
75	M. R.	81.64
76	O. L.	4.94
77	M U. C.	4.44
78	O. L.	0.25
79	O. L.	0.24
80	SCHOOL	6.09
81	PARK	6.78
82	O. L.	8.33
83	O. L.	2.90
84	H. D. R.	14.54
85	O. L.	19.38
86	M. R.	126.20
87	O. L.	2.28
88	O. L.	11.71
89	O. L.	11.14
90	M. R.	85.12
91	O. L.	20.01
92	M. R.	89.78
93	O. L.	25.53
94	O. L.	2.57
96	O. L.	5.08

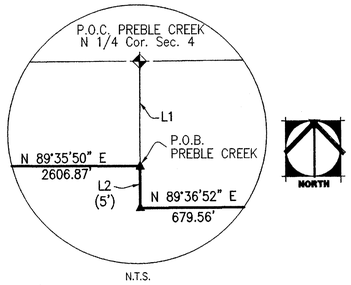
LINE TABLE

LINE	BEARING	DISTANCE
L1	S00°21'07"E	75.00'
L2	S00°21'07"E	5.00'
L3	N01°54'58"W	5.00'
L4	S45°23'04"E	70.78'
L5	N89°56'11"E	3.00'
L6	N89°50'15"E	60.00'
L7	N89°50'15"E	3.00'
L8	N44°24'33"E	70.91'
L9	S56°33'15"E	44.90'
L10	S14°21'55"W	192.09'
L11	N89°39'32"W	197.06'
L12	S88°53'44"W	36.43'
L13	S00°06'34"W	150.00'
L14	S80°07'36"E	281.80'
L15	S20°09'11"W	86.52'
L16	N84°44'54"W	300.24'
L17	N82°27'28"W	106.30'
L18	S89°26'36"W	45.00'
L19	N00°33'22"W	178.39'
L20	N89°53'11"W	30.00'
L21	N00°33'23"W	30.00'
L22	N00°25'16"W	30.00'
L23	S89°32'08"W	30.00'
L24	S00°20'49"E	30.00'
L25	S45°11'48"E	70.55'
L26	N89°40'36"E	5.00'
L27	N89°40'36"E	30.00'
L28	N89°40'36"E	30.00'
L29	N44°40'38"E	70.71'
L30	S00°33'06"E	30.00'



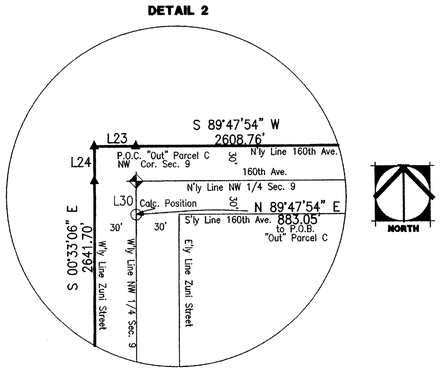
STATE HIGHWAY 7 R.O.W. VARIATION

DETAIL 1

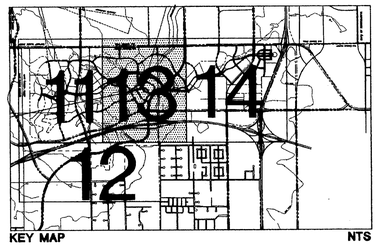


N.T.S.

DETAIL 2



N.T.S.



KEY MAP NTS

NORTH

0 200 400 800 1600ft

LEGEND:

- = SECTION OR QUARTER CORNER
- = PROPERTY CORNER
- = SECTION LINE
- = EASEMENT LINE
- = WATER LINE
- = EXISTING ROAD OR EXCLUSION PARCEL
- = "ZONE A" OF FLOOD INSURANCE RATE MAP

SUBMITTAL DATE:
August 15, 2002
REVISION DATE:
January 16, 2003

Carter :: Burgess

216 16th Street, Suite 1700
Denver, Colorado 80202
(303) 820-5240 FAX (303) 820-5272

PLAT-4
SHEET 13

Preble Creek

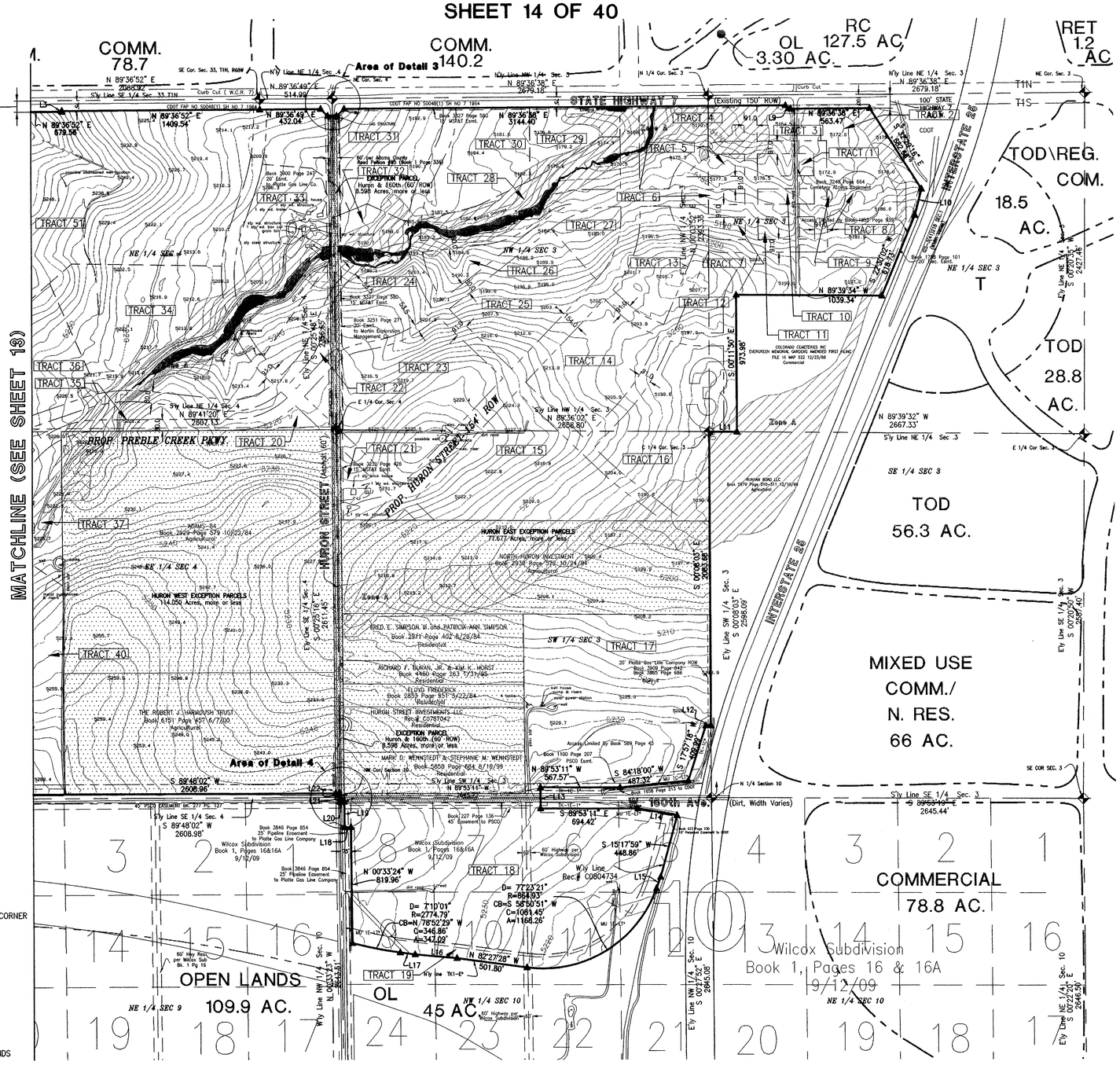
P.U.D. PLAN AND PRELIMINARY PLAT - FIRST AMENDMENT

PRELIMINARY PLAT

A PORTION OF SECTIONS 3, 4, 5, 6, 7, 8, 9 AND 10 T1S R68W 6TH P.M.

CITY AND COUNTY OF BROOMFIELD, COLORADO

SHEET 14 OF 40



TRACT TABLE

NUMBER	USE	ACRES TOTAL
1	T. O. D.	1.49
2	T. O. D.	17.27
3	T. O. D.	2.58
4	T. O. D.	6.77
5	T. O. D.	1.22
6	O. L.	1.11
7	T. O. D.	1.21
8	T. C.	2.00
9	T. O. D.	0.07
10	O. L.	1.02
11	T. O. D.	1.49
12	T. O. D.	3.55
13	T. O. D.	6.43
14	M. U. C.	10.93
15	C. P. O.	19.13
16	M. U. C.	16.20
17	C. C.	35.55
18	C. C.	46.57
19	O. L.	6.63
20	O. L.	0.90
21	C. P. O.	2.45
22	O. L.	0.72
23	M. U. C.	20.01
24	M. U. C.	7.87
25	M. U. C.	11.32
26	O. L.	3.25
27	T. O. D.	3.52
28	O. L.	7.76
29	T. O. D.	5.04
30	M. U. C.	9.64
31	M. U. C.	15.70
32	O. L.	7.18
33	H. D. R.	15.44
34	C. P. O.	25.01
35	O. L.	3.61
36	H. D. R.	8.37
37	M. U. C.	7.20
40	C. C.	72.00
51	C. C.	63.60

LINE TABLE

LINE	BEARING	DISTANCE
L1	S00°21'07"E	75.00'
L2	S00°21'07"E	5.00'
L3	N01°54'58"W	5.00'
L4	S45°23'04"E	70.78'
L5	N89°56'11"E	3.00'
L6	N89°50'15"E	60.00'
L7	N89°50'15"E	3.00'
L8	N44°24'33"E	70.91'
L9	S56°33'15"E	44.90'
L10	S14°21'55"W	192.09'
L11	N89°39'32"W	197.06'
L12	S88°53'44"W	36.43'
L13	S00°06'34"W	150.00'
L14	S80°07'36"E	281.80'
L15	S20°09'11"W	86.52'
L16	N84°44'54"W	300.24'
L17	N82°27'28"W	106.30'
L18	S89°26'36"W	45.00'
L19	N00°33'22"W	178.39'
L20	N89°53'11"W	30.00'
L21	N00°33'23"W	30.00'
L22	N00°25'16"W	30.00'
L23	S89°32'08"W	30.00'
L24	S00°20'49"E	30.00'
L25	S45°11'48"E	70.55'
L26	N89°40'36"E	5.00'
L27	N89°40'36"E	30.00'
L28	N89°40'36"E	30.00'
L29	N44°40'38"E	70.71'
L30	S00°33'06"E	30.00'

NORTH

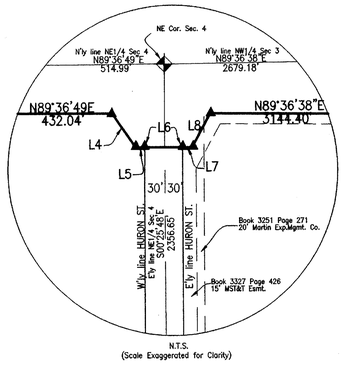
0 200 400 800 1600ft

LEGEND:

- = SECTION OR QUARTER CORNER
- = PROPERTY CORNER
- = SECTION LINE
- = EASEMENT LINE
- = WATER LINE
- = EXISTING ROAD OR EXCLUSION PARCEL
- = "ZONE A" OF FLOOD INSURANCE RATE MAP
- = JURISDICTIONAL WETLANDS

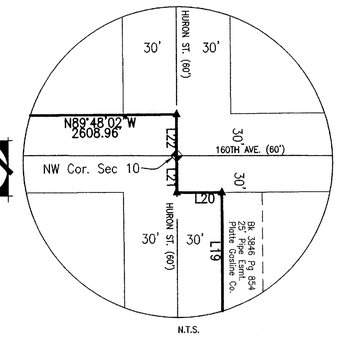
STATE HIGHWAY 7 R.O.W. VARIATION

DETAIL 3

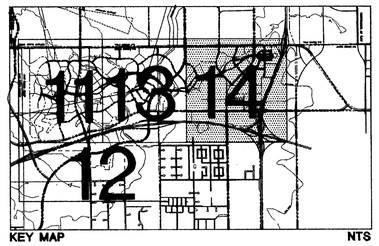


N.T.S.
(Scale Exaggerated for Clarity)

DETAIL 4



N.T.S.



KEY MAP NTS

SUBMITTAL DATE:
August 15, 2002
REVISION DATE:
January 16, 2003

Carter :: Burgess

216 16th Street, Suite 1700
Denver, Colorado 80202
(303) 820-5240 FAX (303) 820-5272

PLAT-5

SHEET 14

Preble Creek

P.U.D. PLAN AND PRELIMINARY PLAT - FIRST AMENDMENT

EXISTING SITE FEATURES

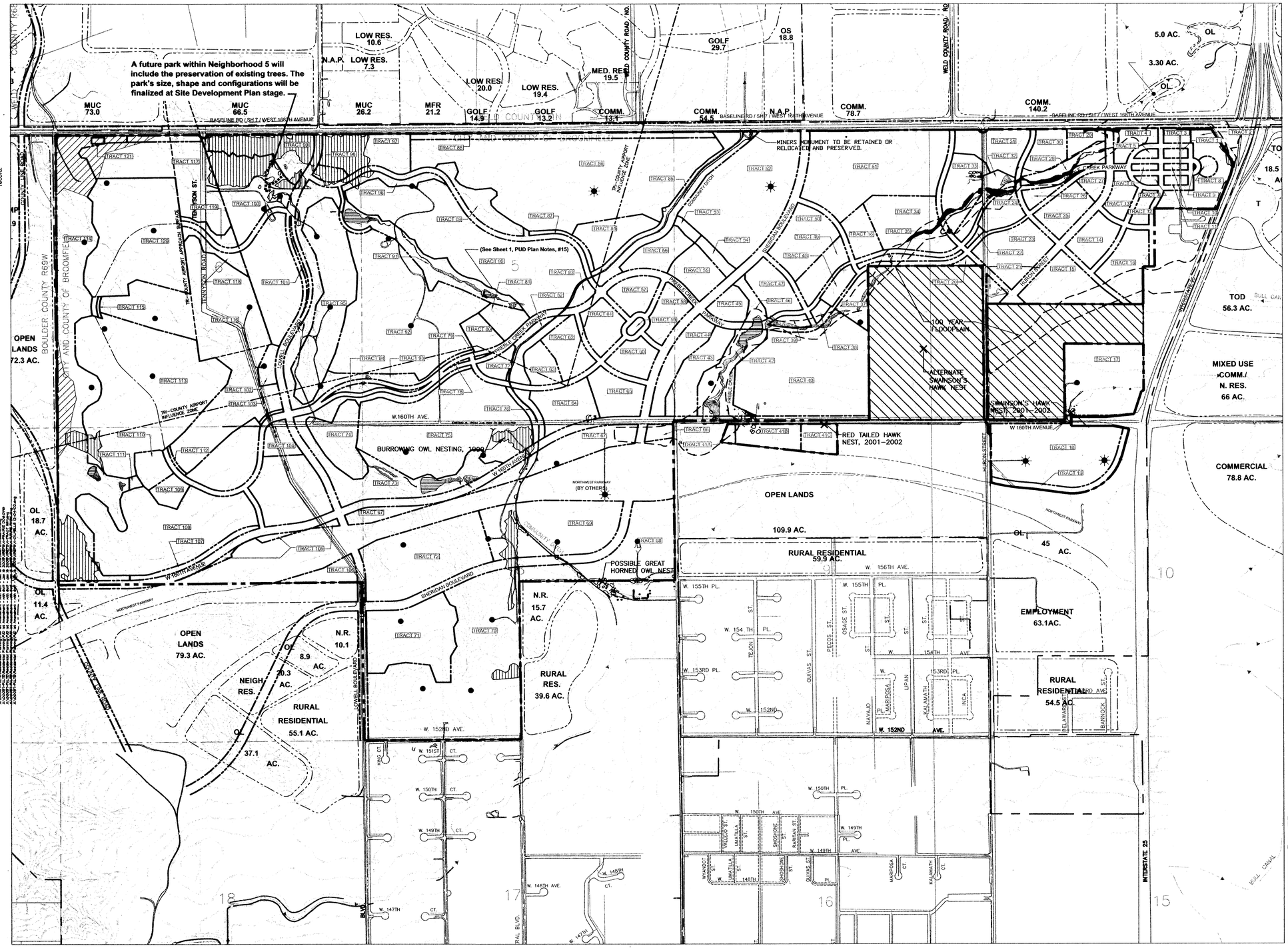
PORTIONS OF SECTIONS 3,4,5,6,7,8 AND 10, TOWNSHIP 1 SOUTH, RANGE 68 WEST OF THE 6TH PRINCIPAL MERIDIAN

CITY AND COUNTY OF BROOMFIELD, COLORADO

SHEET 15 OF 40

Copyright © All Rights Reserved, Downing, Thorpe & James, Inc. 2002

Downing, Thorpe, & James understands and acknowledges that this PUD plan is a public record under the Colorado Public Records Law (C.R.S. 24-72-201 et seq.). As a public record, this PUD plan is the property of the City and County of Broomfield. Therefore, Downing, Thorpe, & James and its consultants are protected from copyright infringement claims resulting from copying or the reproduction of this PUD plan by the City and County of Broomfield as a public record.



LEGEND

- Prairie Dog Habitat (And Burrowing Owl Nesting, where noted)
- Subsidence Area
- Property not included with P.U.D. and Preliminary Plat Submittal
- Existing Trees
- Jurisdictional Wetlands
- Non-Jurisdictional Wetlands
- Open Water
- Nests (excluding Burrowing Owl Nestings)
- 100-Year Floodplain
- Active Gas/Oil Well Site (Includes all oil and gas wells and related facilities)
- Plugged and Abandoned Gas/Oil Well Site
- Preble Creek Property Line

GENERAL NOTES

1: THE DEVELOPMENT SHALL INCORPORATE AND PRESERVE EXISTING SITE FEATURES, IE. TREES, WETLANDS AND, IF POSSIBLE, THE NORDSTROM FARM SILO. WHERE MAJOR ROADWAY CONSTRUCTION (IE., 160TH AVE, SHERIDAN BLVD.) MAKES TREE RETENTION PRACTICAL OR ECONOMICALLY NOT FEASIBLE, MITIGATION TREES SHALL BE PROVIDED AT A 4:1 RATIO. AS AN ALTERNATIVE, PERMANENT WETLAND IMPACTS WILL BE MITIGATED ON SITE AT A 1:1 RATIO. A WETLAND BUFFER OF 75 FEET IS RECOMMENDED FOR HIGH QUALITY WETLANDS. AS AN ALTERNATIVE, THE DEVELOPER MAY PROVIDE ADDITIONAL PROTECTION MEASURES INCLUDING BUFFER PLANTINGS, SIGNAGE OR FENCING TO BE CONSIDERED AND IDENTIFIED AT EACH SDP SUBMITTAL.

REFERENCES/RESOURCES:

"Wildlife Habitat Review for the Preble Creek Property, Broomfield, Colorado." ERO Resources Corporation, Denver, Colorado, May 7, 2002.

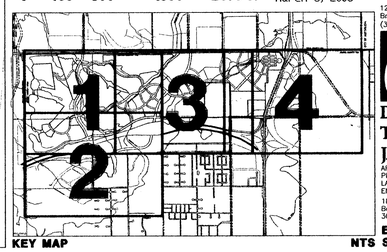
"Wetlands Report, Preble Creek Development, City of Broomfield, Colorado." Carter-Burgess, Denver, Colorado, October, 2001 including May 2002 Supplement.

"On-site Oil and Gas Well Report" Carter Burgess, Denver, Colorado, Dec. 13, 2002

NORTH

0 400 800 1600 2400 ft

SUBMITTAL DATE:
May 7, 2002
REVISION DATE:
August 15, 2002
October 25, 2002
November 27, 2002
December 20, 2002
January 6, 2003
March 3, 2003



KEY MAP NTS

Pulte Homes
12303 Airport Way, Ste130
Broomfield, CO 80021
(303) 404-9605

DOWNING THORPE JAMES
ARCHITECTURE
PLANNING
LANDSCAPE ARCHITECTURE
ENGINEERING
1881 9th St., Ste. 103
Boulder, Colorado 80302
303-443-7533

EXIST-ALL
SHEET 15

Preble Creek

P.U.D. PLAN AND PRELIMINARY PLAT - FIRST AMENDMENT

EXISTING SITE FEATURES

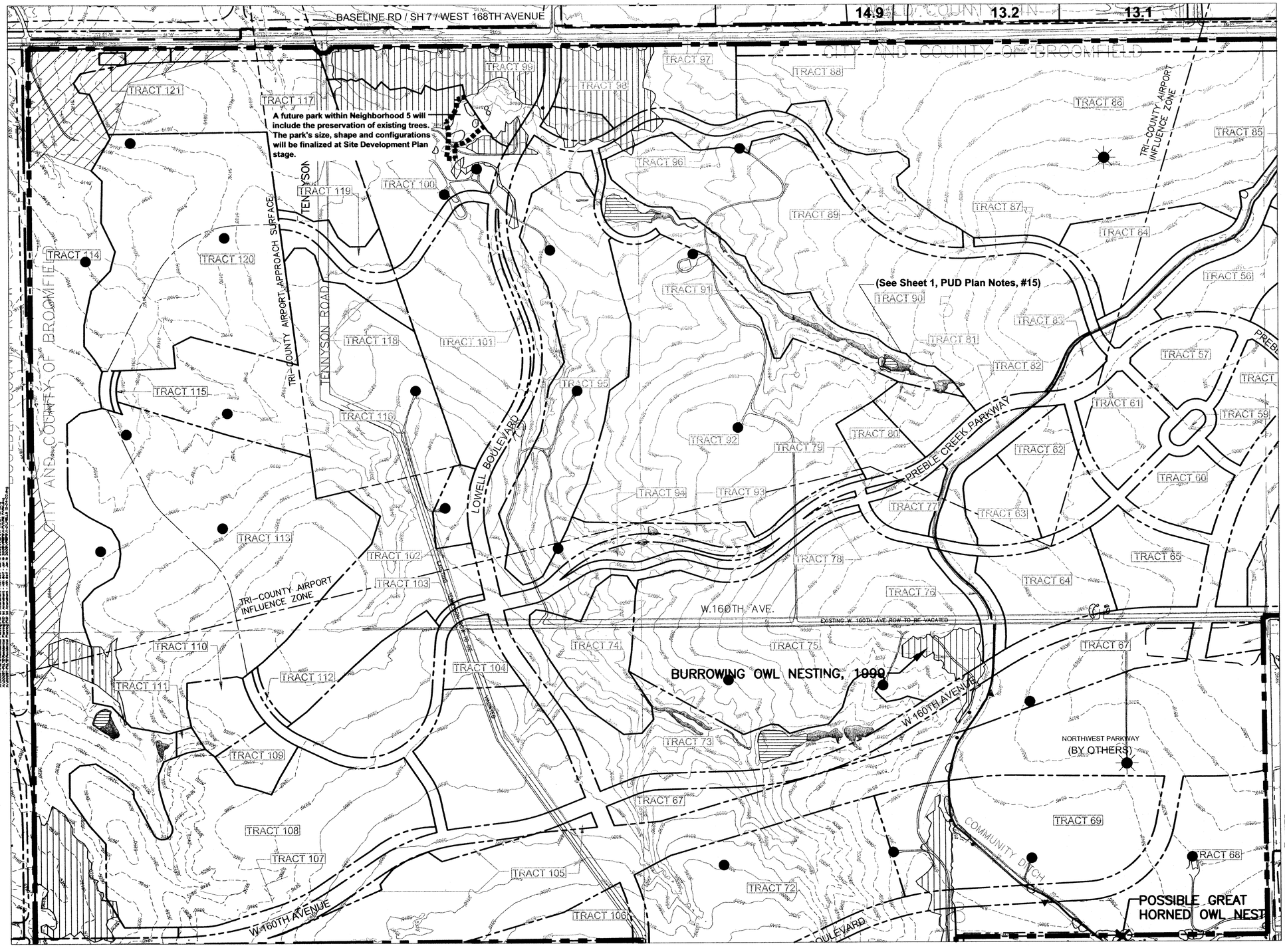
PORTIONS OF SECTIONS 3,4,5,6,7,8 AND 10, TOWNSHIP 1 SOUTH, RANGE 68 WEST OF THE 6TH PRINCIPAL MERIDIAN

CITY AND COUNTY OF BROOMFIELD, COLORADO

SHEET 16 OF 40

Copyright © All Rights Reserved, Downing, Thorpe & James, Inc. 2002

Downing, Thorpe, & James understands and acknowledges that this PUD plan is a public record under the Colorado Public Records Law (C.R.S. 24-72-201 et seq.). As a public record, this PUD plan is subject to inspection and copying by any person. Downing, Thorpe, & James waives and releases the City and County of Broomfield from copyright infringement claims resulting from copying or the reproduction of this PUD plan by the City and County of Broomfield as a public record.



LEGEND

- Prairie Dog Habitat (And Burrowing Owl Nesting, where noted)
- Subsidence Area
- Property not included with P.U.D. and Preliminary Plat Submittal
- Existing Trees
- Jurisdictional Wetlands
- Non-Jurisdictional Wetlands
- Open Water
- Nests (excluding Burrowing Owl Nestings)
- 100-Year Floodplain
- Active Gas/Oil Well Site (includes all oil and gas wells and related facilities)
- Plugged and Abandoned Gas/Oil Well Site
- Preble Creek Property Line

GENERAL NOTES

1: THE DEVELOPMENT SHALL INCORPORATE AND PRESERVE EXISTING SITE FEATURES, IE. TREES, WETLANDS AND, IF POSSIBLE, THE NORDSTROM FARM SILO. WHERE MAJOR ROADWAY CONSTRUCTION (IE., 160TH AVE, SHERIDAN BLVD.) MAKES TREE RETENTION PRACTICAL OR ECONOMICALLY NOT FEASIBLE, MITIGATION TREES SHALL BE PROVIDED AT A 4:1 RATIO. AS AN ALTERNATIVE, PERMANENT WETLAND IMPACTS WILL BE MITIGATED ON SITE AT A 1:1 RATIO. A WETLAND BUFFER OF 75 FEET IS RECOMMENDED FOR HIGH QUALITY WETLANDS. AS AN ALTERNATIVE, THE DEVELOPER MAY PROVIDE ADDITIONAL PROTECTION MEASURES INCLUDING BUFFER PLANTINGS, SIGNAGE OR FENCING TO BE CONSIDERED AND IDENTIFIED AT EACH SDP SUBMITTAL.

REFERENCES/RESOURCES:

"Wildlife Habitat Review for the Preble Creek Property: Broomfield, Colorado." ERO Resources Corporation, Denver, Colorado, May 7, 2002.

"Wetlands Report: Preble Creek Development, City of Broomfield, Colorado." Carter-Burgess, Denver, Colorado, October, 2001 including May 2002 Supplement.

"On-site Oil and Gas Well Report" Carter Burgess, Denver, Colorado, dated Dec. 13, 2002.

NORTH

0 200 400 800 1600 ft

SUBMITTAL DATE: May 7, 2002

REVISION DATE: August 15, 2002, October 25, 2002, November 27, 2002, December 20, 2002, January 6, 2003, March 3, 2003

Pulte Homes
12303 Airport Way, Ste130
Broomfield, CO 80021
(303) 404-9605

DOWNING THORPE JAMES
ARCHITECTURE
PLANNING
LANDSCAPE ARCHITECTURE
ENGINEERING
1881 9th St., Ste. 103
Boulder, Colorado 80302
303-443-7533

EXIST-1

NTS SHEET 16

Preble Creek

P.U.D. PLAN AND PRELIMINARY PLAT - FIRST AMENDMENT

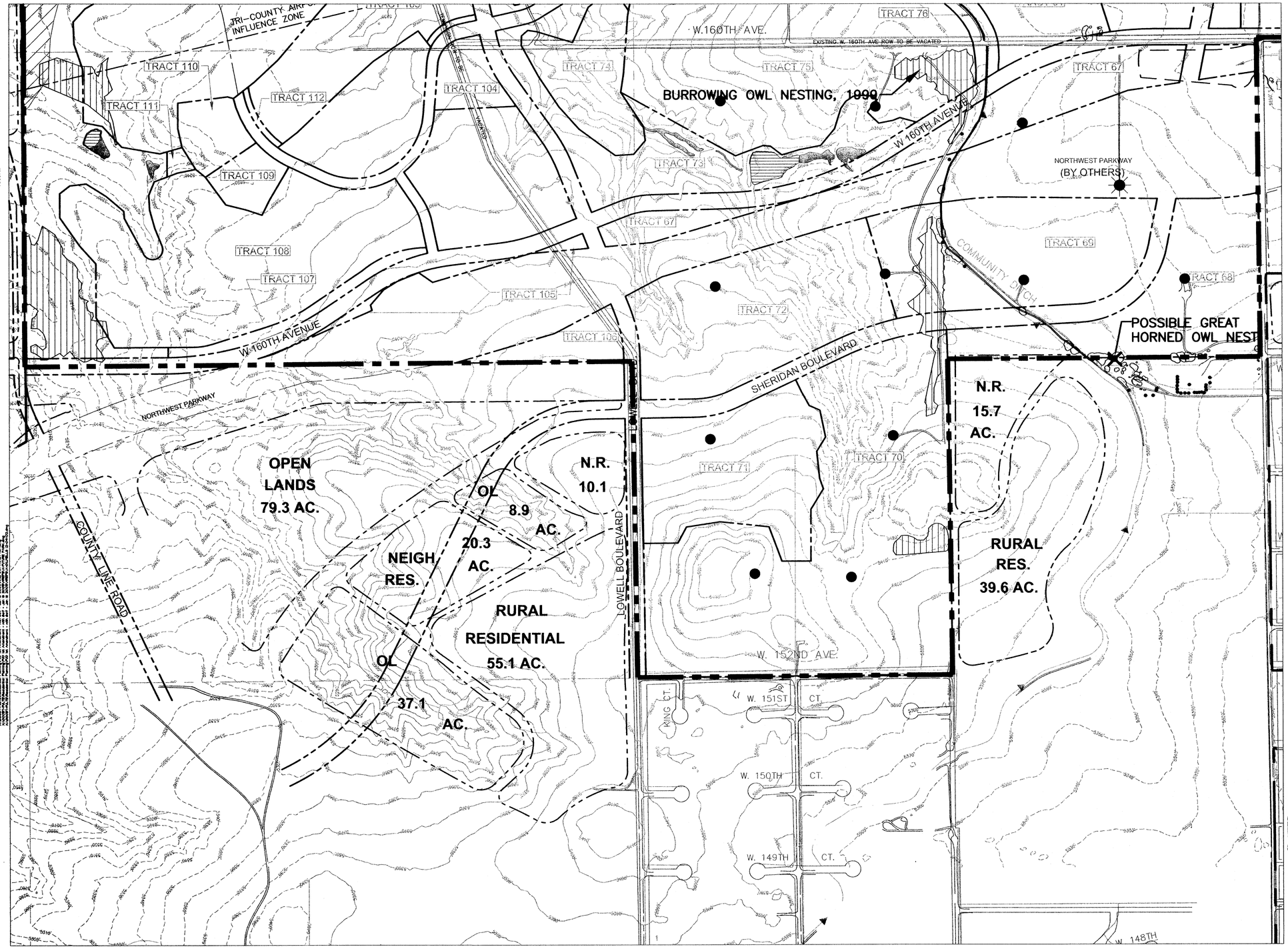
EXISTING SITE FEATURES

PORTIONS OF SECTIONS 3,4,5,6,7,8 AND 10, TOWNSHIP 1 SOUTH, RANGE 68 WEST OF THE 6TH PRINCIPAL MERIDIAN

CITY AND COUNTY OF BROOMFIELD, COLORADO

Copyright © All Rights Reserved, Downing, Thorpe & James, Inc. 2002

Downing, Thorpe, & James understands and acknowledges that this PUD plan is a public record under the Colorado Public Records Law (C.R.S. 24-72-201 et seq.). As a public record, this PUD plan is subject to inspection and copying by any person. Downing, Thorpe, & James waives and releases the City and County of Broomfield from copyright infringement claims resulting from copying or the reproduction of this PUD plan by the City and County of Broomfield as a public record.



LEGEND

- Prairie Dog Habitat (And Burrowing Owl Nesting, where noted)
- Subsidence Area
- Property not included with P.U.D. and Preliminary Plat Submittal
- Existing Trees
- Jurisdictional Wetlands
- Non-Jurisdictional Wetlands
- Open Water
- Nests (excluding Burrowing Owl Nestings)
- 100-Year Floodplain
- Active Gas/Oil Well Site (includes all oil and gas wells and related facilities)
- Plugged and Abandoned Gas/Oil Well Site
- Preble Creek Property Line

GENERAL NOTES

1: THE DEVELOPMENT SHALL INCORPORATE AND PRESERVE EXISTING SITE FEATURES, IE. TREES, WETLANDS AND, IF POSSIBLE, THE NORDSTROM FARM SILO. WHERE MAJOR ROADWAY CONSTRUCTION (IE., 160TH AVE, SHERIDAN BLVD.) MAKES TREE RETENTION PRACTICAL OR ECONOMICALLY NOT FEASIBLE, MITIGATION TREES SHALL BE PROVIDED AT A 4:1 RATIO. AS AN ALTERNATIVE, PERMANENT WETLAND IMPACTS WILL BE MITIGATED ON SITE AT A 1:1 RATIO. A WETLAND BUFFER OF 75 FEET IS RECOMMENDED FOR HIGH QUALITY WETLANDS. AS AN ALTERNATIVE, THE DEVELOPER MAY PROVIDE ADDITIONAL PROTECTION MEASURES INCLUDING BUFFER PLANTINGS, SIGNAGE OR FENCING TO BE CONSIDERED AND IDENTIFIED AT EACH SDP SUBMITTAL.

REFERENCES/RESOURCES:

"Wildlife Habitat Review for the Preble Creek Property: Broomfield, Colorado." ERO Resources Corporation, Denver, Colorado, May 7, 2002.

"Wetlands Report: Preble Creek Development, City of Broomfield, Colorado." Carter-Burgess, Denver, Colorado, October, 2001 including May 2002 Supplement.

"On-site Oil and Gas Well Report" Carter Burgess, Denver, Colorado, dated Dec. 13, 2002.

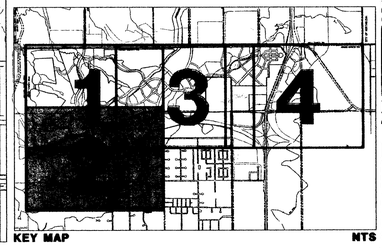
NORTH

0 200 400 800 1600 ft

SUBMITTAL DATE:
May 7, 2002
REVISION DATE:
August 15, 2002
October 25, 2002
November 27, 2002
December 20, 2002
January 6, 2003

Pulte Homes
12303 Airport Way, Ste130
Broomfield, CO 80021
(303) 404-9605

DOWNING THORPE JAMES
ARCHITECTURE
PLANNING
LANDSCAPE ARCHITECTURE
ENGINEERING
1881 9th St., Ste. 103
Boulder, Colorado 80302
303-443-7533



KEY MAP

NTS

EXIST-2
SHEET 17

Preble Creek

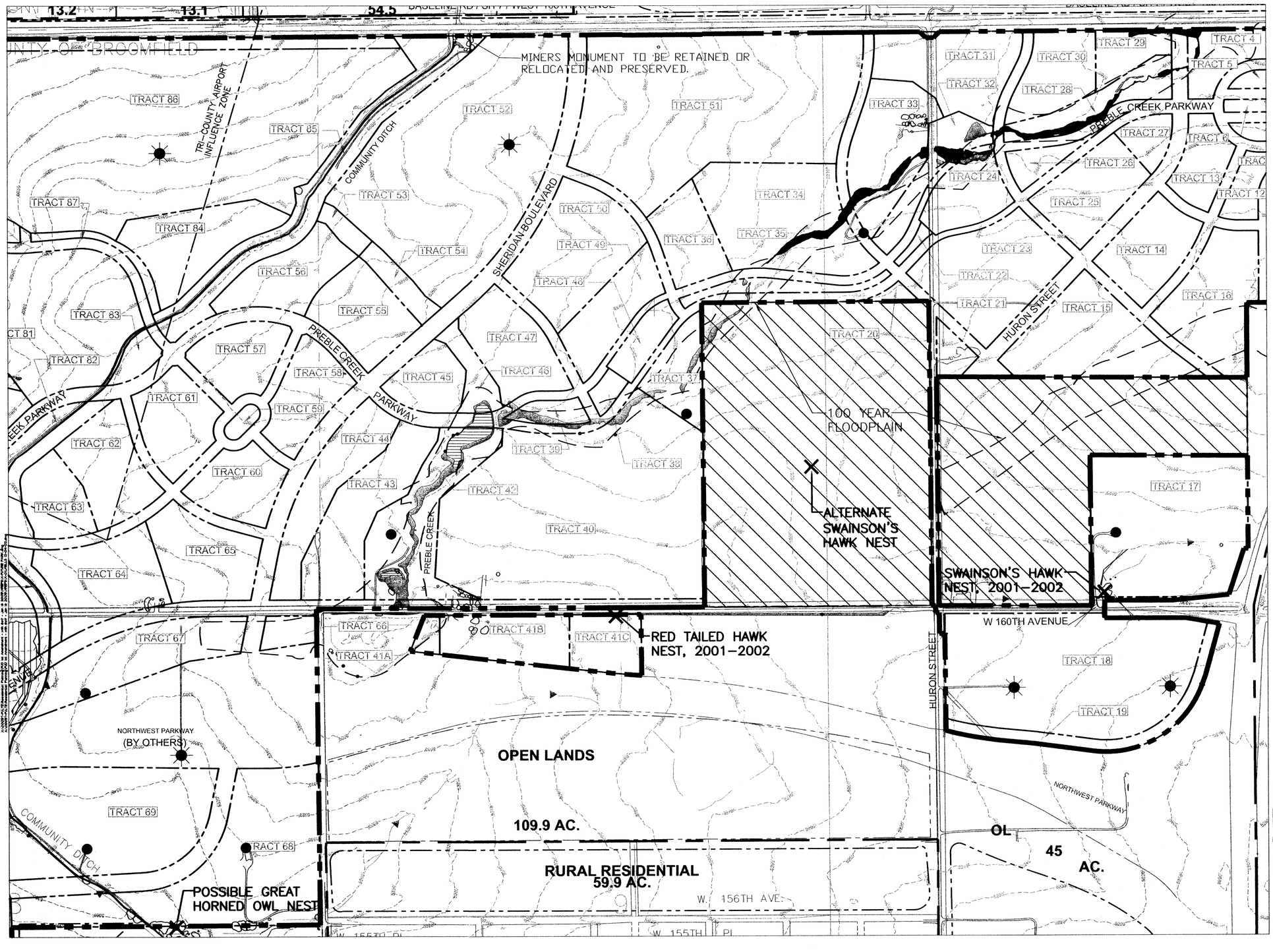
P.U.D. PLAN AND PRELIMINARY PLAT - FIRST AMENDMENT
EXISTING SITE FEATURES

PORTIONS OF SECTIONS 3,4,5,6,7,8 AND 10, TOWNSHIP 1 SOUTH, RANGE 68 WEST OF THE 6TH PRINCIPAL MERIDIAN
CITY AND COUNTY OF BROOMFIELD, COLORADO

SHEET 18 OF 40

Copyright © All Rights Reserved. Downing, Thorpe & James, Inc. 2002

Downing, Thorpe, & James understands and acknowledges that this PUD plan is a public record under the Colorado Public Records Law (C.R.S. 24-72-201 et seq.). As a public record, this PUD plan is subject to inspection and copying by any person. Downing, Thorpe, & James waives and releases the City and County of Broomfield from copyright infringement claims resulting from copying or the reproduction of this PUD plan by the City and County of Broomfield as a public record.



LEGEND

- Prairie Dog Habitat (And Burrowing Owl Nesting, where noted)
- Subsidence Area
- Property not included with P.U.D. and Preliminary Plat Submittal
- Existing Trees
- Jurisdictional Wetlands
- Non-Jurisdictional Wetlands
- Open Water
- Nests (excluding Burrowing Owl Nestings)
- 100-Year Floodplain
- Active Gas/Oil Well Site (includes all oil and gas wells and related facilities)
- Plugged and Abandoned Gas/Oil Well Site
- Preble Creek Property Line

GENERAL NOTES

1: THE DEVELOPMENT SHALL INCORPORATE AND PRESERVE EXISTING SITE FEATURES, IE. TREES, WETLANDS AND, IF POSSIBLE, THE NORDSTROM FARM SILO. WHERE MAJOR ROADWAY CONSTRUCTION (IE., 160TH AVE, SHERIDAN BLVD.) MAKES TREE RETENTION PRACTICAL OR ECONOMICALLY NOT FEASIBLE, MITIGATION TREES SHALL BE PROVIDED AT A 4:1 RATIO. AS AN ALTERNATIVE, PERMANENT WETLAND IMPACTS WILL BE MITIGATED ON SITE AT A 1:1 RATIO. A WETLAND BUFFER OF 75 FEET IS RECOMMENDED FOR HIGH QUALITY WETLANDS. AS AN ALTERNATIVE, THE DEVELOPER MAY PROVIDE ADDITIONAL PROTECTION MEASURES INCLUDING BUFFER PLANTINGS, SIGNAGE OR FENCING TO BE CONSIDERED AND IDENTIFIED AT EACH SDP SUBMITTAL.

REFERENCES/RESOURCES:

"Wildlife Habitat Review for the Preble Creek Property, Broomfield, Colorado." ERO Resources Corporation, Denver, Colorado, May 7, 2002.

"Wetlands Report: Preble Creek Development, City of Broomfield, Colorado." Carter-Burgess, Denver, Colorado, October, 2001 including May 2002 Supplement.

"On-site Oil and Gas Well Report" Carter Burgess, Denver, Colorado, dated Dec. 13, 2002.

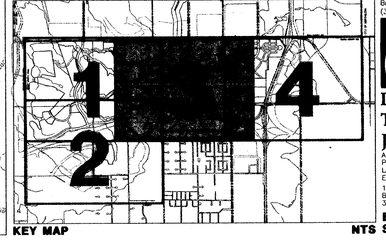
NORTH

0 200 400 800 1600 ft

SUBMITTAL DATE: May 7, 2002
REVISION DATE: August 15, 2002
October 25, 2002
November 27, 2002
December 20, 2002
January 6, 2003

Pulte Homes
12303 Airport Way, Ste130
Broomfield, CO 80021
(303) 404-9605

DOWNING THORPE JAMES
ARCHITECTURE
PLANNING
LANDSCAPE ARCHITECTURE
ENGINEERING
1881 9th St., Ste. 103
Boulder, Colorado 80302
303-443-7533



KEY MAP

EXIST-3
NTS SHEET 18

Copyright © All Rights Reserved, Downing, Thorpe & James, Inc. 2002

Downing, Thorpe, & James understands and acknowledges that this PUD plan is a public record under the Colorado Public Records Law (C.R.S. 24-72-201 et seq.). As a public record, this PUD plan is subject to inspection and copying by any person. Downing, Thorpe, & James waives and relinquishes to the City and County of Broomfield, Colorado, any rights under copyright law resulting from copying or the reproduction of this PUD plan by the City and County of Broomfield as a public record.

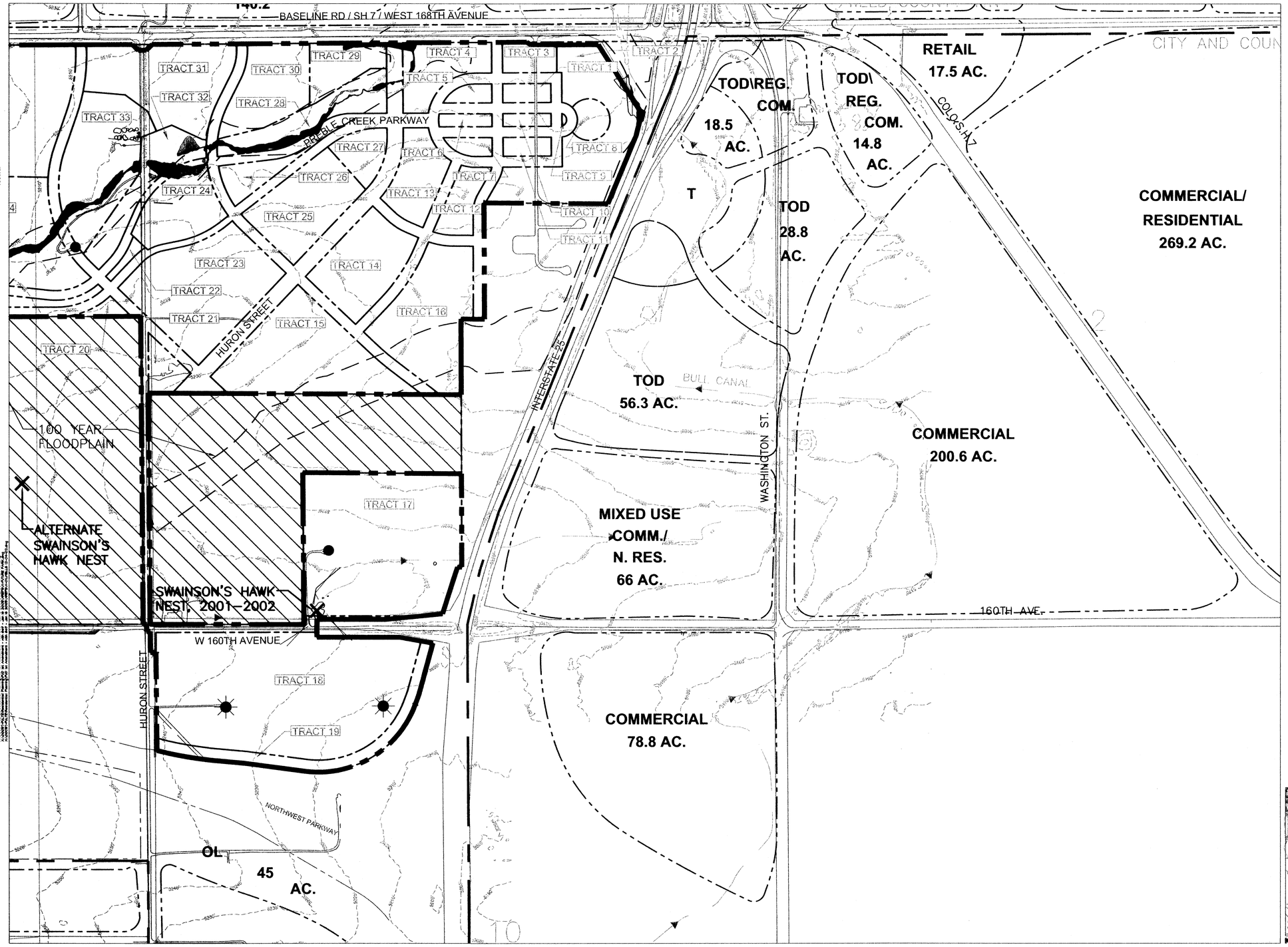
Preble Creek

P.U.D. PLAN AND PRELIMINARY PLAT - FIRST AMENDMENT

EXISTING SITE FEATURES

PORTIONS OF SECTIONS 3,4,5,6,7,8 AND 10, TOWNSHIP 1 SOUTH, RANGE 68 WEST OF THE 6TH PRINCIPAL MERIDIAN

CITY AND COUNTY OF BROOMFIELD, COLORADO



LEGEND

- Prairie Dog Habitat (And Burrowing Owl Nesting, where noted)
- Subsidence Area
- Property not included with P.U.D. and Preliminary Plat Submittal
- Existing Trees
- Jurisdictional Wetlands
- Non-Jurisdictional Wetlands
- Open Water
- Nests (excluding Burrowing Owl Nestings)
- 100-Year Floodplain
- Active Gas/Oil Well Site (includes all oil and gas wells and related facilities)
- Plugged and Abandoned Gas/Oil Well Site
- Preble Creek Property Line

GENERAL NOTES

1: THE DEVELOPMENT SHALL INCORPORATE AND PRESERVE EXISTING SITE FEATURES, IE. TREES, WETLANDS AND, IF POSSIBLE, THE NORDSTROM FARM SILO. WHERE MAJOR ROADWAY CONSTRUCTION (IE., 160TH AVE, SHERIDAN BLVD.) MAKES TREE RETENTION PRACTICAL OR ECONOMICALLY NOT FEASIBLE, MITIGATION TREES SHALL BE PROVIDED AT A 4:1 RATIO. AS AN ALTERNATIVE, PERMANENT WETLAND IMPACTS WILL BE MITIGATED ON SITE AT A 1:1 RATIO. A WETLAND BUFFER OF 75 FEET IS RECOMMENDED FOR HIGH QUALITY WETLANDS. AS AN ALTERNATIVE, THE DEVELOPER MAY PROVIDE ADDITIONAL PROTECTION MEASURES INCLUDING BUFFER PLANTINGS, SIGNAGE OR FENCING TO BE CONSIDERED AND IDENTIFIED AT EACH SDP SUBMITTAL.

REFERENCES/RESOURCES:

"Wildlife Habitat Review for the Preble Creek Property: Broomfield, Colorado." ERO Resources Corporation, Denver, Colorado, May 7, 2002.

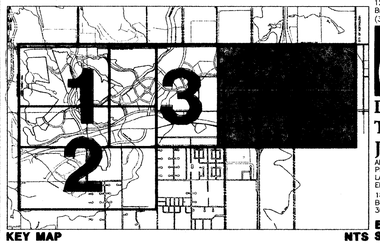
"Wetlands Report: Preble Creek Development, City of Broomfield, Colorado." Carter-Burgess, Denver, Colorado, October, 2001 including May 2002 Supplement.

"On-site Oil and Gas Well Report" Carter Burgess, Denver, Colorado, dated Dec. 13, 2002.

NORTH

0 200 400 800 1600 ft

SUBMITTAL DATE:
May 7, 2002
REVISION DATE:
August 15, 2002
October 25, 2002
November 27, 2002
December 20, 2002
January 6, 2003



KEY MAP NTS

Pulte Homes
12303 Airport Way, Ste130
Broomfield, CO 80021
(303) 404-9605

DOWNING THORPE JAMES
ARCHITECTURE
PLANNING
LANDSCAPE ARCHITECTURE
ENGINEERING
1881 9th St., Ste. 103
Boulder, Colorado 80302
303-443-7533

EXIST-4
SHEET 19

Preble Creek

P.U.D. PLAN AND PRELIMINARY PLAT - FIRST AMENDMENT
NON-VEHICULAR CIRCULATION, OPEN LANDS AND RECREATION PLAN

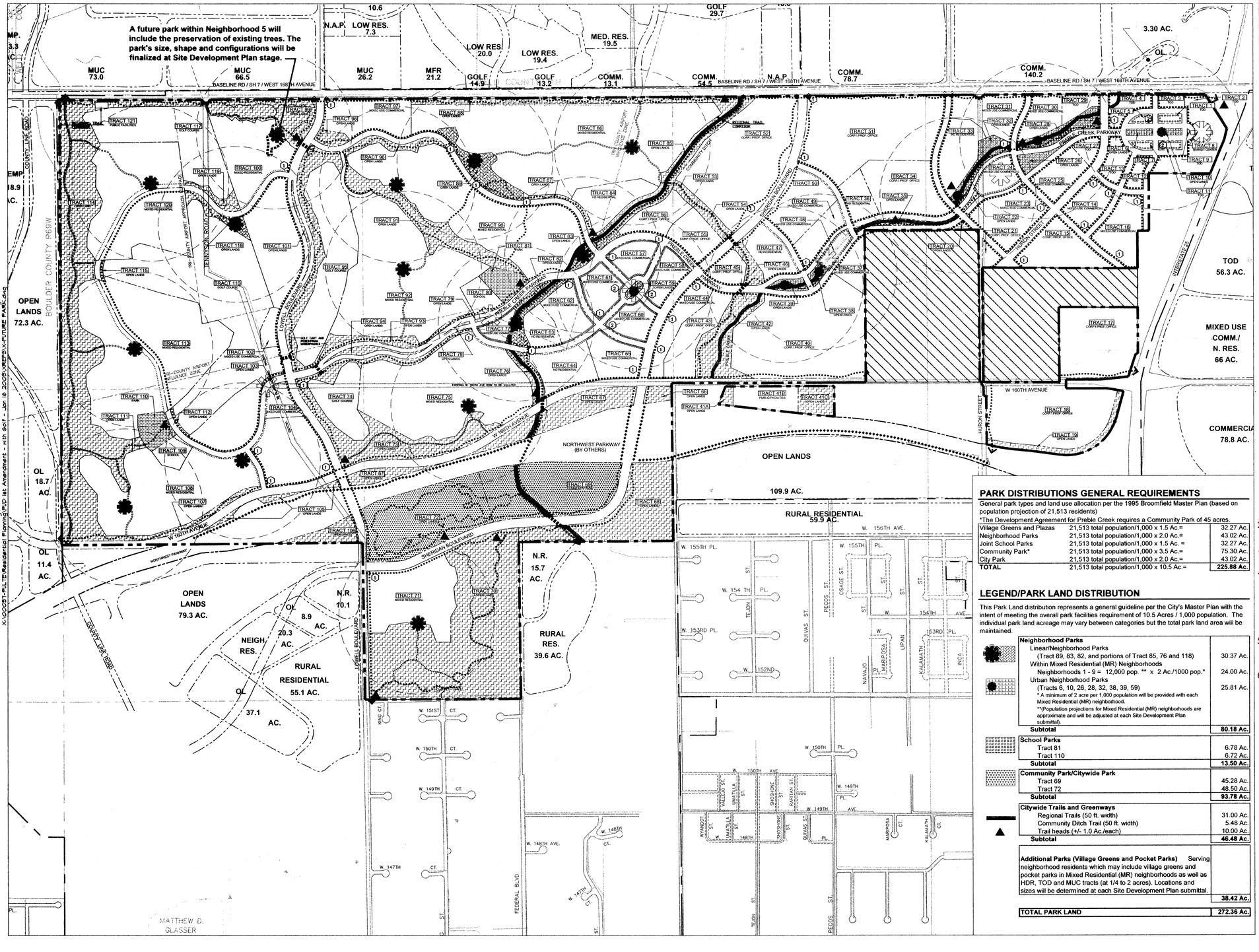
PORTIONS OF SECTIONS 3,4,5,6,7,8 AND 10, TOWNSHIP 1 SOUTH, RANGE 68 WEST OF THE 6TH PRINCIPAL MERIDIAN

CITY AND COUNTY OF BROOMFIELD, COLORADO

SHEET 20 OF 40

Copyright © All Rights Reserved, Downing, Thorpe & James, Inc. 2002

Downing, Thorpe, & James understands and acknowledges that this PUD plan is a public record under the Colorado Public Records Law (C.R.S. 24-72-201 et seq.). As a public record, this PUD plan is subject to inspection and copying by any person. Downing, Thorpe, & James waives and releases the City and County of Broomfield from copyright infringement claims resulting from copying or the reproduction of this PUD plan by the City and County of Broomfield as a public record.



LEGEND

- Community Ditch and/or Preble Creek
- Open Lands
- Property not included with P.U.D. and Preliminary Plat Submittal
- Preble Creek Property Line
- Proposed Right-of-way (May vary at time of final plat)
- Sidewalk (8 ft. width)
- Sidewalk (5 ft. width)
- Trail (8 - 10 ft. width, Hard Surface)
- Trail (5 ft. width, Hard Surface)
- Trail (8 ft. width, Soft Surface)
- Trail (3 - 5 ft. width, Soft Surface)
- Urban Sidewalk (Pedestrian Corridor)
- Pedestrian/Bike Connection (Size and Material to be determined at SDP)
- Northwest Parkway Regional Trail (In coordination with the Parkway Authority and Preble Creek Developers)
- Trailhead
- Linear/Neighborhood Park
- Urban Nieghborhood Park
- Pedestrian Plaza/Transit Center
- Pedestrian Underpass
- Neighborhood Park 1/4 Mile Service Radius

SHEET NOTES

1. SPECIAL PEDESTRIAN CROSSWALK AND/OR ACCENT PAVING
2. SPECIAL VILLAGE STREETSCAPE TREATMENTS – INCLUDING MORE URBANIZED STREET TREATMENTS, ATTACHED WALKS, TREES IN GRATES, BUILDINGS FRONTING ON SIDEWALKS, ON-STREET PARKING, SIGNAGE AND LIGHTING WITH PEDESTRIAN VILLAGE SCALE TREATMENTS.

GENERAL NOTES

1: ALL OPEN LANDS AREAS SHOWN ARE CONCEPTUAL ONLY AND MAY VARY IN SHAPE, SIZE AND LOCATION DURING MORE DETAILED PHASES OF DESIGN. HOWEVER, THE OVERALL OPEN LANDS TOTAL FOR THE PUD SHALL NOT BE MODIFIED EXCEPT BY PUD AMENDMENT.

2: REFER TO LANDSCAPE AND IRRIGATION DESIGN STANDARDS ON SHEETS 37 AND 38.

3: OPEN LANDS MAY INCLUDE DETENTION/RETENTION AND AESTHETIC PONDS; SEE ALSO DEFINITION OF OPEN AREAS ON SHEET 2.

4: TO CREATE A UNIFIED TRAIL SYSTEM, LOCATIONS OF PARKS, TRAILS/SIDEWALKS AND THEIR PRECISE ALIGNMENT WITHIN RESIDENTIAL NEIGHBORHOODS, COMMERCIAL, OFFICE AND TOD AREAS AS WELL AS THEIR CONNECTIONS (AND ADDITIONAL CONNECTIONS) TO REGIONAL TRAILS AND RECREATION ROUTES WILL BE IDENTIFIED AT EACH SDP SUBMITTAL.

5. THE DEVELOPER WILL WORK WITH THE CITY AND RTD TO ESTABLISH TRANSIT ROUTES AND APPROPRIATE FACILITIES THROUGHOUT PREBLE CREEK.

6. THE SYMBOLS USED FOR THIS OVERALL PUD GRAPHIC ARE INTENDED TO REPRESENT OVERALL PEDESTRIAN/CYCLIST CIRCULATION. SPECIFIC TRAIL/SIDEWALK TYPES SHOULD BE REVIEWED ON THE FOLLOWING 4 PAGES.

NORTH

0 400 800 1600 2400 ft

SUBMITTAL DATE: May 7, 2002

REVISION DATE: August 15, 2002
October 25, 2002
November 27, 2002
December 20, 2002
January 16, 2003
March 3, 2003

PARK DISTRIBUTIONS GENERAL REQUIREMENTS

General park types and land use allocation per the 1995 Broomfield Master Plan (based on population projection of 21,513 residents)

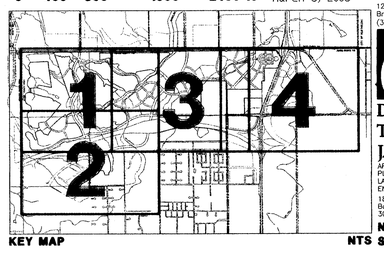
*The Development Agreement for Preble Creek requires a Community Park of 45 acres.

Village Greens and Plazas	21,513 total population/1,000 x 1.5 Ac.=	32.27 Ac.
Neighborhood Parks	21,513 total population/1,000 x 2.0 Ac.=	43.02 Ac.
Joint School Parks	21,513 total population/1,000 x 1.5 Ac. =	32.27 Ac.
Community Park*	21,513 total population/1,000 x 3.5 Ac.=	75.30 Ac.
City Park	21,513 total population/1,000 x 2.0 Ac.=	43.02 Ac.
TOTAL	21,513 total population/1,000 x 10.5 Ac.=	**225.88 Ac.**

LEGEND/PARK LAND DISTRIBUTION

This Park Land distribution represents a general guideline per the City's Master Plan with the intent of meeting the overall park facilities requirement of 10.5 Acres / 1,000 population. The individual park land acreage may vary between categories but the total park land area will be maintained.

Neighborhood Parks	
Linear/Neighborhood Parks (Tract 89, 83, 82, and portions of Tract 85, 76 and 118)	30.37 Ac.
Within Mixed Residential (MR) Neighborhoods Neighborhoods 1 - 9 = 12,000 pop. ** x 2 Ac./1000 pop.*	24.00 Ac.
Urban Neighborhood Parks (Tracts 6, 10, 26, 28, 32, 38, 39, 59)	25.81 Ac.
* A minimum of 2 acre per 1,000 population will be provided with each Mixed Residential (MR) neighborhood. **(Population projections for Mixed Residential (MR) neighborhoods are approximate and will be adjusted at each Site Development Plan submittal).	
Subtotal	**80.18 Ac.**
School Parks	
Tract 81	6.78 Ac.
Tract 110	6.72 Ac.
Subtotal	**13.50 Ac.**
Community Park/Citywide Park	
Tract 69	45.28 Ac.
Tract 72	48.50 Ac.
Subtotal	**93.78 Ac.**
Citywide Trails and Greenways	
Regional Trails (50 ft. width)	31.00 Ac.
Community Ditch Trail (50 ft. width)	5.48 Ac.
Trail heads (+/- 1.0 Ac./each)	10.00 Ac.
Subtotal	**46.48 Ac.**
Additional Parks (Village Greens and Pocket Parks) Serving neighborhood residents which may include village greens and pocket parks in Mixed Residential (MR) neighborhoods as well as HDR, TOD and MUC tracts (at 1/4 to 2 acres). Locations and sizes will be determined at each Site Development Plan submittal.	**38.42 Ac.**
TOTAL PARK LAND	**272.36 Ac.**



KEY MAP

NTS

Pulte Homes
12303 Airport Way, Ste130
Broomfield, CO 80021
(303) 404-9605

DOWNING THORPE JAMES
ARCHITECTURE
PLANNING
LANDSCAPE ARCHITECTURE
ENGINEERING
1881 9th St., Ste. 103
Boulder, Colorado 80302
303-443-7533

NVC-ALL

SHEET 20

Preble Creek

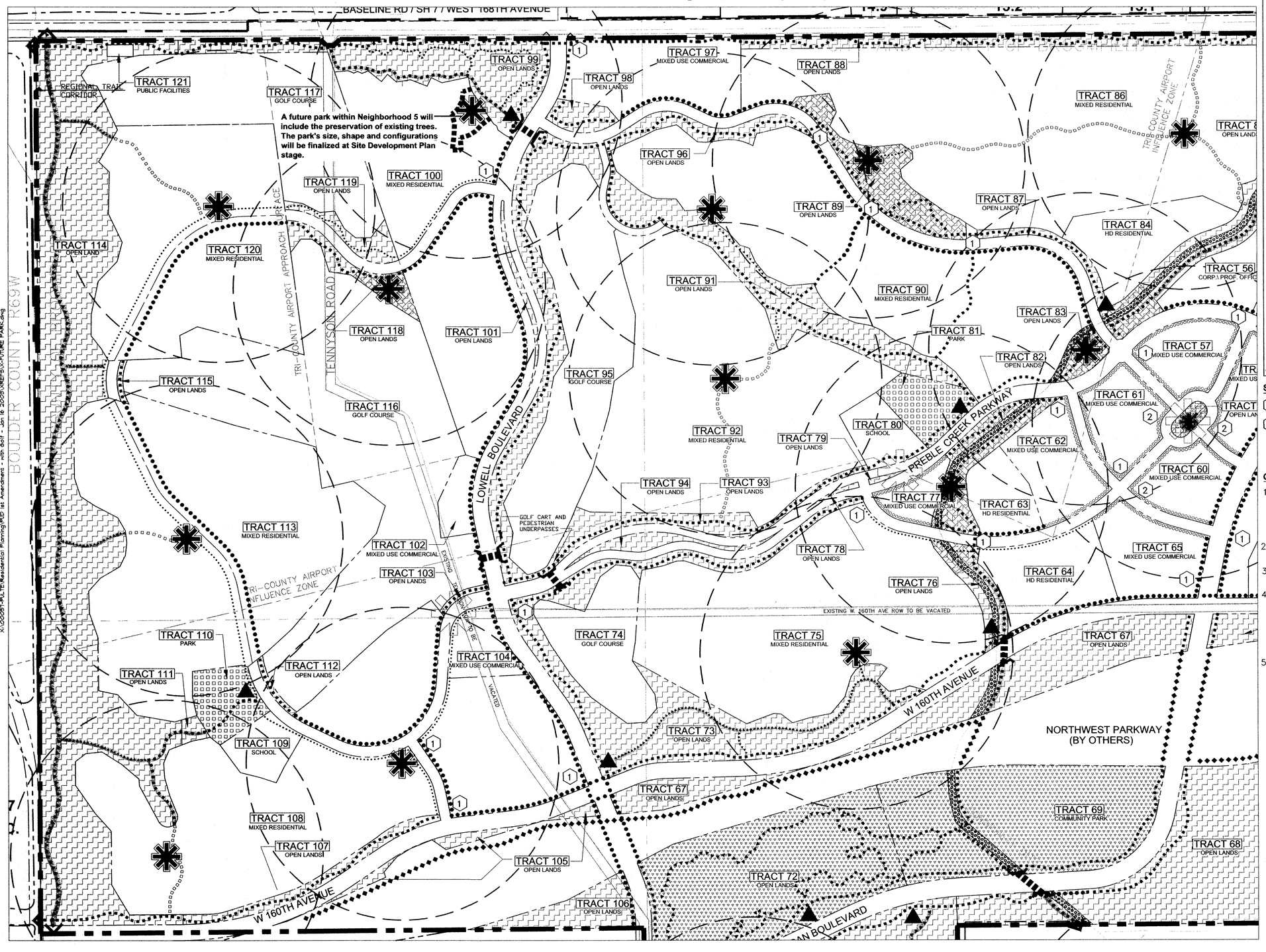
P.U.D. PLAN AND PRELIMINARY PLAT - FIRST AMENDMENT

NON-VEHICULAR CIRCULATION, OPEN LANDS AND RECREATION PLAN

PORTIONS OF SECTIONS 3,4,5,6,7,8 AND 10, TOWNSHIP 1 SOUTH, RANGE 68 WEST OF THE 6TH PRINCIPAL MERIDIAN

CITY AND COUNTY OF BROOMFIELD, COLORADO

SHEET 21 OF 40



LEGEND

- Community Ditch and/or Preble Creek
- Open Lands
- Property not included with P.U.D. and Preliminary Plat Submittal
- Preble Creek Property Line
- Proposed Right-of-way (May vary at time of final plat)
- Sidewalk (8 ft. width)
- Sidewalk (5 ft. width)
- Trail (8 - 10 ft. width, Hard Surface)
- Trail (5 ft. width, Hard Surface)
- Trail (8 ft. width, Soft Surface)
- Trail (3 - 5 ft. width, Soft Surface)
- Urban Sidewalk (Pedestrian Corridor)
- Pedestrian/Bike Connection (Size and Material to be determined at SDP)
- Northwest Parkway Regional Trail (In coordination with the Parkway Authority and Preble Creek Developers)
- Trailhead
- Linear/Neighborhood Park
- Urban Nieghborhood Park
- Pedestrian Plaza/Transit Center
- Pedestrian Underpass
- Neighborhood Park 1/4 Mile Service Radius

*Additional Legend Notes and Symbols are found on the Park Land Distribution table on Sheet 20

SHEET NOTES

1. SPECIAL PEDESTRIAN CROSSWALK AND/OR ACCENT PAVING
2. SPECIAL VILLAGE STREETSCAPE TREATMENTS – INCLUDING MORE URBANIZED STREET TREATMENTS, ATTACHED WALKS, TREES IN GRATES, BUILDINGS FRONTING ON SIDEWALKS, ON-STREET PARKING, SIGNAGE AND LIGHTING WITH PEDESTRIAN VILLAGE SCALE TREATMENTS.

GENERAL NOTES

1: ALL OPEN LANDS AREAS SHOWN ARE CONCEPTUAL ONLY AND MAY VARY IN SHAPE, SIZE AND LOCATION DURING MORE DETAILED PHASES OF DESIGN. HOWEVER, THE OVERALL OPEN LANDS TOTAL FOR THE PUD SHALL NOT BE MODIFIED EXCEPT BY PUD AMENDMENT.

2: REFER TO LANDSCAPE AND IRRIGATION DESIGN STANDARDS ON SHEETS 37 AND 38.

3: OPEN LANDS MAY INCLUDE DETENTION/RETENTION AND AESTHETIC PONDS; SEE ALSO DEFINITION OF OPEN AREAS ON SHEET 2.

4: TO CREATE A UNIFIED TRAIL SYSTEM, LOCATIONS OF PARKS, TRAILS/SIDEWALKS AND THEIR PRECISE ALIGNMENT WITHIN RESIDENTIAL NEIGHBORHOODS, COMMERCIAL, OFFICE AND TOD AREAS AS WELL AS THEIR CONNECTIONS (AND ADDITIONAL CONNECTIONS) TO REGIONAL TRAILS AND RECREATION ROUTES WILL BE IDENTIFIED AT EACH SDP SUBMITTAL.

5. THE DEVELOPER WILL WORK WITH THE CITY AND RTD TO ESTABLISH TRANSIT ROUTES AND APPROPRIATE FACILITIES THROUGHOUT PREBLE CREEK.

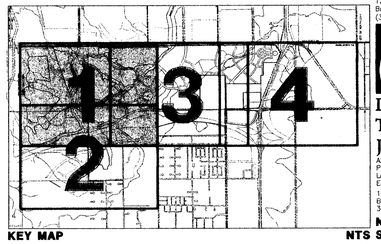
SUBMITTAL DATE:
May 7, 2002
REVISION DATE:
August 15, 2002
October 25, 2002
November 27, 2002
December 20, 2002
January 16, 2003
March 3, 2003

NORTH

0 200 400 800 1200 ft

Pulte Homes
12303 Airport Way, Ste130
Broomfield, CO 80021
(303) 404-9605

DOWNING THORPE JAMES
ARCHITECTURE
PLANNING
LANDSCAPE ARCHITECTURE
ENGINEERING
1881 9th St., Ste. 103
Boulder, Colorado 80302
303-443-7533



KEY MAP

NVC-1

NTS SHEET 21

Copyright © All Rights Reserved, Downing, Thorpe & James, Inc. 2002

Downing, Thorpe & James understands and acknowledges that this PUD plan is a public record under the Colorado Public Records Law (C.R.S. 24-72-201 et seq.). As a public record, this PUD plan is subject to inspection and copying by any person. Downing, Thorpe, & James waives and releases the City and County of Broomfield from copyright infringement claims resulting from copying or the reproduction of this PUD plan by the City and County of Broomfield as a public record.

Xrefs: X:\0005-PULTE\Residential Planning\PUD 1st Amendment - with Golf - Jan 16 2003\NV-OL-REC.dwg
X:\0005-PULTE\Residential Planning\PUD 1st Amendment - with Golf - Jan 16 2003\NV-CIRC.dwg
X:\0005-PULTE\Residential Planning\PUD 1st Amendment - with Golf - Jan 16 2003\NV-BASE-EX.dwg
X:\0005-PULTE\Residential Planning\PUD 1st Amendment - with Golf - Jan 16 2003\NV-EXCLUDE-PROPS.dwg
X:\0005-PULTE\Residential Planning\PUD 1st Amendment - with Golf - Jan 16 2003\NV-BASE-PROP.dwg
X:\0005-PULTE\Residential Planning\PUD 1st Amendment - with Golf - Jan 16 2003\NV-LANDSCAPE.dwg
X:\0005-PULTE\Residential Planning\PUD 1st Amendment - with Golf - Jan 16 2003\NV-BOX-STRUCT.dwg
X:\0005-PULTE\Residential Planning\PUD 1st Amendment - with Golf - Jan 16 2003\NV-TRACT NO.dwg
X:\0005-PULTE\Residential Planning\PUD 1st Amendment - with Golf - Jan 16 2003\NV-TRACT NO-LN.dwg
X:\0005-PULTE\Residential Planning\PUD 1st Amendment - with Golf - Jan 16 2003\NV-FUTURE PARK.dwg

Drawing: X:\0005-PULTE\Residential Planning\PUD 1st Amendment - with Golf - Jan 16 2003\NV-OL-REC.dwg
Last Update: Wed Feb. 27, 2003-13:16
Date/Time: Jul. 31, 2003-11:56:55

Preble Creek

P.U.D. PLAN AND PRELIMINARY PLAT - FIRST AMENDMENT
NON-VEHICULAR CIRCULATION, OPEN LANDS AND RECREATION PLAN

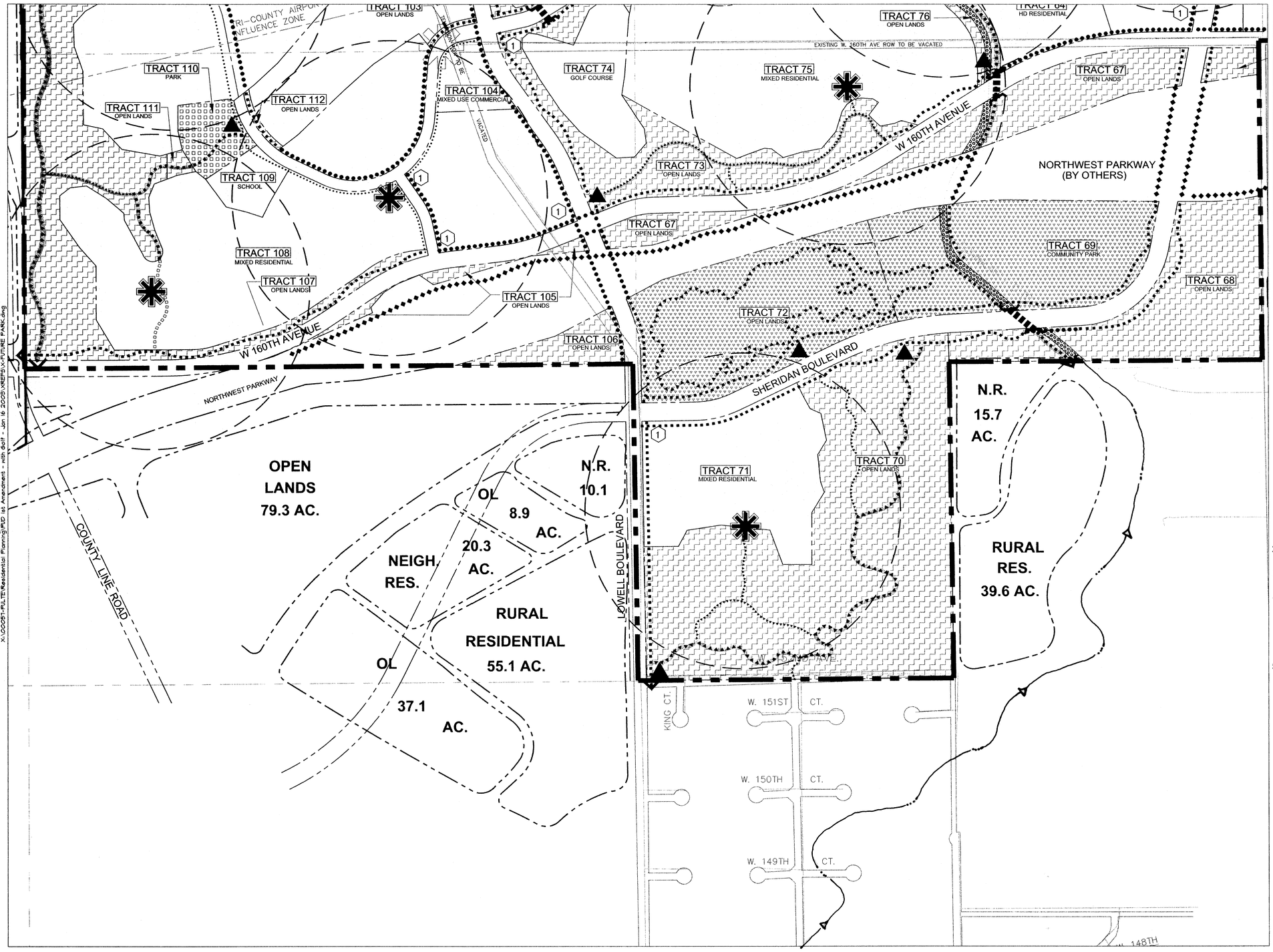
PORTIONS OF SECTIONS 3,4,5,6,7,8 AND 10, TOWNSHIP 1 SOUTH, RANGE 68 WEST OF THE 6TH PRINCIPAL MERIDIAN

CITY AND COUNTY OF BROOMFIELD, COLORADO

SHEET 22 OF 40

Copyright © All Rights Reserved, Downing, Thorpe & James, Inc. 2002

Downing, Thorpe, & James understands and acknowledges that this PUD plan is a public record under the Colorado Public Records Law (C.R.S. 24-72-201 et seq.). As a public record, this PUD plan is subject to inspection and copying by any person. Downing, Thorpe, & James waives and releases the City and County of Broomfield from copyright infringement claims resulting from copying or the reproduction of this PUD plan by the City and County of Broomfield as a public record.



LEGEND

- Community Ditch and/or Preble Creek
- Open Lands
- Property not included with P.U.D. and Preliminary Plat Submittal
- Preble Creek Property Line
- Proposed Right-of-way (May vary at time of final plat)
- Sidewalk (8 ft. width)
- Sidewalk (5 ft. width)
- Trail (8 - 10 ft. width, Hard Surface)
- Trail (5 ft. width, Hard Surface)
- Trail (8 ft. width, Soft Surface)
- Trail (3 - 5 ft. width, Soft Surface)
- Urban Sidewalk (Pedestrian Corridor)
- Pedestrian/Bike Connection (Size and Material to be determined at SDP)
- Northwest Parkway Regional Trail (In coordination with the Parkway Authority and Preble Creek Developers)
- Trailhead
- Linear/Neighborhood Park
- Urban Nieghborhood Park
- Pedestrian Plaza/Transit Center
- Pedestrian Underpass
- Neighborhood Park 1/4 Mile Service Radius

*Additional Legend Notes and Symbols are found on the Park Land Distribution table on Sheet 20

SHEET NOTES

1. SPECIAL PEDESTRIAN CROSSWALK AND/OR ACCENT PAVING
2. SPECIAL VILLAGE STREETSCAPE TREATMENTS – INCLUDING MORE URBANIZED STREET TREATMENTS, ATTACHED WALKS, TREES IN GRATES, BUILDINGS FRONTING ON SIDEWALKS, ON-STREET PARKING, SIGNAGE AND LIGHTING WITH PEDESTRIAN VILLAGE SCALE TREATMENTS.

GENERAL NOTES

1: ALL OPEN LANDS AREAS SHOWN ARE CONCEPTUAL ONLY AND MAY VARY IN SHAPE, SIZE AND LOCATION DURING MORE DETAILED PHASES OF DESIGN. HOWEVER, THE OVERALL OPEN LANDS TOTAL FOR THE PUD SHALL NOT BE MODIFIED EXCEPT BY PUD AMENDMENT.

2: REFER TO LANDSCAPE AND IRRIGATION DESIGN STANDARDS ON SHEETS 37 AND 38.

3: OPEN LANDS MAY INCLUDE DETENTION/RETENTION AND AESTHETIC PONDS; SEE ALSO DEFINITION OF OPEN AREAS ON SHEET 2.

4: TO CREATE A UNIFIED TRAIL SYSTEM, LOCATIONS OF PARKS, TRAILS/SIDEWALKS AND THEIR PRECISE ALIGNMENT WITHIN RESIDENTIAL NEIGHBORHOODS, COMMERCIAL, OFFICE AND TOD AREAS AS WELL AS THEIR CONNECTIONS (AND ADDITIONAL CONNECTIONS) TO REGIONAL TRAILS AND RECREATION ROUTES WILL BE IDENTIFIED AT EACH SDP SUBMITTAL.

5. THE DEVELOPER WILL WORK WITH THE CITY AND RTD TO ESTABLISH TRANSIT ROUTES AND APPROPRIATE FACILITIES THROUGHOUT PREBLE CREEK.

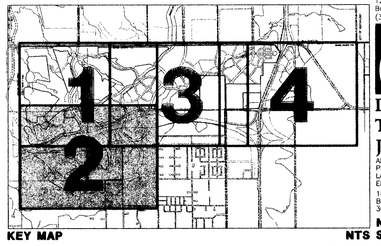
NORTH

0 200 400 800 1200 ft

SUBMITTAL DATE:
May 7, 2002
REVISION DATE:
August 15, 2002
October 25, 2002
November 27, 2002
December 20, 2002
March 3, 2003

Pulte Homes
12303 Airport Way, Ste130
Broomfield, CO 80021
(303) 404-9605

DOWNING THORPE JAMES
ARCHITECTURE
PLANNING
LANDSCAPE ARCHITECTURE
ENGINEERING
1881 9th St., Ste. 103
Boulder, Colorado 80302
303-443-7533



KEY MAP

NVC-2

NTS SHEET 22

Drawing: X:\0005-PUL-TE\Residential Planning\PUD 1st Amendment - with Golf - Jan 16 2003\NV-OL-REC.dwg
Layout: 22
Last Update/Save: Feb. 27, 2003-13:19
Date/Time: Jul 31, 2003-11:41:50

Preble Creek

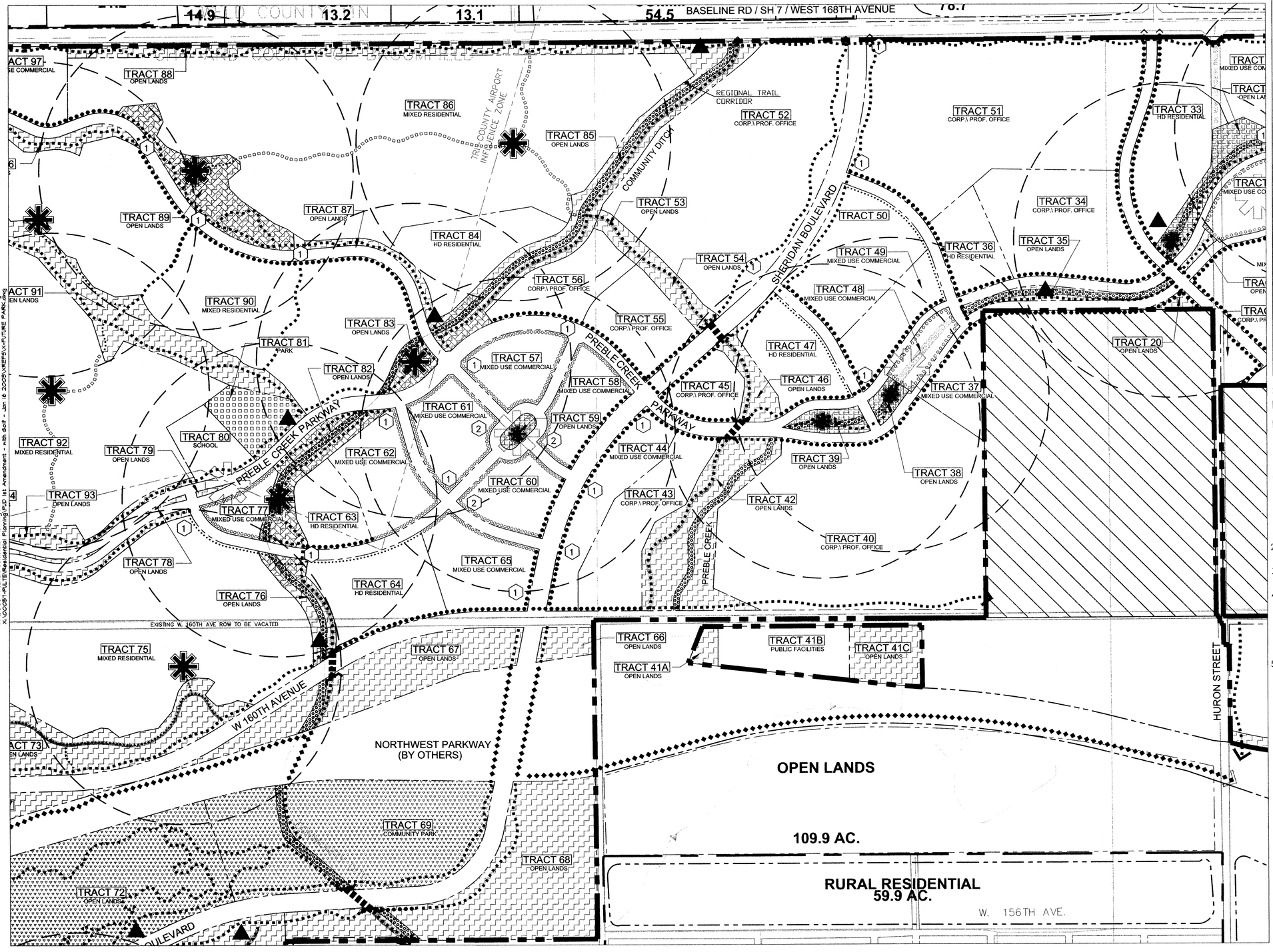
P.U.D. PLAN AND PRELIMINARY PLAT - FIRST AMENDMENT

NON-VEHICULAR CIRCULATION, OPEN LANDS AND RECREATION PLAN

PORTIONS OF SECTIONS 3,4,5,6,7,8 AND 10, TOWNSHIP 1 SOUTH, RANGE 68 WEST OF THE 6TH PRINCIPAL MERIDIAN

CITY AND COUNTY OF BROOMFIELD, COLORADO

SHEET 23 OF 40



LEGEND

- Community Ditch and/or Preble Creek
- Open Lands
- Property not included with P.U.D. and Preliminary Plat Submittal
- Preble Creek Property Line
- Proposed Right-of-way (May vary at time of final plat)
- Sidewalk (8 ft. width)
- Sidewalk (5 ft. width)
- Trail (8 - 10 ft. width, Hard Surface)
- Trail (5 ft. width, Hard Surface)
- Trail (8 ft. width, Soft Surface)
- Trail (3 - 5 ft. width, Soft Surface)
- Urban Sidewalk (Pedestrian Corridor)
- Pedestrian/Bike Connection (Size and Material to be determined at SDP)
- Northwest Parkway Regional Trail (in coordination with the Parkway Authority and Preble Creek Developers)
- Trailhead
- Linear/Neighborhood Park
- Urban Nieghborhood Park
- Pedestrian Plaza/Transit Center
- Pedestrian Underpass
- Neighborhood Park 1/4 Mile Service Radius

*Additional Legend Notes and Symbols are found on the Park Land Distribution table on Sheet 20

SHEET NOTES

1. SPECIAL PEDESTRIAN CROSSWALK AND/OR ACCENT PAVING
2. SPECIAL VILLAGE STREETSCAPE TREATMENTS – INCLUDING MORE URBANIZED STREET TREATMENTS, ATTACHED WALKS, TREES IN GRATES, BUILDINGS FRONTING ON SIDEWALKS, ON-STREET PARKING, SIGNAGE AND LIGHTING WITH PEDESTRIAN VILLAGE SCALE TREATMENTS.

GENERAL NOTES

1: ALL OPEN LANDS AREAS SHOWN ARE CONCEPTUAL ONLY AND MAY VARY IN SHAPE, SIZE AND LOCATION DURING MORE DETAILED PHASES OF DESIGN. HOWEVER, THE OVERALL OPEN LANDS TOTAL FOR THE PUD SHALL NOT BE MODIFIED EXCEPT BY PUD AMENDMENT.

2: REFER TO LANDSCAPE AND IRRIGATION DESIGN STANDARDS ON SHEETS 37 AND 38.

3: OPEN LANDS MAY INCLUDE DETENTION/RETENTION AND AESTHETIC PONDS; SEE ALSO DEFINITION OF OPEN AREAS ON SHEET 2.

4: TO CREATE A UNIFIED TRAIL SYSTEM, LOCATIONS OF PARKS, TRAILS/SIDEWALKS AND THEIR PRECISE ALIGNMENT WITHIN RESIDENTIAL NEIGHBORHOODS, COMMERCIAL, OFFICE AND TOD AREAS AS WELL AS THEIR CONNECTIONS (AND ADDITIONAL CONNECTIONS) TO REGIONAL TRAILS AND RECREATION ROUTES WILL BE IDENTIFIED AT EACH SDP SUBMITTAL.

5. THE DEVELOPER WILL WORK WITH THE CITY AND RTD TO ESTABLISH TRANSIT ROUTES AND APPROPRIATE FACILITIES THROUGHOUT PREBLE CREEK.

NORTH

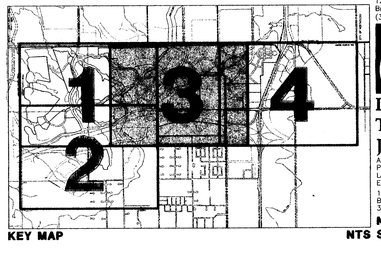
0 200 400 800 1200 ft

SUBMITTAL DATE:
May 7, 2002
REVISION DATE:
August 15, 2002
October 25, 2002
November 27, 2002
December 20, 2002
January 16, 2003
March 3, 2003

Pulte Homes
12303 Airport Way, Ste130
Broomfield, CO 80021
(303) 404-9605

DOWNING THORPE JAMES
ARCHITECTURE
PLANNING
LANDSCAPE ARCHITECTURE
ENGINEERING
1861 9th St., Ste. 103
Boulder, Colorado 80302
303-443-7533

NVC-3



KEY MAP

NTS SHEET 23

Copyright © All Rights Reserved, Downing, Thorpe & James, Inc. 2002

Downing, Thorpe, & James understands and acknowledges that this PUD plan is a public record under the Colorado Public Records Law (C.R.S. 24-72-201 et seq.). As a public record, this PUD plan is subject to inspection and copying by any person. Downing, Thorpe, & James waives and parks and waives any and all claims against the City and County of Broomfield as a public record.

Drawing:X:\0005T-PULTE\Residential Planning\PUD 1st Amendment - with Golf - Jan 16 2003\NVC-3_REC.dwg
Last Update/Save:Feb. 21, 2003-8:11
Date/Time:Jul 31, 2003-11:42:28
Log:mchampney

Preble Creek

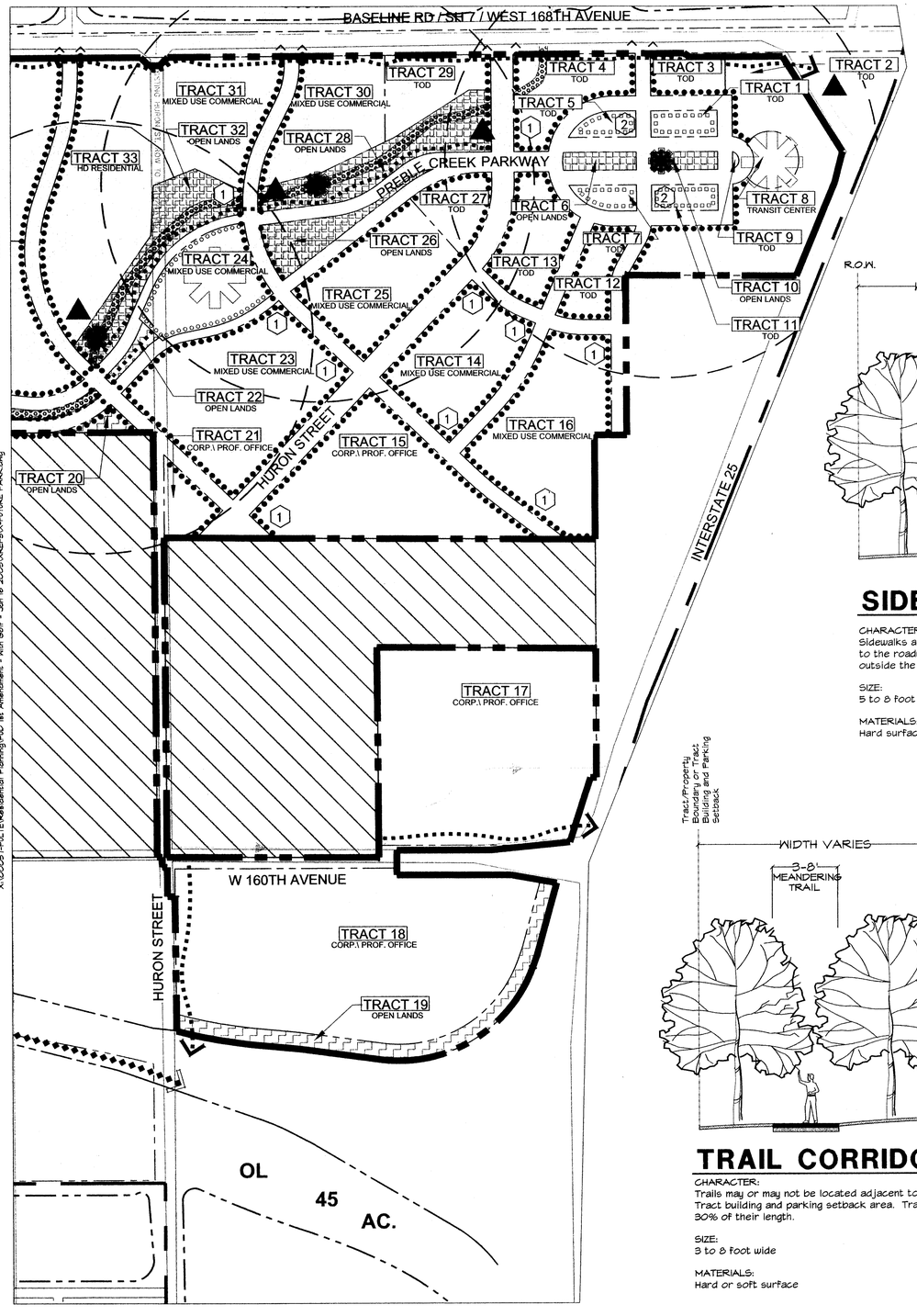
P.U.D. PLAN AND PRELIMINARY PLAT - FIRST AMENDMENT
NON-VEHICULAR CIRCULATION, OPEN LANDS AND RECREATION PLAN

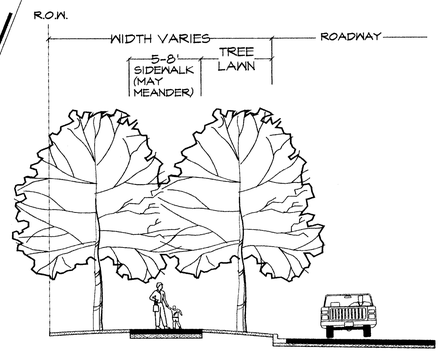
PORTIONS OF SECTIONS 3,4,5,6,7,8 AND 10, TOWNSHIP 1 SOUTH, RANGE 68 WEST OF THE 6TH PRINCIPAL MERIDIAN

CITY AND COUNTY OF BROOMFIELD, COLORADO

Copyright © All Rights Reserved, Downing, Thorpe & James, Inc. 2002

Downing, Thorpe, & James understands and acknowledges that this PUD plan is a public record under the Colorado Public Records Law (C.R.S. 24-72-201 et seq.). As a public record, this PUD plan is subject to inspection and copying by any person. Downing, Thorpe, & James waives and releases the City and County of Broomfield from copyright infringement claims resulting from copying or the reproduction of this PUD plan by the City and County of Broomfield as a public record.





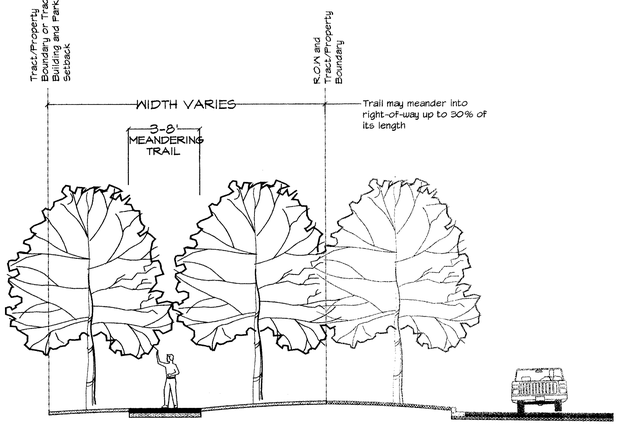
SIDEWALK CORRIDOR

SCALE: 1/8" = 1'-0"

CHARACTER:
Sidewalks are generally detached from the curb and located adjacent to the roadway within the right-of-way. However, it may meander outside the right-of-way in an access easement as appropriate.

SIZE:
5 to 8 foot wide

MATERIALS:
Hard surface - concrete or decorative pavers as appropriate.



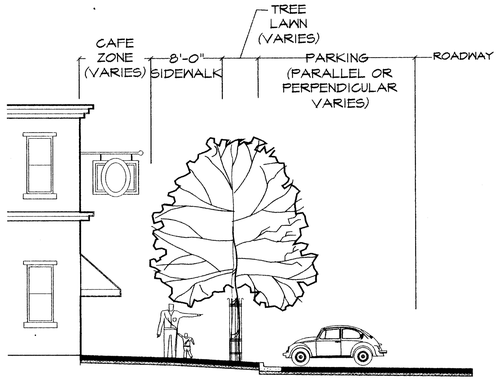
TRAIL CORRIDOR

SCALE: 1/8" = 1'-0"

CHARACTER:
Trails may or may not be located adjacent to roadways. Trails meander within open lands or Tract building and parking setback area. Trails may be located within the road right-of-way for 30% of their length.

SIZE:
3 to 8 foot wide

MATERIALS:
Hard or soft surface



URBAN SIDEWALK

SCALE: 1/8" = 1'-0"

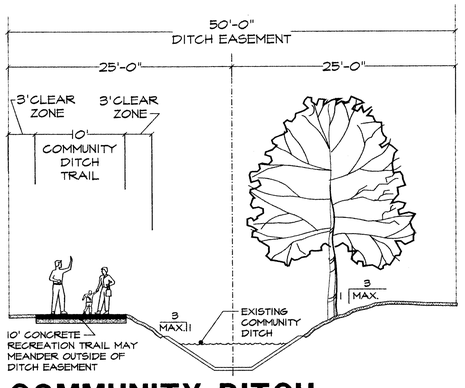
CHARACTER:
Located adjacent to the street and Mixed Use Commercial uses within the Village and Town Center Districts. These sidewalks are located adjacent to store fronts and cafe zones and have an urban character (See Street Sections 1,3,4 and 8 on Sheets 29-31).

SIZE:
8 feet wide

MATERIALS:
Hard surface

PEDESTRIAN CONNECTIONS

CHARACTER:
These connections are located within Tract Boundaries and will be more specifically described at the Site Development Plan submittal. The inclusion of these connections in this submittal is to insure pedestrian connections at the Site Development Plan stage. Off-street connections will be provided where possible.



COMMUNITY DITCH TRAIL CORRIDOR

SCALE: 1/8" = 1'-0"

CHARACTER:
Adjacent to Community Ditch, the trail may meander outside Community Ditch easement up to 40 feet.

SIZE:
Min. 8 feet wide

MATERIALS:
Hard surface (concrete)

LEGEND

- Community Ditch and/or Preble Creek
- Open Lands
- Property not included with P.U.D. and Preliminary Plat Submittal
- Preble Creek Property Line
- Proposed Right-of-way (May vary at time of final plat)
- Sidewalk (8 ft. width)
- Sidewalk (5 ft. width)
- Trail (8 - 10 ft. width, Hard Surface)
- Trail (5 ft. width, Hard Surface)
- Trail (8 ft. width, Soft Surface)
- Trail (3 - 5 ft. width, Soft Surface)
- Urban Sidewalk (Pedestrian Corridor)
- Pedestrian/Bike Connection (Size and Material to be determined at SDP)
- Northwest Parkway Regional Trail (In coordination with the Parkway Authority and Preble Creek Developers)
- Trailhead
- Linear/Neighborhood Park
- Urban Nieghborhood Park
- Pedestrian Plaza/Transit Center
- Pedestrian Underpass
- Neighborhood Park 1/4 Mile Service Radius

*Additional Legend Notes and Symbols are found on the Park Land Distribution table on Sheet 20

SHEET NOTES

1. SPECIAL PEDESTRIAN CROSSWALK AND/OR ACCENT PAVING
2. SPECIAL VILLAGE STREETSCAPE TREATMENTS – INCLUDING MORE URBANIZED STREET TREATMENTS, ATTACHED WALKS, TREES IN GRATES, BUILDINGS FRONTING ON SIDEWALKS, ON-STREET PARKING, SIGNAGE AND LIGHTING WITH PEDESTRIAN VILLAGE SCALE TREATMENTS.

GENERAL NOTES

1: ALL OPEN LANDS AREAS SHOWN ARE CONCEPTUAL ONLY AND MAY VARY IN SHAPE, SIZE AND LOCATION DURING MORE DETAILED PHASES OF DESIGN. HOWEVER, THE OVERALL OPEN LANDS TOTAL FOR THE PUD SHALL NOT BE MODIFIED EXCEPT BY PUD AMENDMENT.

2: REFER TO LANDSCAPE AND IRRIGATION DESIGN STANDARDS ON SHEETS 37 AND 38.

3: OPEN LANDS MAY INCLUDE DETENTION/RETENTION AND AESTHETIC PONDS; SEE ALSO DEFINITION OF OPEN AREAS ON SHEET 2.

4: TO CREATE A UNIFIED TRAIL SYSTEM, LOCATIONS OF PARKS, TRAILS/SIDEWALKS AND THEIR PRECISE ALIGNMENT WITHIN RESIDENTIAL NEIGHBORHOODS, COMMERCIAL, OFFICE AND TOD AREAS AS WELL AS THEIR CONNECTIONS (AND ADDITIONAL CONNECTIONS) TO REGIONAL TRAILS AND RECREATION ROUTES WILL BE IDENTIFIED AT EACH SDP SUBMITTAL.

5. THE DEVELOPER WILL WORK WITH THE CITY AND RTD TO ESTABLISH TRANSIT ROUTES AND APPROPRIATE FACILITIES THROUGHOUT PREBLE CREEK.

NORTH

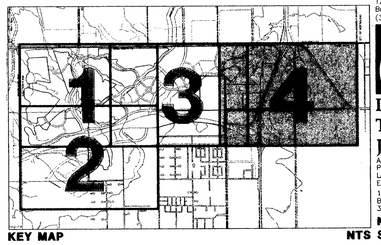
0 200 400 800 1200 ft

SUBMITTAL DATE:
May 7, 2002
REVISION DATE:
August 15, 2002
October 25, 2002
November 27, 2002
December 20, 2002
March 3, 2003

Pulte Homes
12303 Airport Way, Ste130
Broomfield, CO 80021
(303) 404-9605

DOWNING THORPE JAMES
ARCHITECTURE
PLANNING
LANDSCAPE ARCHITECTURE
ENGINEERING
1861 9th St., Ste. 103
Boulder, Colorado 80302
303-443-7533

NVC-4



KEY MAP

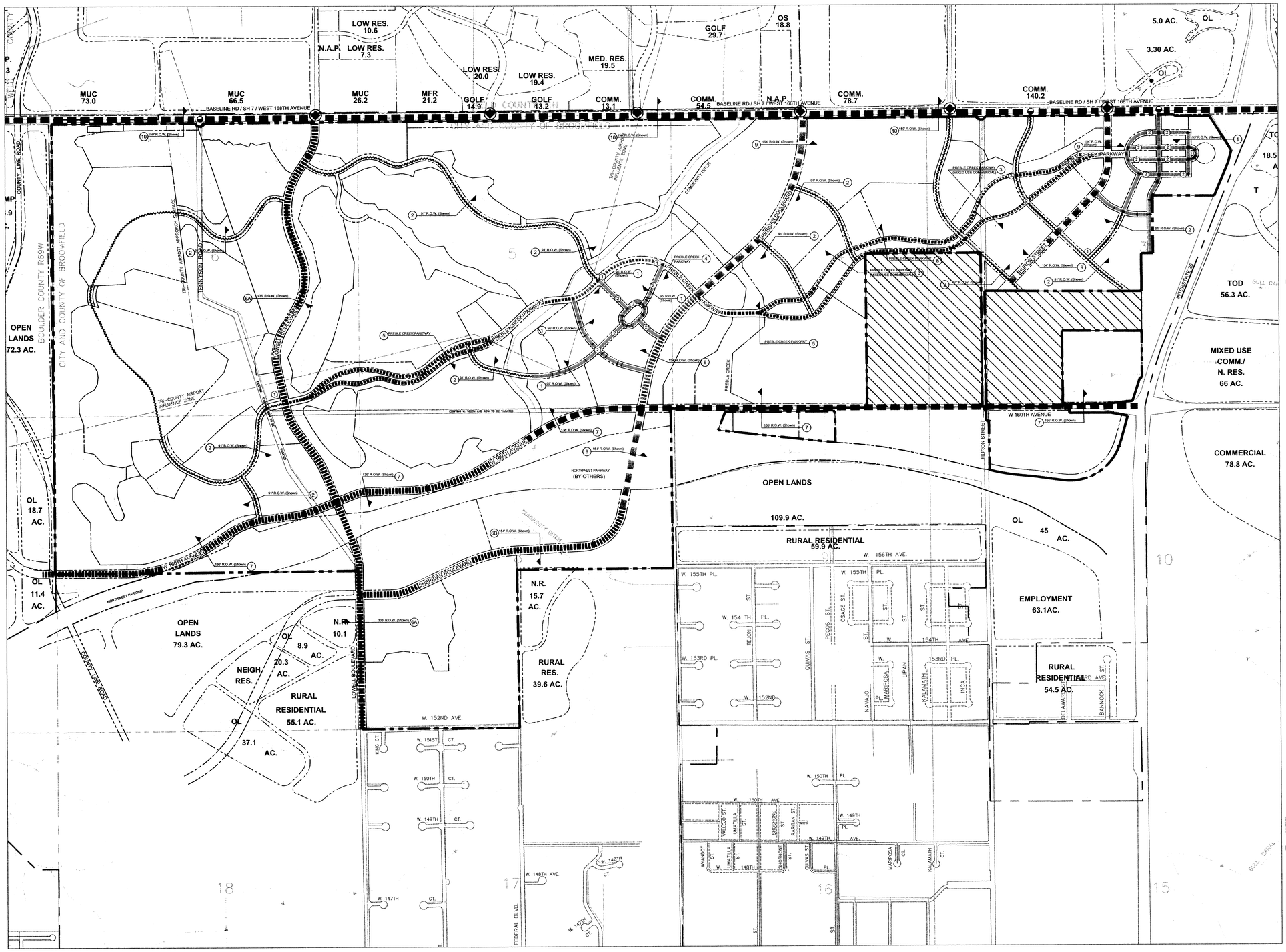
Drawing:X:\0C057-PULTE\Residential Planning\PUD 1st Amendment - with Golf - Jan 16 2003\NV-CIRC.dwg
Layout:24 of 40
Last Saved: Feb. 27, 2003-8:11
Date/Time:Jul. 31, 2003-11:42:54
Log:mchumphrey

Preble Creek

P.U.D. PLAN AND PRELIMINARY PLAT - FIRST AMENDMENT
VEHICULAR CIRCULATION AND ROAD R.O.W. PLAN

PORTIONS OF SECTIONS 3,4,5,6,7,8 AND 10, TOWNSHIP 1 SOUTH, RANGE 68 WEST OF THE 6TH PRINCIPAL MERIDIAN
CITY AND COUNTY OF BROOMFIELD, COLORADO

SHEET 25 OF 40



LEGEND

- Preble Creek Property Line
- Proposed Right-of-way/Tract Boundary (May vary at time of final plat)
- Roadway Section References (See Sheets 29 - 31)
- Intersection - Full Access
- Intersection - Partial Access (Right In, Right Out or 3/4 Access)
- Property not included with P.U.D. and Preliminary Plat Submittal

SHEET NOTES:

1. PROPOSED INTERSECTIONS ARE CONCEPTUAL. FINAL GEOMETRICS PER FINAL TRAFFIC REPORT CONCURRENT WITH FINAL PLATTING. ROUNDABOUTS SHOWN ARE TO BE DETERMINED CONCURRENT WITH FINAL PLATTING. ROUNDABOUTS SHOWN ARE PREFERED AT THIS TIME, BUT WILL BE EVALUATED IN FINAL DESIGN AND PROPER TRAFFIC ENGINEERING OF THOSE INTERSECTIONS WILL BE REQUIRED.
2. VILLAGE CONNECTOR STREET WITH ON-STREET PARKING (ANGLED 60°) IS SHOWN CONCEPTUALLY AND PREFERRED. HOWEVER, THE FINAL TRAFFIC ANALYSIS AND FINAL ROADWAY ENGINEERING WILL DETERMINE FINAL GEOMETRICS AND ROADWAY FEATURES, AS REQUIRED.

GENERAL NOTES:

1: STREET SECTIONS AND INTERSECTIONS ARE CONSISTENT WITH THE I-25 SUB-AREA PLAN AND DEPICT MINIMUM REQUIREMENTS. THESE STREET SECTIONS ARE CONCEPTUAL. FINAL RIGHT-OF-WAY, TURN LANES, LANDSCAPE MEDIANS, TREE LAWNS, BIKE LANES AND SIDEWALKS MAY VARY, SUBJECT TO FINAL APPROVAL OF THE SDP.

2: SPECIFIC ACCESS TO EACH TRACT WILL BE PROVIDED DIRECTLY FROM THE ROADWAY SYSTEMS. ACTUAL ACCESS LOCATIONS AND GEOMETRY WILL BE DETERMINED DURING DETAILED ENGINEERING PHASES AND WILL BE PER CITY STANDARD ENGINEERING PRACTICES AND APPROVAL. ADDITIONAL RIGHT-OF-WAY WILL BE GRANTED AT INTERSECTIONS AS NEEDED FOR TURN LANES IN ORDER TO MAINTAIN THE OVERALL LANDSCAPE AND SIDEWALK CHARACTER.

3: BASELINE RD/SH 7, SHERIDAN BLVD., 160TH AVE., HURON ST., LOWELL BLVD., AND PREBLE CREEK PARKWAY ARE SHOWN IN THEIR INTENDED LOCATIONS. ALL OTHER ROADS SHOWN ON THE P.U.D. PLAN ARE CONCEPTUALLY LOCATED AND SUBJECT TO REVISION PER THE SDP AND FINAL PLAT.

4: THE PUD WILL CONFORM TO THE STATE HIGHWAY 7 ACCESS CONTROL PLAN AND THE SOUTHEAST BOULDER COMPREHENSIVE PLAN. ADDITIONAL RIGHT-IN, RIGHT-OUT, THREE QUARTER AND FULL MOVEMENT ACCESS POINTS WILL BE REQUESTED AT THE TIME OF SITE DEVELOPMENT PLAN AND COORDINATED WITH CDOT AND TOWN OF ERIE AND ANY OTHER APPROPRIATE AGENCIES.

5: STREET SECTIONS ARE SUBJECT TO CITY APPROVAL PER FINAL TRAFFIC REPORT AND SITE DEVELOPMENT PLAN.

6: DIFFERENT LINE WEIGHTS AND TYPES WITHIN THE ROAD R.O.W. ON THIS GRAPHIC REPRESENT DIFFERENT ROADWAY CHARACTERISTICS. SEE SHEETS 29-31 FOR SPECIFIC ROADWAY SECTIONS.

NORTH

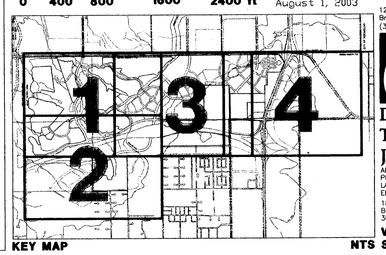
0 400 800 1600 2400 ft

SUBMITTAL DATE:
May 7, 2002
REVISION DATE:
August 15, 2002
October 25, 2002
November 27, 2002
December 20, 2002
August 1, 2003

Pulte Homes
12303 Airport Way, Ste130
Broomfield, CO 80021
(303) 404-9605

DOWNING THORPE JAMES
ARCHITECTURE
PLANNING
LANDSCAPE ARCHITECTURE
ENGINEERING
1881 9th St. Ste. 103
Boulder, Colorado 80302
303-443-7533

VC-ALL



KEY MAP NTS SHEET 25

Drawing:X:\00051-PULTE\Residential Planning\PUD 1st Amendment - with Golf - Jan 16 2003\XREFS\X-TTL-VC.dwg
X-refs: X:\00051-PULTE\Residential Planning\PUD 1st Amendment - with Golf - Jan 16 2003\XREFS\X-TRACTS.dwg
X:\00051-PULTE\Residential Planning\PUD 1st Amendment - with Golf - Jan 16 2003\XREFS\X-EXCLUDE-PRCPS.dwg
X:\00051-PULTE\Residential Planning\PUD 1st Amendment - with Golf - Jan 16 2003\XREFS\X-BSE-EX.dwg
X:\00051-PULTE\Residential Planning\PUD 1st Amendment - with Golf - Jan 16 2003\XREFS\X-XEHICLAR-CIRC_2.dwg
X:\00051-PULTE\Residential Planning\PUD 1st Amendment - with Golf - Jan 16 2003\XREFS\X-intersections.dwg
X:\00051-PULTE\Residential Planning\PUD 1st Amendment - with Golf - Jan 16 2003\VEH-CIRC-overall.dwg
Layout: VC-ALL
Last Update/Save: Jul 31, 2003-11:10
Date/Time: Jul 31, 2003-11:49:54
Log-in: dumphreg

Copyright © All Rights Reserved. Downing, Thorpe & James, Inc. 2002
Downing, Thorpe, & James understands and acknowledges that this PUD plan is a public record under the Colorado Public Records Law (C.R.S. 24-72-201 et seq.). As a public record, this PUD plan is subject to inspection and copying by any person. Downing, Thorpe, & James waives and releases the City and County of Broomfield from copyright infringement claims resulting from copying of this reproduction of this PUD plan by the City and County of Broomfield as a public record.

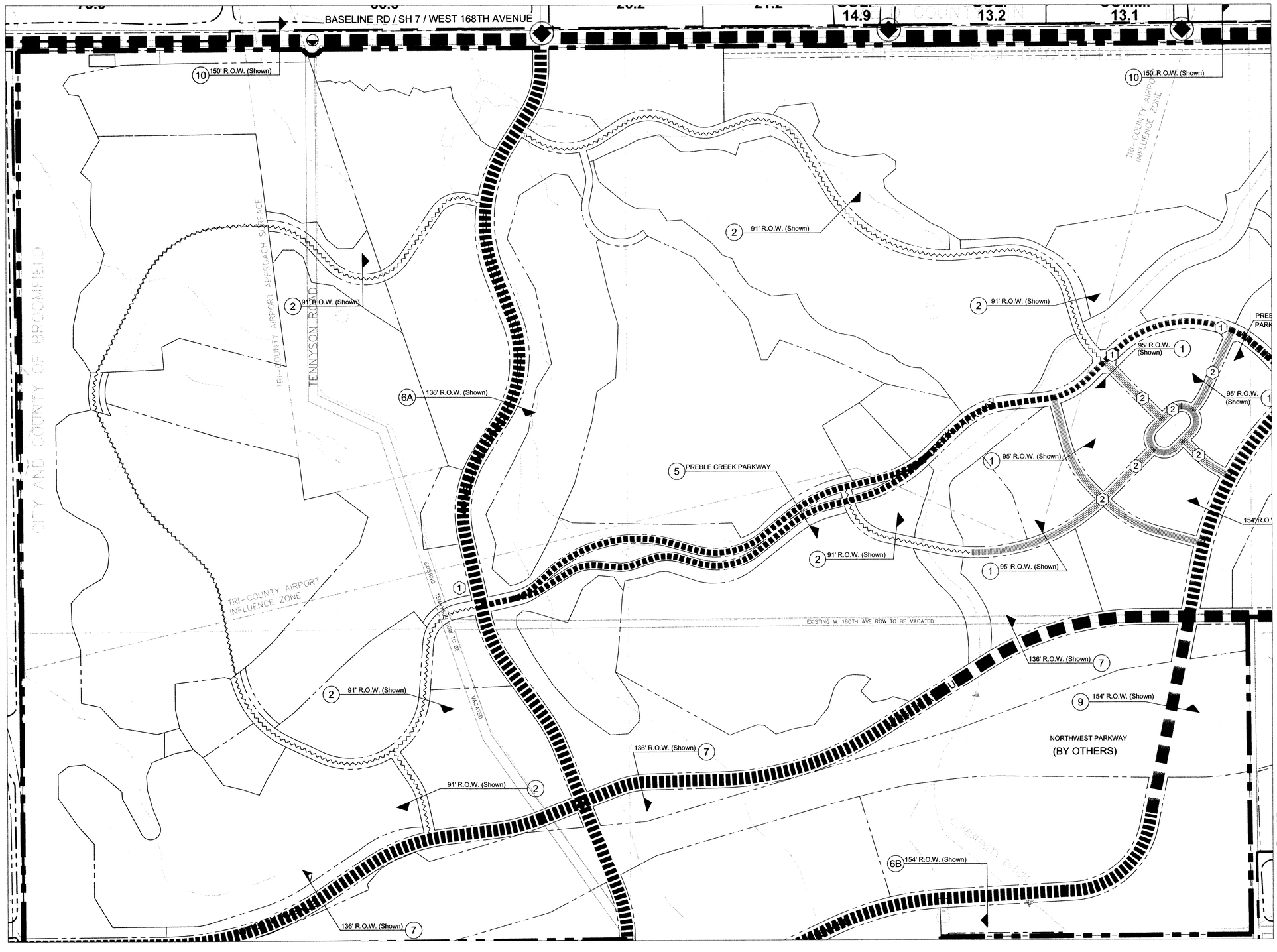
Preble Creek

P.U.D. PLAN AND PRELIMINARY PLAT - FIRST AMENDMENT

VEHICULAR CIRCULATION AND ROAD R.O.W. PLAN

PORTIONS OF SECTIONS 3,4,5,6,7,8 AND 10, TOWNSHIP 1 SOUTH, RANGE 68 WEST OF THE 6TH PRINCIPAL MERIDIAN
CITY AND COUNTY OF BROOMFIELD, COLORADO

SHEET 26 OF 40



LEGEND

- Preble Creek Property Line
- Proposed Right-of-way/Tract Boundary (May vary at time of final plat)
- Roadway Section References (See Sheets 29 - 31)
- Intersection - Full Access
- Intersection - Partial Access (Right In, Right Out or 3/4 Access)
- Property not included with P.U.D. and Preliminary Plat Submittal

SHEET NOTES:

1. PROPOSED INTERSECTIONS ARE CONCEPTUAL. FINAL GEOMETRICS PER FINAL TRAFFIC REPORT CONCURRENT WITH FINAL PLATTING. ROUNDABOUTS SHOWN ARE TO BE DETERMINED CONCURRENT WITH FINAL PLATTING. ROUNDABOUTS SHOWN ARE PREFERRED AT THIS TIME, BUT WILL BE EVALUATED IN FINAL DESIGN AND PROPER TRAFFIC ENGINEERING OF THOSE INTERSECTIONS WILL BE REQUIRED.
2. VILLAGE CONNECTOR STREET WITH ON-STREET PARKING (ANGLED 60°) IS SHOWN CONCEPTUALLY AND PREFERRED. HOWEVER, THE FINAL TRAFFIC ANALYSIS AND FINAL ROADWAY ENGINEERING WILL DETERMINE FINAL GEOMETRICS AND ROADWAY FEATURES, AS REQUIRED.

GENERAL NOTES:

1: STREET SECTIONS AND INTERSECTIONS ARE CONSISTENT WITH THE I-25 SUB-AREA PLAN AND DEPICT MINIMUM REQUIREMENTS. THESE STREET SECTIONS ARE CONCEPTUAL. FINAL RIGHT-OF-WAY, TURN LANES, LANDSCAPE MEDIANS, TREE LAWNS, BIKE LANES AND SIDEWALKS MAY VARY, SUBJECT TO FINAL APPROVAL OF THE SDP.

2: SPECIFIC ACCESS TO EACH TRACT WILL BE PROVIDED DIRECTLY FROM THE ROADWAY SYSTEMS. ACTUAL ACCESS LOCATIONS AND GEOMETRY WILL BE DETERMINED DURING DETAILED ENGINEERING PHASES AND WILL BE PER CITY STANDARD ENGINEERING PRACTICES AND APPROVAL. ADDITIONAL RIGHT-OF-WAY WILL BE GRANTED AT INTERSECTIONS AS NEEDED FOR TURN LANES IN ORDER TO MAINTAIN THE OVERALL LANDSCAPE AND SIDEWALK CHARACTER.

3: BASELINE RD/SH 7, SHERIDAN BLVD., 160TH AVE., HURON ST., LOWELL BLVD., AND PREBLE CREEK PARKWAY ARE SHOWN IN THEIR INTENDED LOCATIONS. ALL OTHER ROADS SHOWN ON THE P.U.D. PLAN ARE CONCEPTUALLY LOCATED AND SUBJECT TO REVISION PER THE SDP AND FINAL PLAT.

4: THE PUD WILL CONFORM TO THE STATE HIGHWAY 7 ACCESS CONTROL PLAN AND THE SOUTHEAST BOULDER COMPREHENSIVE PLAN. ADDITIONAL RIGHT-IN, RIGHT-OUT, THREE QUARTER AND FULL MOVEMENT ACCESS POINTS WILL BE REQUESTED AT THE TIME OF SITE DEVELOPMENT PLAN AND COORDINATED WITH CDOT AND TOWN OF ERIE AND ANY OTHER APPROPRIATE AGENCIES.

5: STREET SECTIONS ARE SUBJECT TO CITY APPROVAL PER FINAL TRAFFIC REPORT AND SITE DEVELOPMENT PLAN.

6: DIFFERENT LINE WEIGHTS AND TYPES WITHIN THE ROAD R.O.W. ON THIS GRAPHIC REPRESENT DIFFERENT ROADWAY CHARACTERISTICS. SEE SHEETS 29-31 FOR SPECIFIC ROADWAY SECTIONS.

NORTH

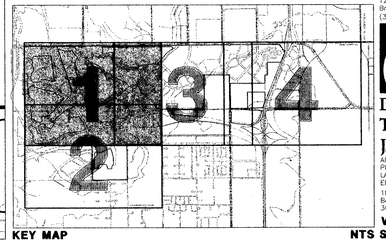
0 200 400 800 1200 ft

SUBMITTAL DATE:
May 7, 2002
REVISION DATE:
August 15, 2002
October 25, 2002
November 27, 2002
December 20, 2002
August 1, 2003

Pulte Homes
12303 Airport Way, Ste130
Broomfield, CO 80021
(303) 404-0605

DOWNING THORPE JAMES
ARCHITECTURE
PLANNING
LANDSCAPE ARCHITECTURE
ENGINEERING
1881 9th St., Ste. 103
Boulder, Colorado 80302
303-443-7533

VC-1



KEY MAP

NTS SHEET 26

Copyright © All Rights Reserved, Downing, Thorpe & James, Inc. 2002

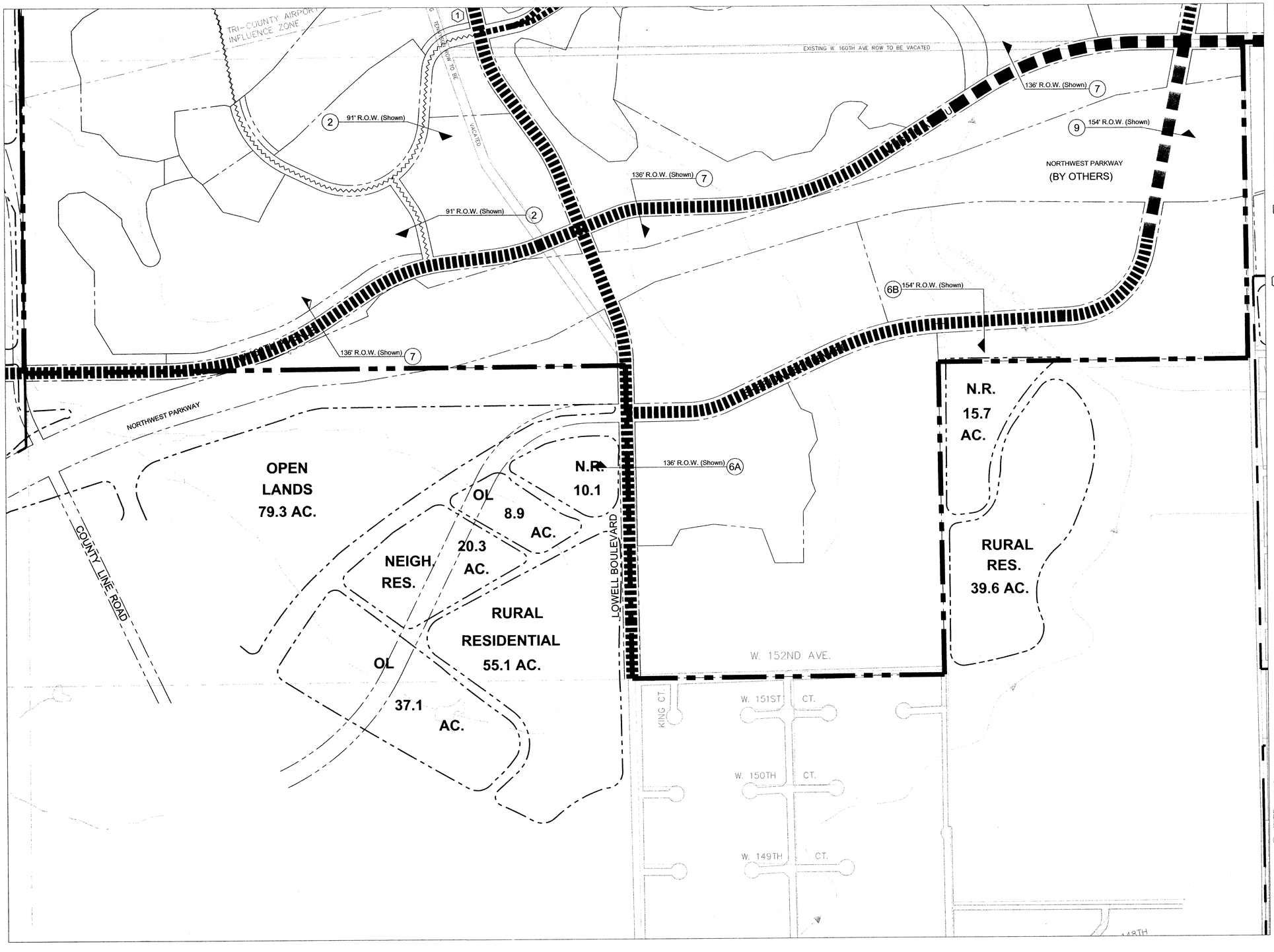
Downing, Thorpe, & James understands and acknowledges that this PUD plan is a public record under the Colorado Public Records Law (C.R.S. 24-72-201 et seq.). As a public record, this PUD plan is subject to inspection and copying by any person. Downing, Thorpe, & James waives and releases the City and County of Broomfield from copyright infringement claims arising from copying or the reproduction of this PUD plan by the City and County of Broomfield as a public record.

Drawing: X:\00051-PULTE\Residential Planning\PUD 1st Amendment - with Golf - Jan 16 2003\VEH-CIRC.dwg
Layout: VC-1
Last Update/Save: Jul 31, 2003-11:10
Date/Time: Jul 31, 2003-11:45:01
Login: downing

Preble Creek

P.U.D. PLAN AND PRELIMINARY PLAT - FIRST AMENDMENT
VEHICULAR CIRCULATION AND ROAD R.O.W. PLAN

PORTIONS OF SECTIONS 3,4,5,6,7,8 AND 10, TOWNSHIP 1 SOUTH, RANGE 68 WEST OF THE 6TH PRINCIPAL MERIDIAN
CITY AND COUNTY OF BROOMFIELD, COLORADO



LEGEND

- Preble Creek Property Line
- Proposed Right-of-way/Tract Boundary (May vary at time of final plat)
- Roadway Section References (See Sheets 29 - 31)
- Intersection - Full Access
- Intersection - Partial Access (Right In, Right Out or 3/4 Access)
- Property not included with P.U.D. and Preliminary Plat Submittal

SHEET NOTES:

1. PROPOSED INTERSECTIONS ARE CONCEPTUAL. FINAL GEOMETRICS PER FINAL TRAFFIC REPORT CONCURRENT WITH FINAL PLATTING. ROUNDABOUTS SHOWN ARE TO BE DETERMINED CONCURRENT WITH FINAL PLATTING. ROUNDABOUTS SHOWN ARE PREFERED AT THIS TIME, BUT WILL BE EVALUATED IN FINAL DESIGN AND PROPER TRAFFIC ENGINEERING OF THOSE INTERSECTIONS WILL BE REQUIRED.
2. VILLAGE CONNECTOR STREET WITH ON-STREET PARKING (ANGLED 60°) IS SHOWN CONCEPTUALLY AND PREFERRED. HOWEVER, THE FINAL TRAFFIC ANALYSIS AND FINAL ROADWAY ENGINEERING WILL DETERMINE FINAL GEOMETRICS AND ROADWAY FEATURES, AS REQUIRED.

GENERAL NOTES:

1: STREET SECTIONS AND INTERSECTIONS ARE CONSISTENT WITH THE I-25 SUB-AREA PLAN AND DEPICT MINIMUM REQUIREMENTS. THESE STREET SECTIONS ARE CONCEPTUAL. FINAL RIGHT-OF-WAY, TURN LANES, LANDSCAPE MEDIANS, TREE LAWNS, BIKE LANES AND SIDEWALKS MAY VARY, SUBJECT TO FINAL APPROVAL OF THE SDP.

2: SPECIFIC ACCESS TO EACH TRACT WILL BE PROVIDED DIRECTLY FROM THE ROADWAY SYSTEMS. ACTUAL ACCESS LOCATIONS AND GEOMETRY WILL BE DETERMINED DURING DETAILED ENGINEERING PHASES AND WILL BE PER CITY STANDARD ENGINEERING PRACTICES AND APPROVAL. ADDITIONAL RIGHT-OF-WAY WILL BE GRANTED AT INTERSECTIONS AS NEEDED FOR TURN LANES IN ORDER TO MAINTAIN THE OVERALL LANDSCAPE AND SIDEWALK CHARACTER.

3: BASELINE RD/SH 7, SHERIDAN BLVD., 160TH AVE., HURON ST., LOWELL BLVD., AND PREBLE CREEK PARKWAY ARE SHOWN IN THEIR INTENDED LOCATIONS. ALL OTHER ROADS SHOWN ON THE P.U.D. PLAN ARE CONCEPTUALLY LOCATED AND SUBJECT TO REVISION PER THE SDP AND FINAL PLAT.

4: THE PUD WILL CONFORM TO THE STATE HIGHWAY 7 ACCESS CONTROL PLAN AND THE SOUTHEAST BOULDER COMPREHENSIVE PLAN. ADDITIONAL RIGHT-IN, RIGHT-OUT, THREE QUARTER AND FULL MOVEMENT ACCESS POINTS WILL BE REQUESTED AT THE TIME OF SITE DEVELOPMENT PLAN AND COORDINATED WITH CDOT AND TOWN OF ERIE AND ANY OTHER APPROPRIATE AGENCIES.

5: STREET SECTIONS ARE SUBJECT TO CITY APPROVAL PER FINAL TRAFFIC REPORT AND SITE DEVELOPMENT PLAN.

6: DIFFERENT LINE WEIGHTS AND TYPES WITHIN THE ROAD R.O.W. ON THIS GRAPHIC REPRESENT DIFFERENT ROADWAY CHARACTERISTICS. SEE SHEETS 29-31 FOR SPECIFIC ROADWAY SECTIONS.

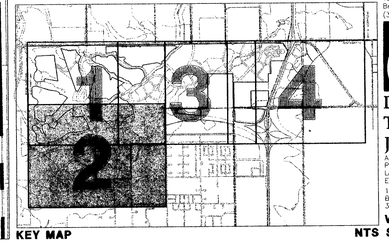
NORTH

0 200 400 800 1200 ft

SUBMITTAL DATE:
May 7, 2002
REVISION DATE:
August 15, 2002
October 25, 2002
November 27, 2002
December 20, 2002

Pulte Homes
12303 Airport Way, Ste130
Broomfield, CO 80021
(303) 404-9605

DOWNING THORPE JAMES
ARCHITECTURE
PLANNING
LANDSCAPE ARCHITECTURE
ENGINEERING
1881 9th St., Ste. 103
Boulder, Colorado 80302
303-443-7533



KEY MAP

VC-2

NTS SHEET 27

Copyright © All Rights Reserved, Downing, Thorpe & James, Inc. 2002

Downing, Thorpe, & James understands and acknowledges that this PUD plan is a public record under the Colorado Public Records Law (C.R.S. 24-72-201 et seq.). As a public record, this PUD plan is subject to inspection and copying by any person. Downing, Thorpe, & James waives and releases the City and County of Broomfield from copyright infringement claims resulting from copying or the reproduction of this PUD plan by the City and County of Broomfield as a public record.

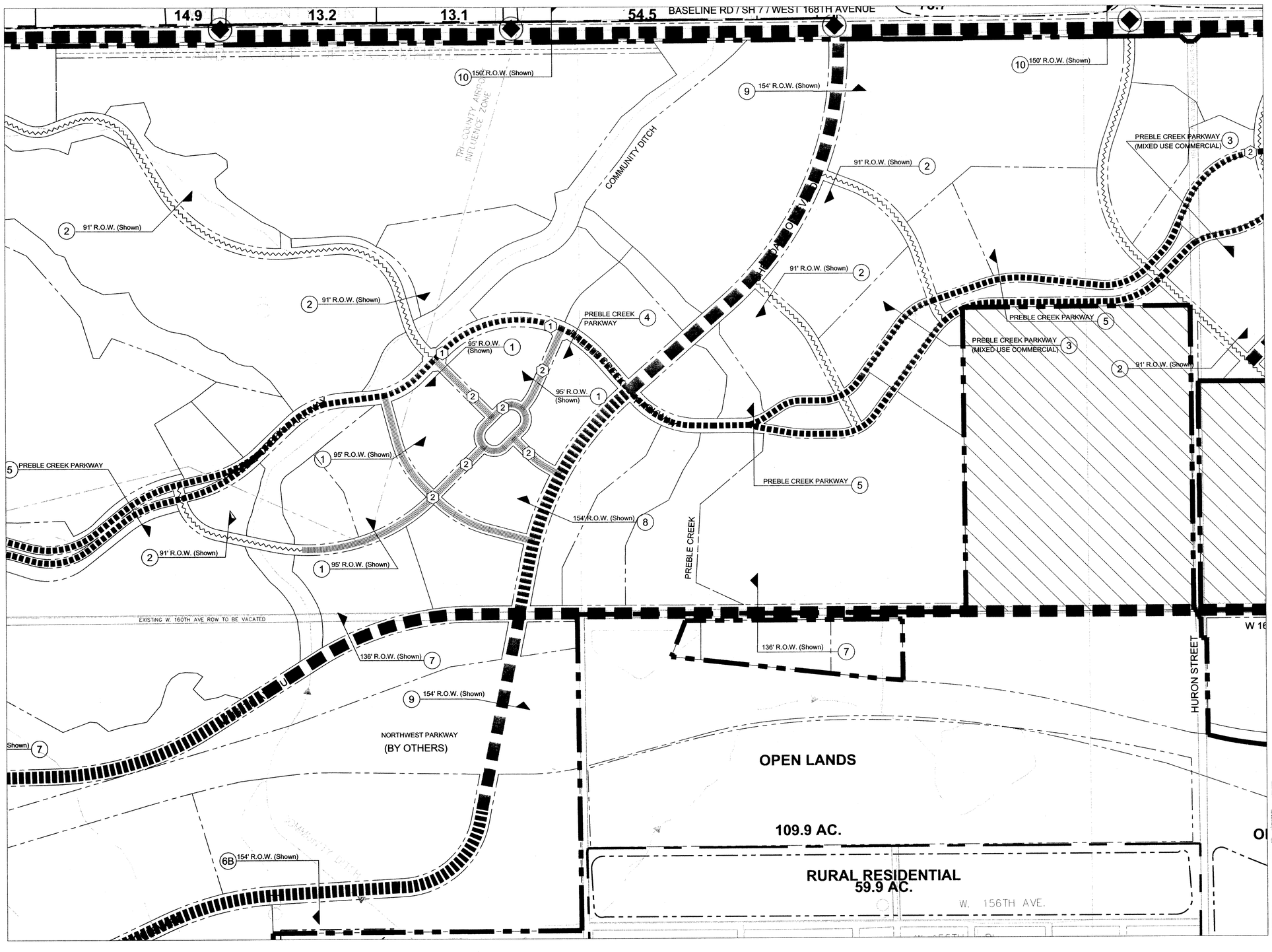
Drawing: X:\0051-PUL1E\Residential Planning\PUD 1st Amendment - with Golf - Jan 16 2003\VEH-CIRC.dwg
Layout: 27
Last Save: Jul 31, 2003-11:10
Date/Time: Jul 31, 2003-11:44:52

Preble Creek

P.U.D. PLAN AND PRELIMINARY PLAT - FIRST AMENDMENT

VEHICULAR CIRCULATION AND ROAD R.O.W. PLAN

PORTIONS OF SECTIONS 3,4,5,6,7,8 AND 10, TOWNSHIP 1 SOUTH, RANGE 68 WEST OF THE 6TH PRINCIPAL MERIDIAN
CITY AND COUNTY OF BROOMFIELD, COLORADO



LEGEND

- Preble Creek Property Line
- Proposed Right-of-way/Tract Boundary (May vary at time of final plat)
- Roadway Section References (See Sheets 29 - 31)
- Intersection - Full Access
- Intersection - Partial Access (Right In, Right Out or 3/4 Access)
- Property not included with P.U.D. and Preliminary Plat Submittal

SHEET NOTES:

1. PROPOSED INTERSECTIONS ARE CONCEPTUAL. FINAL GEOMETRICS PER FINAL TRAFFIC REPORT CONCURRENT WITH FINAL PLATTING. ROUNDABOUTS SHOWN ARE TO BE DETERMINED CONCURRENT WITH FINAL PLATTING. ROUNDABOUTS SHOWN ARE PREFERED AT THIS TIME, BUT WILL BE EVALUATED IN FINAL DESIGN AND PROPER TRAFFIC ENGINEERING OF THOSE INTERSECTIONS WILL BE REQUIRED.
2. VILLAGE CONNECTOR STREET WITH ON-STREET PARKING (ANGLED 60°) IS SHOWN CONCEPTUALLY AND PREFERRED. HOWEVER, THE FINAL TRAFFIC ANALYSIS AND FINAL ROADWAY ENGINEERING WILL DETERMINE FINAL GEOMETRICS AND ROADWAY FEATURES, AS REQUIRED.

GENERAL NOTES:

1: STREET SECTIONS AND INTERSECTIONS ARE CONSISTENT WITH THE I-25 SUB-AREA PLAN AND DEPICT MINIMUM REQUIREMENTS. THESE STREET SECTIONS ARE CONCEPTUAL. FINAL RIGHT-OF-WAY, TURN LANES, LANDSCAPE MEDIANS, TREE LAWNS, BIKE LANES AND SIDEWALKS MAY VARY, SUBJECT TO FINAL APPROVAL OF THE SDP.

2: SPECIFIC ACCESS TO EACH TRACT WILL BE PROVIDED DIRECTLY FROM THE ROADWAY SYSTEMS. ACTUAL ACCESS LOCATIONS AND GEOMETRY WILL BE DETERMINED DURING DETAILED ENGINEERING PHASES AND WILL BE PER CITY STANDARD ENGINEERING PRACTICES AND APPROVAL. ADDITIONAL RIGHT-OF-WAY WILL BE GRANTED AT INTERSECTIONS AS NEEDED FOR TURN LANES IN ORDER TO MAINTAIN THE OVERALL LANDSCAPE AND SIDEWALK CHARACTER.

3: BASELINE RD/SH 7, SHERIDAN BLVD., 160TH AVE., HURON ST., LOWELL BLVD., AND PREBLE CREEK PARKWAY ARE SHOWN IN THEIR INTENDED LOCATIONS. ALL OTHER ROADS SHOWN ON THE P.U.D. PLAN ARE CONCEPTUALLY LOCATED AND SUBJECT TO REVISION PER THE SDP AND FINAL PLAT.

4: THE PUD WILL CONFORM TO THE STATE HIGHWAY 7 ACCESS CONTROL PLAN AND THE SOUTHEAST BOULDER COMPREHENSIVE PLAN. ADDITIONAL RIGHT-IN, RIGHT-OUT, THREE QUARTER AND FULL MOVEMENT ACCESS POINTS WILL BE REQUESTED AT THE TIME OF SITE DEVELOPMENT PLAN AND COORDINATED WITH CDOT AND TOWN OF ERIE AND ANY OTHER APPROPRIATE AGENCIES.

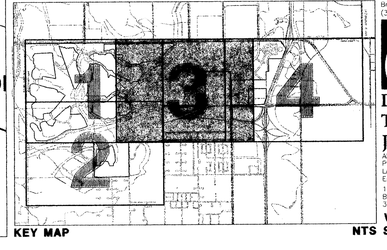
5: STREET SECTIONS ARE SUBJECT TO CITY APPROVAL PER FINAL TRAFFIC REPORT AND SITE DEVELOPMENT PLAN.

6: DIFFERENT LINE WEIGHTS AND TYPES WITHIN THE ROAD R.O.W ON THIS GRAPHIC REPRESENT DIFFERENT ROADWAY CHARACTERISTICS. SEE SHEETS 29-31 FOR SPECIFIC ROADWAY SECTIONS.

NORTH

0 200 400 800 1200 ft

SUBMITTAL DATE:
May 7, 2002
REVISION DATE:
August 15, 2002
October 25, 2002
November 27, 2002
December 20, 2002
August 1, 2003



KEY MAP

Pulte Homes
12303 Airport Way, Ste130
Broomfield, CO 80021
(303) 404-9605

DOWNING THORPE JAMES
ARCHITECTURE
PLANNING
LANDSCAPE ARCHITECTURE
ENGINEERING
1881 9th St., Ste. 103
Boulder, Colorado 80302
303-443-7533

VC-3

NTS SHEET 28

Copyright © All Rights Reserved, Downing, Thorpe & James, Inc. 2002

Downing, Thorpe, & James understands and acknowledges that this PUD plan is a public record under the Colorado Public Records Law (C.R.S. 24-72-201 et seq.). As a public record, this PUD plan is subject to inspection and copying. Thorpe & James waives and releases the City and County of Broomfield from copyright infringement claims resulting from copying or the reproduction of this PUD plan by the City and County of Broomfield as a public record.

Drawing:X:\00051-PULTE\Residential Planning\PUD 1st Amendment - with Golf - Jan 16 2003\VEH-CIRC.dwg
Layout: 13 OF 4
Last Update/Save:Jul 31, 2003-11:10
Date/Time:Jul 31, 2003-11:45:50
Log-in:chumphrey

X:\00051-PULTE\Residential Planning\PUD 1st Amendment - with Golf - Jan 16 2003\XREFS\X-TL-VC.dwg
X:\00051-PULTE\Residential Planning\PUD 1st Amendment - with Golf - Jan 16 2003\XREFS\X-TRACTS.dwg
X:\00051-PULTE\Residential Planning\PUD 1st Amendment - with Golf - Jan 16 2003\XREFS\X-ESC-ELEM.dwg
X:\00051-PULTE\Residential Planning\PUD 1st Amendment - with Golf - Jan 16 2003\XREFS\X-LUCAL-PROPS.dwg
X:\00051-PULTE\Residential Planning\PUD 1st Amendment - with Golf - Jan 16 2003\XREFS\X-STREETNAMES.dwg
X:\00051-PULTE\Residential Planning\PUD 1st Amendment - with Golf - Jan 16 2003\XREFS\X-Intersections.dwg
X:\00051-PULTE\Residential Planning\PUD 1st Amendment - with Golf - Jan 16 2003\XREFS\X-VEHICULAR-CIRC.dwg

Preble Creek

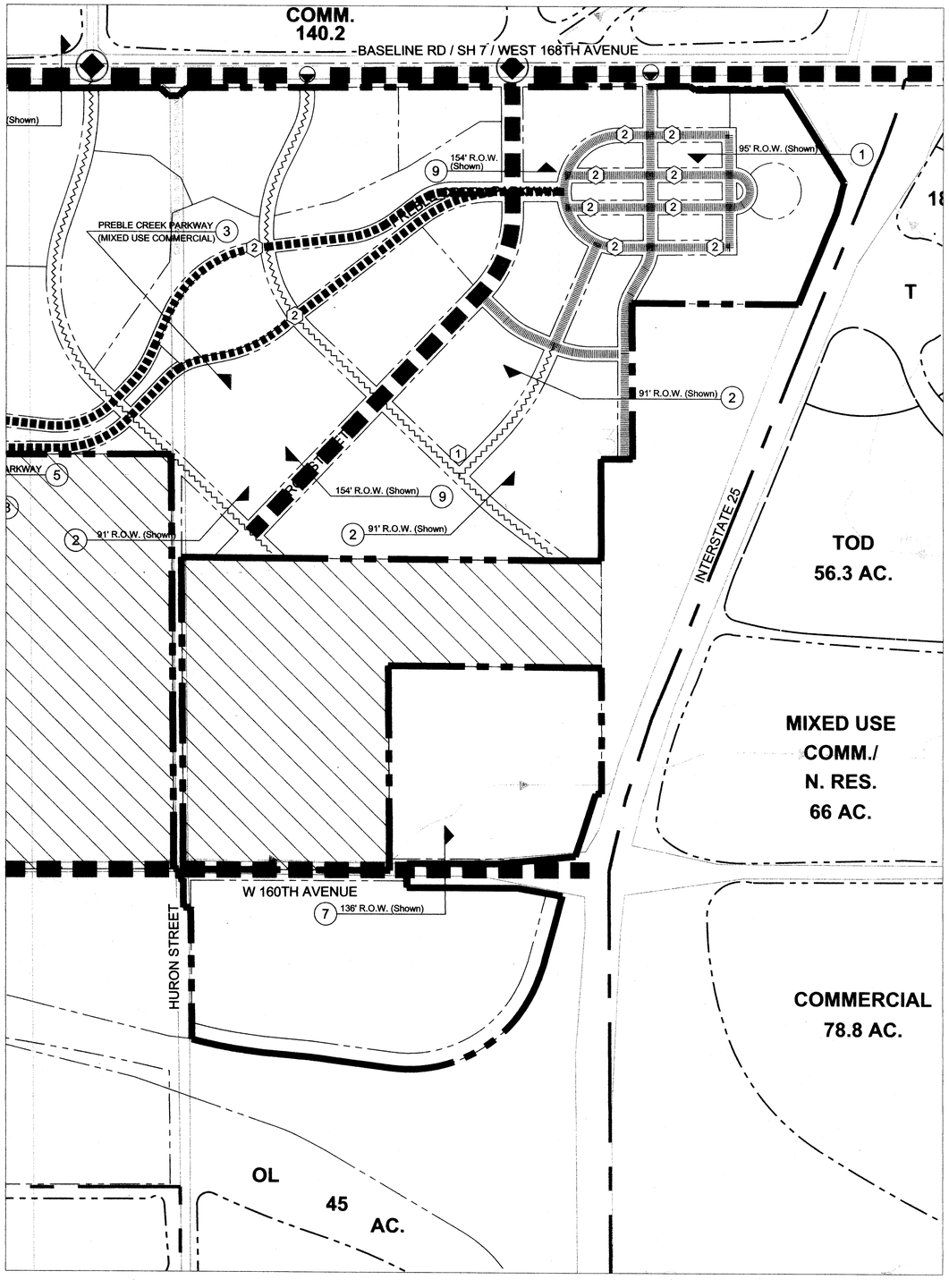
P.U.D. PLAN AND PRELIMINARY PLAT - FIRST AMENDMENT

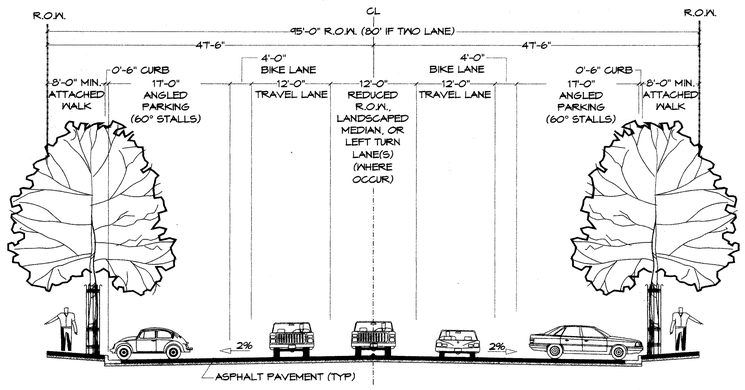
VEHICULAR CIRCULATION AND ROAD R.O.W. PLAN

PORTIONS OF SECTIONS 3,4,5,6,7,8 AND 10, TOWNSHIP 1 SOUTH, RANGE 68 WEST OF THE 6TH PRINCIPAL MERIDIAN
CITY AND COUNTY OF BROOMFIELD, COLORADO

Copyright © All Rights Reserved. Downing, Thorpe & James, Inc. 2002

Downing, Thorpe, & James understands and acknowledges that this PUD plan is a public record under the Colorado Open Records Act, C.R.S. 24-72-200.1. As a public record, this PUD plan is subject to inspection and copying by any person. Downing, Thorpe, & James waives and releases the City and County of Broomfield from copyright infringement claims resulting from copying or the reproduction of this PUD plan by the City and County of Broomfield as a public record.

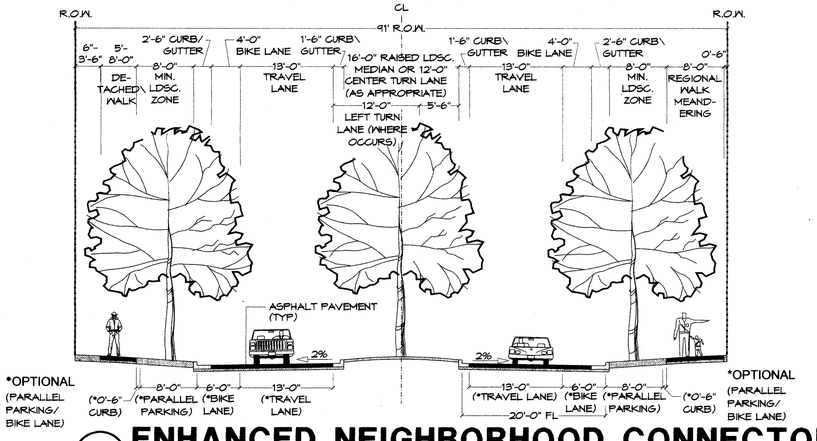




1 VILLAGE CONNECTOR

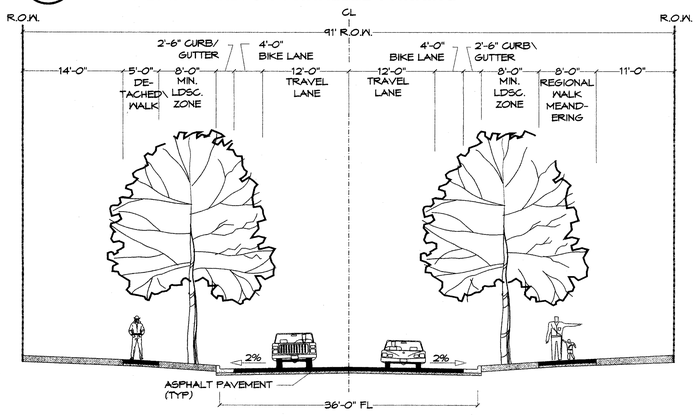
WITH ON-STREET PARKING SCALE: 1" = 10'-0"

* Section may be reconfigured subject to safety analysis as part of a traffic study and as approved by City Council.



2a ENHANCED NEIGHBORHOOD CONNECTOR

WITH MEDIAN AND/OR PARALLEL PARKING SCALE: 1" = 10' - 0"



2b NEIGHBORHOOD CONNECTOR

WITHOUT MEDIAN SCALE: 1" = 10' - 0"

LEGEND

- Preble Creek Property Line
- Proposed Right-of-way/Tract Boundary (May vary at time of final plat)
- Roadway Section References (See Sheets 29 - 31)
- Intersection - Full Access
- Intersection - Partial Access (Right In, Right Out or 3/4 Access)
- Property not included with P.U.D. and Preliminary Plat Submittal

SHEET NOTES:

1. PROPOSED INTERSECTIONS ARE CONCEPTUAL. FINAL GEOMETRICS PER FINAL TRAFFIC REPORT CONCURRENT WITH FINAL PLATTING. ROUNDABOUTS SHOWN ARE TO BE DETERMINED CONCURRENT WITH FINAL PLATTING. ROUNDABOUTS SHOWN ARE PREFERED AT THIS TIME, BUT WILL BE EVALUATED IN FINAL DESIGN AND PROPER TRAFFIC ENGINEERING OF THOSE INTERSECTIONS WILL BE REQUIRED.
2. VILLAGE CONNECTOR STREET WITH ON-STREET PARKING (ANGLED 60°) IS SHOWN CONCEPTUALLY AND PREFERRED. HOWEVER, THE FINAL TRAFFIC ANALYSIS AND FINAL ROADWAY ENGINEERING WILL DETERMINE FINAL GEOMETRICS AND ROADWAY FEATURES, AS REQUIRED.

GENERAL NOTES:

1: STREET SECTIONS AND INTERSECTIONS ARE CONSISTENT WITH THE I-25 SUB-AREA PLAN AND DEPICT MINIMUM REQUIREMENTS. THESE STREET SECTIONS ARE CONCEPTUAL. FINAL RIGHT-OF-WAY, TURN LANES, LANDSCAPE MEDIANS, TREE LAWNS, BIKE LANES AND SIDEWALKS MAY VARY, SUBJECT TO FINAL APPROVAL OF THE SDP.

2: SPECIFIC ACCESS TO EACH TRACT WILL BE PROVIDED DIRECTLY FROM THE ROADWAY SYSTEMS. ACTUAL ACCESS LOCATIONS AND GEOMETRY WILL BE DETERMINED DURING DETAILED ENGINEERING PHASES AND WILL BE PER CITY STANDARD ENGINEERING PRACTICES AND APPROVAL. ADDITIONAL RIGHT-OF-WAY WILL BE GRANTED AT INTERSECTIONS AS NEEDED FOR TURN LANES IN ORDER TO MAINTAIN THE OVERALL LANDSCAPE AND SIDEWALK CHARACTER.

3: BASELINE RD/SH 7, SHERIDAN BLVD., 160TH AVE., HURON ST., LOWELL BLVD., AND PREBLE CREEK PARKWAY ARE SHOWN IN THEIR INTENDED LOCATIONS. ALL OTHER ROADS SHOWN ON THE P.U.D. PLAN ARE CONCEPTUALLY LOCATED AND SUBJECT TO REVISION PER THE SDP AND FINAL PLAT.

4: THE PUD WILL CONFORM TO THE STATE HIGHWAY 7 ACCESS CONTROL PLAN AND THE SOUTHEAST BOULDER COMPREHENSIVE PLAN. ADDITIONAL RIGHT-IN, RIGHT-OUT, THREE QUARTER AND FULL MOVEMENT ACCESS POINTS WILL BE REQUESTED AT THE TIME OF SITE DEVELOPMENT PLAN AND COORDINATED WITH CDOT AND TOWN OF ERIE AND ANY OTHER APPROPRIATE AGENCIES.

5: STREET SECTIONS ARE SUBJECT TO CITY APPROVAL PER FINAL TRAFFIC REPORT AND SITE DEVELOPMENT PLAN.

6: DIFFERENT LINE WEIGHTS AND TYPES WITHIN THE ROAD R.O.W ON THIS GRAPHIC REPRESENT DIFFERENT ROADWAY CHARACTERISTICS. SEE SHEETS 29-31 FOR SPECIFIC ROADWAY SECTIONS.

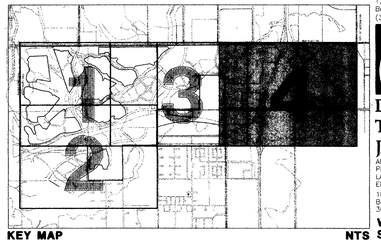
NORTH

0 200 400 800 1200 ft

SUBMITTAL DATE:
May 7, 2002
REVISION DATE:
August 15, 2002
October 25, 2002
November 27, 2002
December 20, 2002
August 1, 2003

Pulte Homes
12303 Airport Way, Ste130
Broomfield, CO 80021
(303) 404-8605

DOWNING THORPE JAMES
ARCHITECTURE
PLANNING
LANDSCAPE ARCHITECTURE
ENGINEERING
1881 9th St., Ste. 103
Boulder, Colorado 80302
303-443-7533



KEY MAP NTS

Drawing: X:\00051-PULTE\Residential Planning\PUD 1st Amendment - with Golf - Jan 16 2003\VEH-CIRC.dwg
Layout: 29
Last Update/Save: Oct. 28, 2003-20:12 Log-in: chuffphrey
Date/Time: Oct. 29, 2003-09:36:39

Xrefs: X:\00051-PULTE\Residential Planning\PUD 1st Amendment - with Golf - Jan 16 2003\XREFS\X-TTL-VC.dwg
X:\00051-PULTE\Residential Planning\PUD 1st Amendment - with Golf - Jan 16 2003\XREFS\X-TRACTS.dwg
X:\00051-PULTE\Residential Planning\PUD 1st Amendment - with Golf - Jan 16 2003\XREFS\X-BSE-EX.dwg
X:\00051-PULTE\Residential Planning\PUD 1st Amendment - with Golf - Jan 16 2003\XREFS\X-EXCLUDE-PROPS.dwg
X:\00051-PULTE\Residential Planning\PUD 1st Amendment - with Golf - Jan 16 2003\XREFS\X-PREBLE-MAP.dwg
X:\00051-PULTE\Residential Planning\PUD 1st Amendment - with Golf - Jan 16 2003\XREFS\X-TRF-MGMT-SDP.dwg
X:\00051-PULTE\Residential Planning\PUD 1st Amendment - with Golf - Jan 16 2003\XREFS\X-VEHICULAR-CIRC.dwg

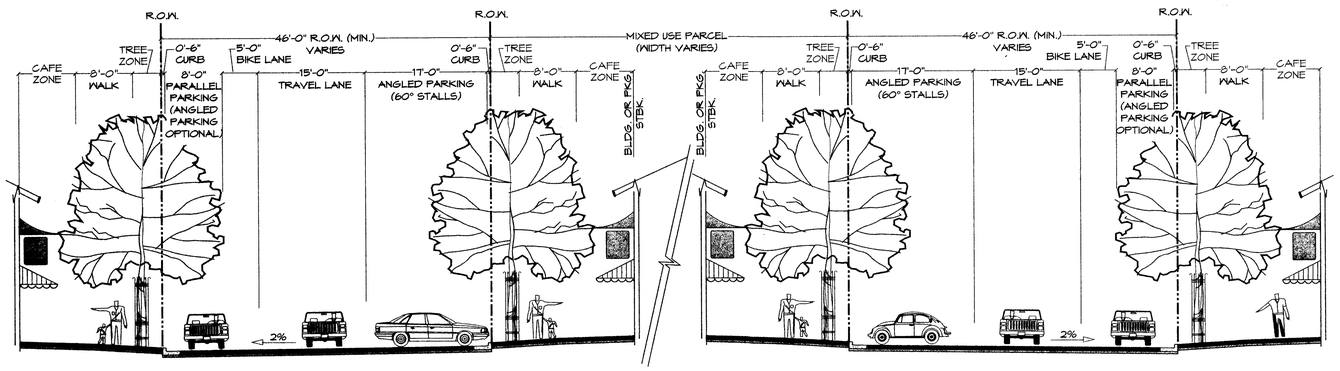
Preble Creek

P.U.D. PLAN AND PRELIMINARY PLAT - FIRST AMENDMENT

CONCEPTUAL ROADWAY SECTIONS

PORTIONS OF SECTIONS 3,4,5,6,7,8 AND 10, TOWNSHIP 1 SOUTH, RANGE 68 WEST OF THE 6TH PRINCIPAL MERIDIAN
CITY AND COUNTY OF BROOMFIELD, COLORADO

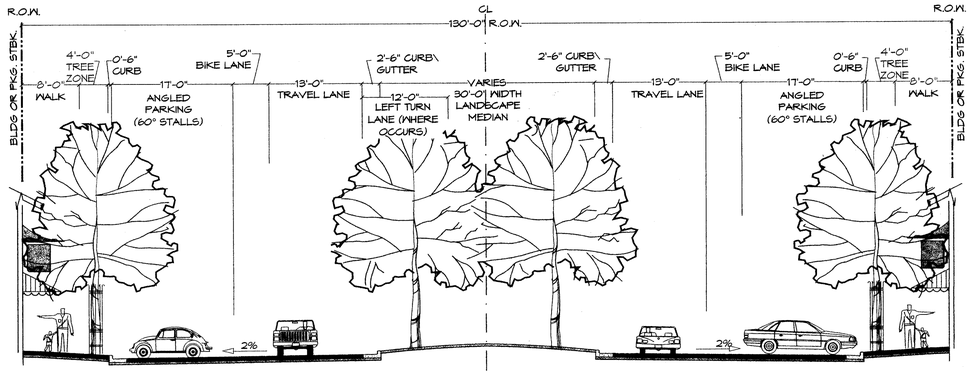
SHEET 30 OF 40



3 PREBLE CREEK PARKWAY 46' MIN R.O.W.

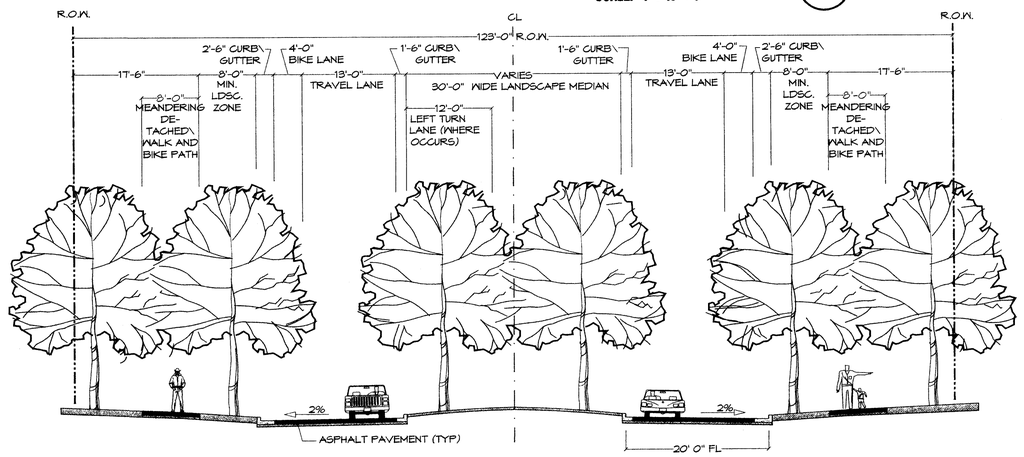
Along Mixed Use Tracts

SCALE: 1" = 10' - 0"



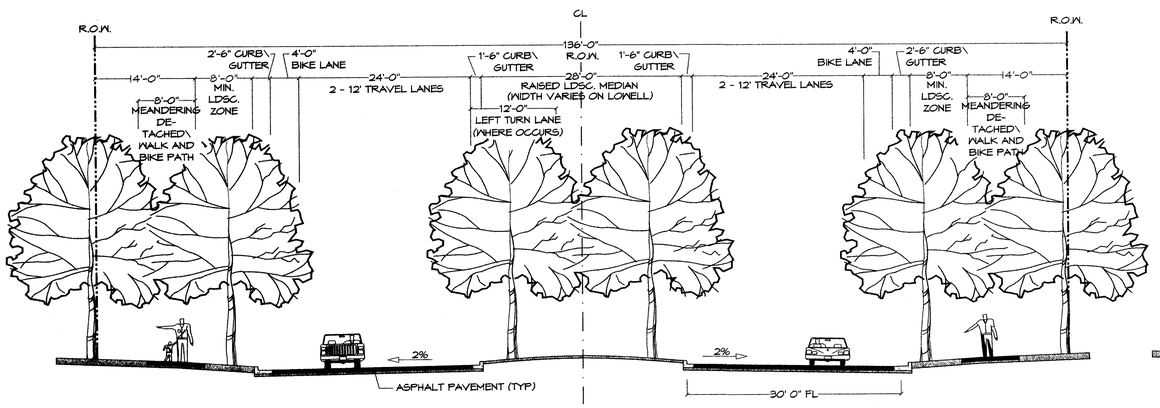
4 PREBLE CREEK PARKWAY 130' MIN R.O.W.

SCALE: 1" = 10' - 0"



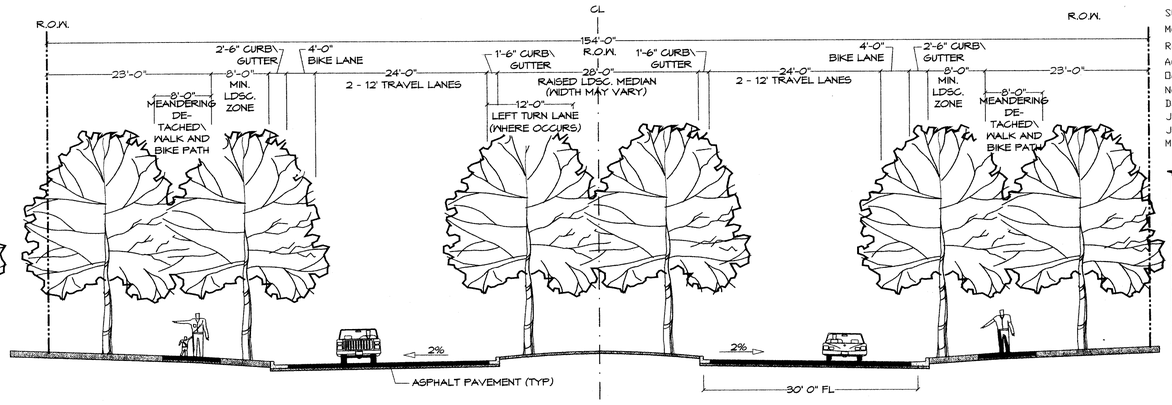
5 PREBLE CREEK PARKWAY (R.O.W. VARIES DUE TO MEDIAN WIDTH)

SCALE: 1" = 10' - 0"



6A 136' R.O.W. SECTION

SCALE: 1" = 10' - 0"



6B 154' R.O.W. SECTION

(SHERIDAN BLVD. SOUTH OF NORTHWEST PKWY.)

SCALE: 1" = 10' - 0"

SUBMITTAL DATE:
May 7, 2002
REVISION DATE:
August 15, 2002
October 25, 2002
November 27, 2002
December 20, 2002
January 6, 2003
January 16, 2003
March 3, 2003

Pulte Homes
12303 Airport Way, Ste130
Broomfield, CO 80021
(303) 404-9605

DOWNING THORPE JAMES
ARCHITECTURE
PLANNING
LANDSCAPE ARCHITECTURE
ENGINEERING
1881 9th St. Ste. 103
Boulder, Colorado 80302
303-443-7533

VC-5
SHEET 30

Downing, Thorpe, & James understands and acknowledges that this PUD plan is a public record under the Colorado Public Records Law (C.R.S. 24-72-201 et seq.). As a public record, this PUD plan is subject to inspection and copying by any person. Downing, Thorpe, & James waives and releases the City and County of Broomfield from copyright infringement claims resulting from copying or the reproduction of this PUD plan by the City and County of Broomfield as a public record.

Drawing: X:\0005T-PULTE\Residential Planning\PUD 1st Amendment - with Golf - Jan 16 2003\VEH-CIRC-SECTIONS.dwg
Layout: REVISED SEC.
Last Saved: Jan 16, 2003 - 3:11
Date/Time: Jul 31, 2001 - 11:50:35
Xrefs: X:\0005T-PULTE\Residential Planning\PUD 1st Amendment - with Golf - Jan 16 2003\XREFS\X-TTL-SHEET

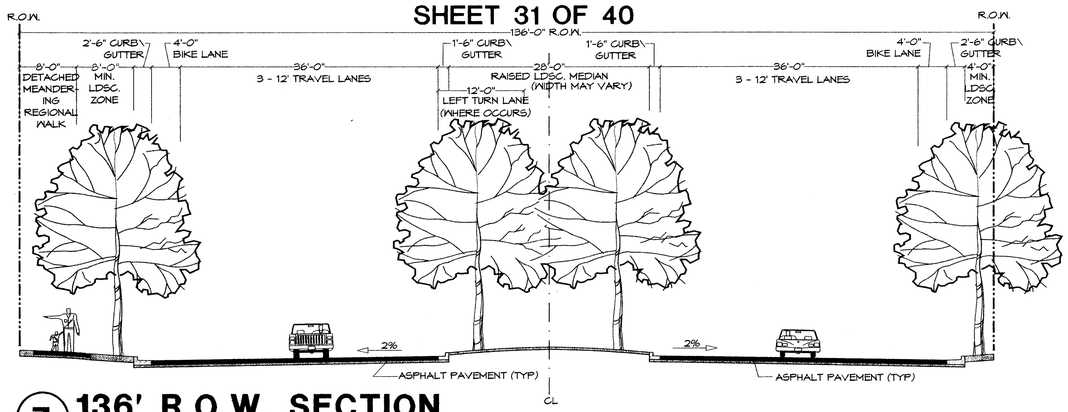
Preble Creek

P.U.D. PLAN AND PRELIMINARY PLAT - FIRST AMENDMENT

CONCEPTUAL ROADWAY SECTIONS

PORTIONS OF SECTIONS 3,4,5,6,7,8 AND 10, TOWNSHIP 1 SOUTH, RANGE 68 WEST OF THE 6TH PRINCIPAL MERIDIAN
CITY AND COUNTY OF BROOMFIELD, COLORADO

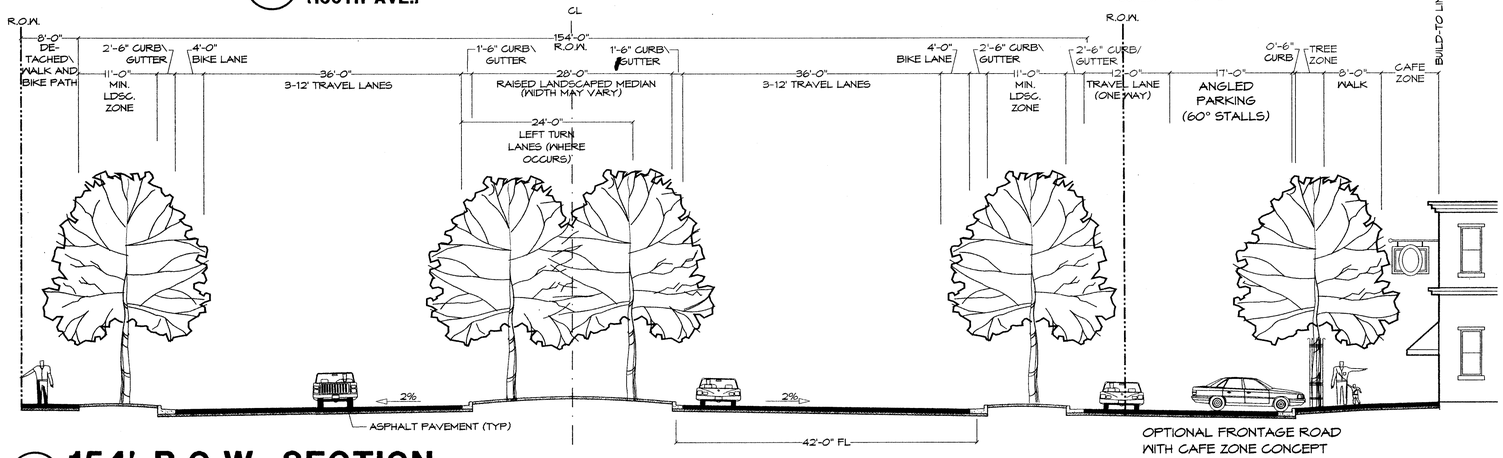
SHEET 31 OF 40



7 136' R.O.W. SECTION

[160TH AVE.]

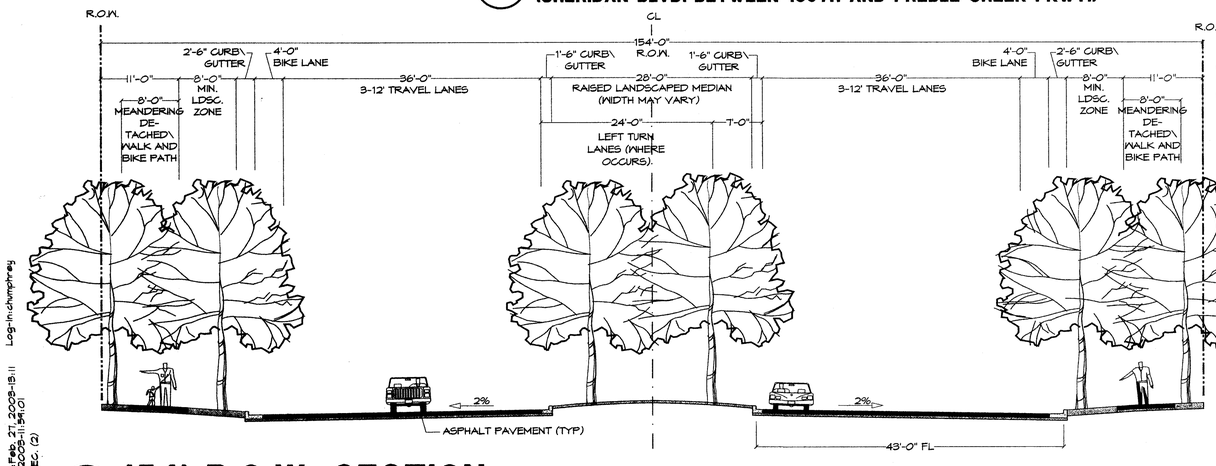
SCALE: 1" = 10' - 0"



8 154' R.O.W. SECTION

[SHERIDAN BLVD.-BETWEEN 160TH AND PREBLE CREEK PKWY.]

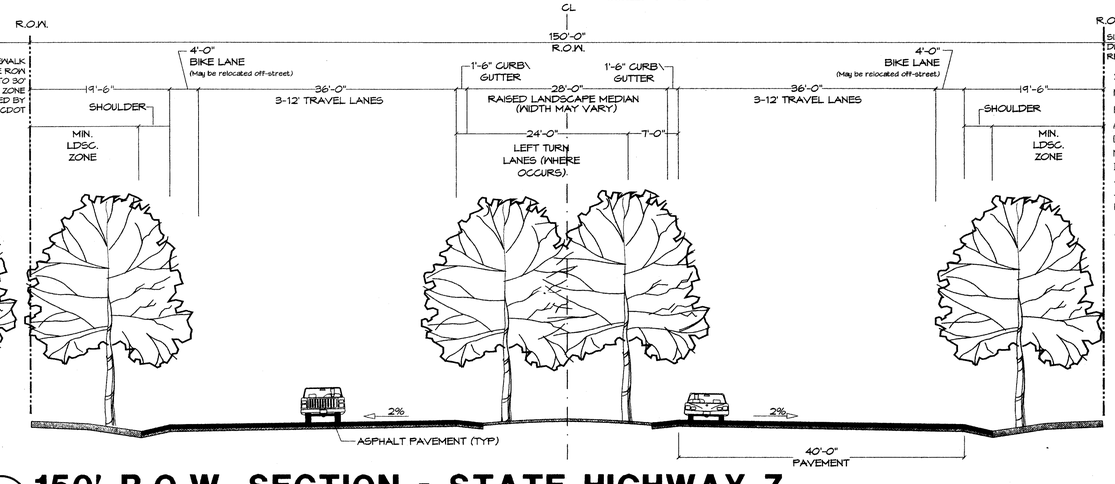
SCALE: 1" = 10' - 0"



9 154' R.O.W. SECTION

[SHERIDAN BLVD. - NORTH OF PREBLE CREEK PKWY.]

SCALE: 1" = 10' - 0"



10 150' R.O.W. SECTION - STATE HIGHWAY 7

SCALE: 1" = 10' - 0"

NOTE: SECTION MAY BE MODIFIED IN ACCORDANCE WITH CDOT STANDARDS FOR RURAL ARTERIAL TO INCLUDE LANDSCAPE MEDIAN AND/OR CURB AND CENTER.

SIDEWALK OUTSIDE ROW DUE TO 30' CLEAR ZONE REQUIRED BY CDOT

SUBMITTAL DATE:
May 7, 2002
REVISION DATE:
August 15, 2002
October 25, 2002
November 27, 2002
December 20, 2002
January 6, 2003
January 16, 2003
March 3, 2003

Pulte Homes
12303 Airport Way, Ste130
Broomfield, CO 80021
(303) 404-9605

DOWNING THORPE JAMES
ARCHITECTURE
PLANNING
LANDSCAPE ARCHITECTURE
ENGINEERING
1881 9th St., Ste. 103
Boulder, Colorado 80302
303-443-7533

VC-6
SHEET 31

Drawing: X:\00051-PULTE\Residential Planning\PUD 1st Amendment - with Golf - Jan 16 2003\VREFS\X-TTL-SECTIONS.dwg Copyright © All Rights Reserved, Downing, Thorpe & James, Inc. 2002

Downing, Thorpe, & James understands and acknowledges that this PUD plan is a public record under the Colorado Public Records Law (C.R.S. 24-72-201 et seq.,). As a public record, this PUD plan is subject to inspection and copying by any person. Downing, Thorpe, & James waives and releases the Broomfield County and Broomfield Urban Renewal Authority from any liability for copying or the reproduction of this PUD plan by the City and County of Broomfield as a public record.

Drawing: X:\00051-PULTE\Residential Planning\PUD 1st Amendment - with Golf - Jan 16 2003\VREFS\X-TTL-SECTIONS.dwg Log-in:chumphreg
Last Update/Save: Feb. 27, 2003-13:11
Date/Time: Jul. 31, 2003-11:34:01
Layout: REVISED SEC. (2)

Preble Creek

P.U.D PLAN AND PRELIMINARY PLAT - FIRST AMENDMENT

DESIGN STANDARDS

CITY AND COUNTY OF BROOMFIELD, COLORADO

Introduction

Through a recent comprehensive Master Planning process for the entire City, the I-25 Sub-Area Plan has been identified as a critical resource to the Broomfield community and surrounding cities. The area is strategically located and will continue to represent a significant opportunity for quality development as a key north "gateway" into the City. This distinction has thus identified the I-25 Sub Area as a "Gateway" area or District.

To ensure properly planned and integrated development within this Gateway District, the I-25 Sub-Area Plan Design Standards have been incorporated as a part of the Preble Creek PUD.

1A.Purpose and Applicability

The purpose of the Preble Creek Design Standards is to assist private developers, public agencies, and service providers in bringing about orderly and desirable growth of the area by providing minimum standards and guidelines for development. These standards will help maintain the value of each property — and of the District — as projects are developed.

The Design Standards are intended to protect the community's quality of life; minimize adverse impacts from development; protect economic vitality; encourage high quality development; and discourage less attractive and less enduring development alternatives.

The Design Standards are intended to guide the development of all properties and public improvements within the Preble Creek Gateway District. The level of applicability of specific standards to any particular development proposal will need to be assessed by the City during planning, zoning, and processing phases. The City of Broomfield encourages development proposals that conform to the standards identified herein as a minimum standard of quality. If a specific proposal strays from the intent of these standards, but provides a better development solution, the City will consider approving such proposals.

1B.Desirable Elements

In general, developments and improvements should incorporate the following desirable elements:

1. Provide well-articulated, clear, and efficient access and roadways to and through the Development, without diminishing the level of traffic service to adjacent properties.
2. Encourage alternative modes of transportation within the Development, supplementing personal automobile transportation with efficient and attractive pedestrian systems, bikeways, and transit facilities.
3. Provide land uses and development improvements that promote a compatible, high-quality image for the Development and do not detract from property values or the developability of any adjacent properties.

1C.Relation of Gateway Design Standards to Other Regulations/Standards

The Design Standards are intended to supplement City of Broomfield Codes, Ordinances, and Development Standards; and to be used by developers, referral agencies, and City departments during development review, processing, and implementation phases as guidelines to the vision intent of the Preble Creek PUD.

1D.Definitions

The Design Standards make reference to various terms such as "should" and "shall". The term "should" applies to a recommendation whereas "shall" refers to a required standard. Further clarification of the intent of these Design Standards will be left to the discretion of the City of Broomfield during the formal application process.

The design standards for residential uses are separated into 3 categories. Single Family Detached residential, Single Family Attached residential, and Multi-Family residential. However, these standards may apply to other categories depending on the product type. Further clarification will be left to the discretion of the City of Broomfield at Site Development Plan Review and the Architecture Control Committee Review.

For purposes of these Guidelines, traditional neighborhood communities are efficient, people-oriented, and accessible. These communities promote environments which balance commercial with residential, all within easy access to public transportation and recreational amenities. Traditional neighborhoods are oriented to identifiable town centers supporting a variety of land uses. These communities emphasize a compact, walkable environment. Traditional downtowns, corner stores, tree-lined streets, tighter setbacks, rear alleys, and carriage houses are some of the elements which comprise a traditional neighborhood community. These communities integrate a variety of housing types, front porches, garageless streetscapes, and street networks that invite pedestrians.

Site Planning Design Standards

Goals:

1. Organize and orchestrate the locations of buildings, open space, circulation features, and parking areas to achieve a well-designed and cohesive image that reinforces the overall vision for Broomfield and Preble Creek.
2. Develop a focused, efficient pattern of buildings and open spaces in order to concentrate activities, rather than dispersing them in a manner requiring greater dependency upon automobiles.
3. Encourage the placement of buildings designed to frame the streetscape and encourage people-oriented activities along the sidewalk.
4. Respect the topography of Preble Creek and minimize physical and visual alterations of landforms.
5. Promote the locations and orientations of buildings to create meaningful pedestrian-oriented open spaces (e.g., courtyards, greens, plazas, and squares). Open space areas shall not be composed of "left over" pieces.

Building Siting and Orientation

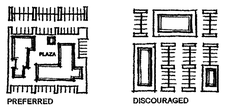
Design Standard:

General

1. Buildings should be sited so the character of existing land forms and site features is respected; relationships between buildings are strong; pedestrian and vehicular circulation is facilitated; and surrounding visual quality is maintained from adjacent properties.
2. The siting of buildings should be accomplished in a comprehensive and coordinated manner to provide order and compatibility, and to avoid jumbled or confusing development patterns.
3. The siting of buildings should reasonably respond to solar, wind, and other climactic factors.

Commercial

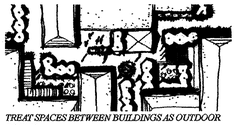
1. Traditional building configurations that create "Main Street" storefronts can co-exist with conventional arterial-oriented anchor stores, accommodating both pedestrians and automobiles.
2. Conventional developments that accommodate large anchor tenants should be configured to promote convenient parking and vehicular access, as well as parking lot visibility. Smaller shops can be configured to form pedestrian-oriented "Main Streets" characterized by parallel and diagonal on-street parking and rear- loaded parking lots.
3. Long, "barracks-like" strip commercial configurations are discouraged.
4. When clustering buildings is impractical, visual links between individual buildings should be established. Such links can be accomplished through the use of arcade systems, trellises, pergolas, or formal landscaping (e.g. tree alleys or bosques) designed to promote visual continuity.
5. Open areas such as courtyards, greens, plazas, and squares should be clustered within larger landscape/ hardscape settings, rather than dispersed into areas where they will have little impact (e.g. at building peripheries, behind structures, or out of the public view).
6. Open areas should incorporate pedestrian amenities such as arcades, trellises, pergolas, street furniture, fountains, planters and plant containers, decorative lighting, and enhanced pavement features (e.g. interlocking pavers, granite setts, sandblasted colored concrete).
7. Buildings should be sited to create "outdoor rooms" (open spaces framed by buildings with clear, recognizable shapes). These spaces should be thoughtfully planned, not represent "left-over" undefined areas between buildings.
8. Buildings should be sited to complement existing, adjacent buildings.
9. Freestanding buildings should orient storefront facades and entries towards the street.
10. Traditional Commercial development should encourage zero lot line setbacks to support an urban character.



CLUSTER BUILDINGS TO CREATE PLAZAS AND PEDESTRIAN GATHERING PLACES

Conventional Developments typically consist of smaller buildings associated with larger "big box" anchor stores.

Conversely, Traditional Neighborhood Developments (TND's) are focused primarily toward pedestrian streetscapes with vehicle parking identified as a less dominating feature.



TREAT SPACES BETWEEN BUILDINGS AS OUTDOOR ROOMS

Single-Family Detached Residential

1. Single-family homes should be sited to create streetscape variety and visual interest. Subdivisions of seemingly identical homes sited with no variation on long, uninterrupted streets are discouraged.
2. Single-family homes should be sited to mitigate garage impacts on the streetscene by varying their locations and orientations. A combination of recessed, front-, and side/rear-loaded garages should be provided.

Single Family Attached/Multi-Family Residential

1. Single family attached and multi-family site plans should cluster buildings to create meaningful and usable open space areas.
2. Parking stalls and parking aisles should not encircle single family attached and multi-family projects. Parking should be located in individual pods or small, defined parking courts.
3. Single family attached and Multi-family projects should not be "walled-off" from adjacent neighborhoods. They should integrate physically and visually.

Building and Parking Setbacks

Design Standard:

Conventional Commercial

1. Conventional commercial developments should contribute well-landscaped, pedestrian-friendly character to the streetscene. Conventional buildings and parking areas should be set back a sufficient distance from perimeter and interior streets to create distinct landscape buffers.
2. Conventional developments should stagger building setbacks, above minimum standards if necessary, to enhance visual interest along the streetscene.
3. Wrapping the perimeters of conventional developments with parking lots is discouraged.

Traditional Neighborhood Developments – Commercial

1. Building setbacks associated with Traditional Neighborhood Development (TND) commercial projects should be minimal. Setbacks should reflect the desired character of traditional downtown areas by orienting buildings to the sidewalk, parks or pedestrian plazas. Zero side yard setbacks are allowed with this development pattern.
2. Common walls, build-to lines, and minimal front building setbacks are encouraged as appropriate expressions of TND commercial areas.
3. Minimal building setbacks bring buildings and pedestrians closer to the street and are encouraged. This defined edge frames the streetscape, creating a "Main Street" image that encourages window-shopping and other street-side activities.
4. Small shops should be located along the street or drive edge, with minimum setbacks. Anchor tenant buildings such as supermarkets, however, may not be held as strictly to this requirement because they often require visible surface parking for patrons' major shopping trips.

Single-Family Detached Residential

1. To create different patterns of buildings and increase streetscape variety, developers are expected to vary the siting of single family homes and garages close-to and back-from the street (staggering).
2. As densities increase, building setbacks from public and private streets should be minimized, while maintaining privacy.
3. Setbacks should reflect the desired product density and character of the neighborhood.
4. In addition to meeting the front setback, every third home fronting onto the same street will be placed a minimum of 2 feet (forward or backward) to achieve visual relief and variety in the street scene. This front placement variation does not apply where the home is served off of a bulb or cul-de-sac or when the street is sufficiently curvilinear (300 foot radius or less).

Single Family Attached/Multi-Family Residential

1. Multi-family building setbacks should be varied to promote streetscape variety.
2. Separations between single family attached buildings and multi-family buildings should be designed to prevent long and narrow corridors between units.
3. Single family attached and multi-family buildings should be composed of simple yet varied planes to assure compatibility and promote variety in overall building forms.

View Corridors and Public Amenities

Design Standard:

General

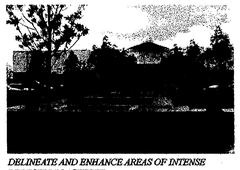
1. Desirable views from and into Preble Creek should be preserved. Attractive natural features such as the Flatirons and Rocky Mountain backdrop, as well as distinctive on-site features, parks, and open spaces, are amenities to be shared by all. Maximizing view opportunities to these features from roadways, open space corridors, and buildings is encouraged. Developers are also encouraged to emphasize these natural features by reflecting them in the designs of individual developments.
2. Public amenities such as courtyards, greens, plazas, squares, and other open areas should be incorporated into both large-scale developments and individual projects. These amenities should be designed to be easily accessible and reasonably comfortable for a substantial part of each year.

Utilities, Mechanical Service and Storage Areas

Design Standard:

General

1. The visual and auditory impacts of utilities, mechanical equipment, data transmission dishes, towers, microwaves antennas, and other services and equipment should be minimized within all developments.
2. All new permanent utility lines shall be located underground.
3. All transformers, utility equipment, and utility cabinets within development sites shall be screened from public view.
4. The visual impacts of service, delivery, and storage areas should be minimized, especially from public roadways, designated view corridors, and adjacent properties.



DELINEATE AND ENHANCE AREAS OF INTENSE PEDESTRIAN ACTIVITY

Water Quality Control and Drainage

Design Standard:

General

1. To the greatest extent possible, stormwater and site drainage facilities should be designed as visual and recreational amenities, as well as site development necessities.
2. Downstream impacts should be minimized. Using consolidated detention/retention ponds, grassy swales, and natural-like stream bed materials is encouraged.

SUBMITTAL DATE:
May 7, 2002
REVISION DATE:
October 25, 2002
November 27, 2002

Pulte Homes
12303 Airport Way, Ste130
Broomfield, CO 80021
(303) 404-9605

DOWNING THORPE JAMES
ARCHITECTURE
PLANNING
LANDSCAPE ARCHITECTURE
ENGINEERING
1881 9th St., Ste. 103
Boulder, Colorado 80302
303-443-7533

Preble Creek

P.U.D PLAN AND PRELIMINARY PLAT - FIRST AMENDMENT

DESIGN STANDARDS

CITY AND COUNTY OF BROOMFIELD, COLORADO

3. The natural continuity of drainage swales should be maintained through development sites, even when modified by drainage improvements.

4. Stormwater should not carry undesirable elements. Bio-filtration and particle-settling areas or other Best Management Practices are strongly encouraged.

5. Site drainage designs should eliminate water collection near building foundations, entrances, and service ramps.

Vehicular Circulation and Parking Design Standards

Goals:

1. Establish a circulation network that creates and preserves a pedestrian-oriented environment while providing an adequate roadway system.

2. Develop a circulation network that promotes a desired neighborhood character. The presence of heavy through-traffic on neighborhood streets diminishes the quality of life for residents.

3. Promote access, circulation, and parking systems that provide safe, efficient, convenient, and functional movement of different modes of transportation.

4. Promote alternative transportation methods, including transit ridership, walking, hiking, and bicycling.

5. Provide parking facilities to serve residential, commercial, and employment needs.

Vehicular Access

Design Standard:

General

1. Access points from public roadways to private property (development entries, project curb-cuts, etc.) should be minimized to promote safe and efficient traffic movement.

2. Access points should be spaced to provide safe, efficient, and non-congested vehicular circulation. A variation to the Plan may be allowed if its request includes a comprehensive traffic analysis that demonstrates such variation does not diminish levels of service to the street system or adjacent projects.

3. Entrances to developments should be designed as "gateways" incorporating consistent design elements that include entrance monuments, accent paving, special landscape treatments, and lighting fixtures. Design elements should be visually interesting and materials consistent with others used in the overall development streetscape.

4. Site access points to developments should be located as far as possible from street intersections in order that adequate stacking room is provided. A Minimum 80' separation between public and/or private road intersections and individual parcel curb cuts should be maintained.

5. Reciprocal access between commercial parcels should be provided.

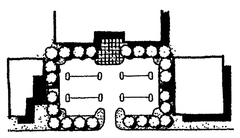
DESIGN VEHICLE ENTRANCES AS ENHANCED "GATEWAYS"

Commercial

1. Common or shared entries are encouraged.

2. Site entries should be located to minimize pedestrian-vehicular conflicts, and incorporate enhanced paving to differentiate "crosswalks" from sidewalks.

3. Entrances within commercial developments should be designed to align with focal points such as landmark towers or prominent buildings.



PROVIDE COMMON OR SHARED ENTRIES WHEN POSSIBLE

Multi-Family Residential

1. Principal vehicular accesses into multi-family housing projects should be through entry drives, not parking aisles.

2. An entry area should provide a clear overview of a project. Entry driveways should align with any clubhouse, recreation building, open space, or leasing office designed to terminate the entrance driveway axis.

3. Hardscape and landscape treatments that announce multi-family project entries are encouraged.

Develop streetscapes as identifiable "gateways".

Vehicular Circulation

Design Standard:

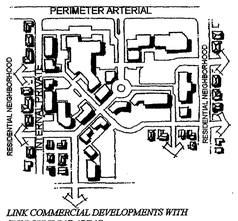
General

1. From the overall Preble Creek scale to individual building sites, the vehicular circulation system should provide a functional hierarchy of roadways which includes: Perimeter Arterial Streets; Internal Private or Public Connector and Local Roadways; Internal Private Drives; and Service Drives. Traffic mitigation should be incorporated into roadway, private drive, and other related circulation systems.

2. The circulation network should provide for the smooth, safe, convenient and functional movement of all transportation modes, including vehicles, transit buses, bikes, and pedestrians.

3. The vehicular circulation system should link developments with surrounding areas by extending public and/or private streets and sidewalks.

4. Required vehicle stacking distances and sight line distances shall be provided.

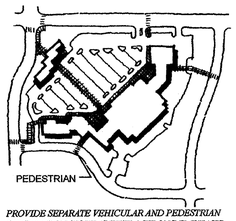


LINK COMMERCIAL DEVELOPMENTS WITH SURROUNDING AREAS

Commercial

1. Parking aisles and associated parking spaces should be separated from vehicle circulation routes and entry drives, when practical to the overall development scenario.

2. Internal roadways and drive aisles should reinforce natural and man-made landforms, and lead drivers visually to building entries or other intended destinations.



PROVIDE SEPARATE VEHICULAR AND PEDESTRIAN CIRCULATION SYSTEMS WITH A STRONG EMPHASIS ON PEDESTRIAN LINKAGES

Detached Single-Family Residential

1. Within single family developments, street widths, design speeds, and numbers of travel lanes should be minimized, without compromising auto and pedestrian safety

2. Narrow streets that slow traffic and require drivers to be cautious are encouraged. Street dimensions are intended to make streets more intimate in scale, while providing adequately for municipal service vehicle access.

Single Family Attached and Multi-Family Residential

1. Long, uninterrupted parking aisles are discouraged. Parking aisles should be "broken" by buildings, garages, carports, and open space. No more than 10 spaces on oneside should be provided without such interruption. Such clusters of 10 (or fewer) parking spaces should be separated by landscape fingers no less than 6 feet wide.

Passenger Drop-Off Areas

Design Standard:

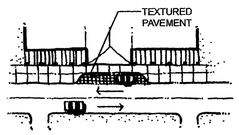
General

1. Passenger drop-off areas should be incorporated into all multi-use projects to provide safe and convenient access to building entries.

2. Such drop-off areas should be physically separated from parking lots through the use of landscaped islands and roundabouts or other techniques.

3. Textured paving materials or other treatments should be used to distinguish drop-off areas from adjacent travel lanes and on-site vehicular circulation aisles.

4. Signs should designate drop-off zones.



DESIGN DROP-OFF LANES SO AS TO NOT OBSTRUCT TRAFFIC FLOW AND USE TEXTURED PAVEMENT OR OTHER TREATMENTS TO DELINEATE THIS ZONE. PROVIDE DIRECTIONAL SIGNAGE TO TRANSIT FACILITIES

Service, Delivery, Emergency and Utility Access

Design Standard:

General

1. Convenient routes for required service, emergency, and utility vehicles should be provided and marked clearly.

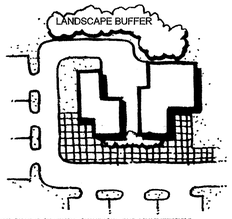
2. Circulation patterns within developments should be designed to provide safe and efficient turning movements for all anticipated service and emergency vehicles.

Commercial

1. The design of individual commercial developments should meet all regulatory requirements for truck turning radii without sacrificing safety and appearances.

2. When feasible, emergency access routes should be connected between adjacent properties.

3. Shared service and delivery access between adjacent parcels is encouraged.



PROVIDE SHARED SERVICE AREAS BETWEEN BUILDINGS OR PARCELS WHEN POSSIBLE

Public Transit Facilities

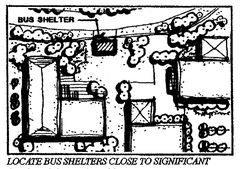
Design Standard:

General

1. Access to public transit facilities should be provided within all developments consistent with the Preble Creek goal of accommodating high volumes of transit patronage.

2. Routes, access points, internal site circulation, and boarding areas should be provided along all major roadways for transit.

3. The planning and design of public transit boarding areas shall be coordinated with RTD.



LOCATE BUS SHELTERS CLOSE TO SIGNIFICANT CLUSTERS OF BUILDINGS

Commercial – Employment Sites

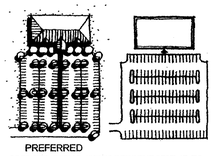
1. All commercial sites with projected employee numbers of 1,000 or more should designate specific locations for future transit boarding areas on internal or perimeter roadways.

2. Boarding areas should be designed and maintained in a manner that promotes public transit as an attractive, safe, and convenient mode of travel for employees and patrons. Transit boarding areas should be located close to building entrances of all large buildings (>50,000 SF GLA) or clusters of buildings.

3. Transit boarding areas should include attractive shelters with appealing character, and be large enough to protect standees from rain and snow. These facilities should be designed in full accordance with the Americans with Disabilities Act (ADA).

4. Transit boarding areas should incorporate either bus pullout bays (arterial roads and other roads with forecast traffic over 15,000 vehicles per day), or adjacent bus pads.

5. Pedestrian sidewalk connections should be provided between building entrances and transit boarding areas.



ORIENT PARKING AISLES PERPENDICULAR TO BUILDING ENTRANCES SO PEDESTRIANS WALK PARALLEL TO MOVING CARS

Surface Parking Lots

Design Standard:

General

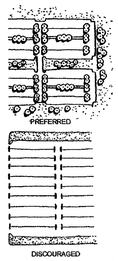
1. Vehicle parking should be provided that meets the location and quantity requirements of specific uses, without undermining the functions of other transportation modes or detracting from attractive pedestrian environments.

2. All parking lots shall be paved, screened with perimeter landscaping treatments, and planted with landscaped islands.

3. Safe pedestrian connections shall be provided through parking lots to buildings.

4. Parking spaces shall not abut structures directly. Parking areas should be separated from buildings by raised sidewalks and landscaped planters.

5. Parking aisles should be oriented perpendicular to buildings so pedestrians walk parallel to moving cars; or separated, distinct pedestrian walkways should be provided.



DIVIDE LARGE PARKING AREAS INTO A SERIES OF SMALLER, CONNECTED LOTS

6. Parking lots should link buildings to the street sidewalk system as extensions of the pedestrian environment. Design features such as sidewalks with enhanced paving should be used to link site features physically and visually.

7. To lessen visual impacts, parking areas that accommodate more than 100 vehicles should be divided into a series of small, connected lots defined by tree rows that create "outdoor rooms".

8. Projects that require parking for more than 500 cars should include landscape mitigation techniques to reduce the visual impact of such large parking areas and meet the intent of Item No. 7.

9. Traffic calming and slowing devices are encouraged.

10. Access ramps and handicapped parking spaces should be provided in accordance with local codes and ADA requirements.

Commercial – Employment Sites

1. Parking lots should not unduly dominate the frontage of pedestrian-oriented streets, interrupt pedestrian routes, or impact surrounding residential neighborhoods.

2. Parking lots that serve convenience and neighborhood-level commercial developments, and small office complexes, should be located to the rears or sides of buildings with minimal parking between the front of the building and the street.

3. Shared parking arrangements between different uses with different peak parking demands is encouraged to reduce the total number of parking spaces.

4. Landscaped islands shall be provided at the ends of all rows of parking.

5. For every 20 parking spaces provided within a surface parking lot, a landscaped parking finger shall be provided. Projects with buildings over 300,000 SF in size should mitigate the negative impacts of its size. Such mitigation techniques may be considered as alternatives to this landscaped finger requirement.

6. The minimum number of parking spaces required shall be in accordance with the City of Broomfield Municipal Code unless shared parking is justified.

Multi-Family Residential

1. In higher-density residential projects, the preferred means of accommodating parking are: parking drives (parallel parking); parking courts; and enclosed garages within residential buildings. Projects with long, monotonous parking drives or large, undivided parking lots are not desired. When economic considerations preclude parking within residential buildings (e.g., tuck-under and freestanding, enclosed garages), dispersed parking courts are the desired alternative.

2. Parking should be located in dispersed pods or parking courts accommodating no more than 60 parking spaces per location. Such parking configurations require caution from drivers and create safer, more comfortable pedestrian environments.

3. Parking areas should be visible from the residential units of their prospective users, providing informal "surveillance" and assisting security.

4. Buildings should be configured to create parking court enclosures. Parking courtyards defined by buildings should consist of no more than two double-loaded parking aisles (bays) adjacent to one another.

5. Generally, the length of a parking court should not exceed 15 spaces. Parking courts should be separated from each other by dwelling units or by landscaped open space buffers no less than 30 feet wide.

Parking Structures and Parking Beneath Buildings

Design Standard:

General

1. Well-designed parking structures and below-grade parking are encouraged as a means of providing convenient access and maximizing open space areas within multi-family development projects.

SUBMITTAL DATE:
May 7, 2002
REVISION DATE:
October 25, 2002
November 27, 2002

Pulte Homes
12303 Airport Way, Ste130
Broomfield, CO 80021
(303) 404-9605

DOWNING THORPE JAMES
ARCHITECTURE
PLANNING
LANDSCAPE ARCHITECTURE
ENGINEERING
1881 9th St., Ste. 103
Boulder, Colorado 80302
303-443-7533

Preble Creek

P.U.D PLAN AND PRELIMINARY PLAT - FIRST AMENDMENT

DESIGN STANDARDS

CITY AND COUNTY OF BROOMFIELD, COLORADO

SHEET 34 OF 40

2. The appearance of parking structures, whether free-standing or attached to buildings, should relate to the architectural style of the buildings they serve.

3. Convenient, weather-protected, pedestrian connections are encouraged between parking structures, main buildings, and pedestrian pick-up points.

4. Atriums and light wells should illuminate parking structures with natural light.

5. Separate structures and ground-level portions of parking structures should be screened from surface lots with landscaped planters.

Commercial – Employment Sites

1. Parking structures that line streets typically do not provide visual interest, safety, or suitable shelter for pedestrians. Retail uses are encouraged on the ground floor of parking structures and incorporated into the building's design as a retail wrap where feasible from an economic and traffic standpoint.

Multi-Family Residential

1. Parking structures or below-grade parking are encouraged in conjunction with high-density residential projects in order to minimize site coverage. Such structures shall be designed to harmonize with the architectural style of adjacent or attached residential buildings.

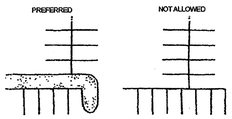
Provisions for Future Parking Lots and Structures

Design Standard:

General

1. Plans for large projects to be developed in phases, should also include the locations of future parking areas.

2. Provision should also be made for increased parking requirements related to expansion plans, and for possible changes in the uses of buildings or complexes of buildings. When building expansions are planned, reserving appropriate amounts of unimproved land for additional parking, or making provisions for structured parking, shall be required at a project's outset.



USE CURBED LANDSCAPED ISLANDS TO SEPARATE A CHANGE IN DIRECTION OF PARKING STALLS AND AISLES

Motorcycle Parking

Design Standard:

General

1. Parking for motorcycles should be provided.

2. Motorcycle parking areas should be clearly distinguishable from automobile parking.

3. Individual spaces should be identified to encourage orderly positioning of parked motorcycles.

4. Parking areas should be located to promote security and visibility.

5. Parking areas shall be paved with concrete to prevent kickstand gouging.

6. Motorcycle parking spaces should be provided at the following ratio: one motorcycle space for every 40 vehicle spaces, up to a maximum of ten spaces. The required number of vehicle parking spaces may be reduced for each motorcycle parking space.

PARKING SPACES MAY BE SHORTENED BY 1.5' WHERE THEY ABUT LANDSCAPED ISLANDS

Pedestrian and Bicycle Circulation Design Standards

Goals:

1. Support the Preble Creek Plan as a pedestrian-oriented environment with provisions to encourage walking for short trips and for access to public transit.

2. Provide a system that allows for the safe and convenient use of bicycles as an alternative mode of transportation. Bike lockers should count as a small percentage of required spaces. As determined by the City of Broomfield.

3. Provide buildings, streets, and parking lots that are scaled to pedestrians with regards to such issues as heights and lengths of walls; height of street lamps; amount of uninterrupted asphalt paving; street widths; distances between crosswalks; pedestrian amenities; and the continuity of shop-fronts.

Overall Pedestrian and Bicycle Circulation

Design Standard:

General

1. Safe and inviting pedestrian and bicycle circulation systems shall be incorporated into all development plans and integrated with the overall community design to form a comprehensive pedestrian and bicycle circulation system that provides convenient access to all portions of the Development.

2. Sidewalks shall be located and aligned to connect points of pedestrian origin and destination directly and continuously.

3. Major sidewalks between key activity points shall be a minimum of 8 feet wide. Other walks shall be a minimum of 5 feet wide. Along open areas there shall be a minimum 8 foot wide (soft) trail.

4. Sidewalks shall be detached from all arterial and connector, streets, and shall incorporate adjacent, landscaped "park strips" that are minimally 6 feet wide. (If the appropriate sidewalk and "park strip" width cannot be accommodated within the public ROW, a sidewalk easement shall be required).

Commercial

1. Buildings shall be located and on-site circulation designed to minimize pedestrian-vehicle conflicts.

2. Intersection areas where vehicles interface with pedestrians and bicycles should be delineated with pavement accents and signage.

3. Attached sidewalks are permitted adjacent to internal circulation aisles, the fronts of parking spaces, and designated drop-off areas.

4. Pedestrian walkways on the north side of buildings, where ice build-up occurs, should be minimized.

Traditional Neighborhood Development Commercial

1. Streets and sidewalks associated with Traditional Neighborhood Development (TND) commercial projects should be designed to accommodate pedestrians while projecting an appropriate "Main Street" image.

Pedestrian and Bicycle Connections through Parking Lots

Design Standard:

Commercial

1. Bikeways and pedestrian sidewalks should be separated and buffered from external and internal automobile circulation within parking lots.

2. Sidewalks should be designed to lead pedestrians from parking areas to building entrances conveniently and with minimal conflicts with automobiles.

3. Clearly defined pedestrian sidewalks should be provided between buildings.

4. Pedestrians should not be required to cross designated drive-through's or service drives to gain access to building entrances.

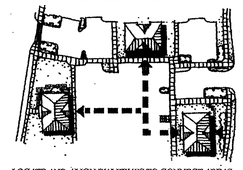
Accessibility for the Disabled

Design Standard:

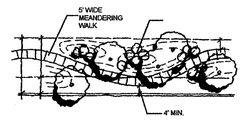
General

1. All developments shall be equally accessible to able and disabled persons. All developments are expected to meet or exceed requirements of the Americans with Disabilities Legislation and Fair Housing Act, and all amendments thereto.

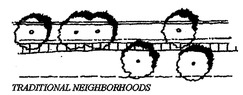
SEPARATE PEDESTRIAN AND VEHICULAR MOVEMENTS WITH LANDSCSCAPING, BARRIERS, OR OTHER APPROPRIATE DESIGN SOLUTIONS



LOCATE AND ALIGN WALKWAYS TO CONNECT AREAS OF PEDESTRIAN ORIGIN AND DESTINATION



MEANDERING SIDEWALK



TRADITIONAL NEIGHBORHOODS

SIDEWALKS SHOULD BE WIDENED BY 18" WHERE ATTACHED TO HEAD-IN PARKING STALLS

PROVIDE CLEAR, CONVENIENT PEDESTRIAN ROUTES THROUGH PARKING LOTS

Pedestrian/Vehicular Buffers

Design Standard:

General

1. Buffers and berming should be used to separate vehicular traffic from pedestrian and bicycle movements for safety and aesthetic purposes.

2. Suitable buffers include: fences, walls, curbs, bollards, low shrubbery, and berms.

3. Alternatives to conventional buffers may include: changes in levels between sidewalks and the surrounding area; installing benches, seating walls, bike racks, or raised planters along the edges of designated pedestrian/bicycle circulation routes to discourage cross-cutting.

4. Buffers should be designed as visual assets to developments.

Bicycle Routes and Bicycle Parking

Design Standard:

General

1. To encourage the use of alternative transportation modes, functional and attractive bicycle routes and bicycle parking should be provided in convenient locations accessible to both patrons and employees.

2. Regional on-street commuter bicycle lanes are not allowed on freeways, but shall be required along all arterials and collector roadways.

3. An inter-connected network of bicycle lanes shall be part of each developer's required site improvements.

4. Regional bike trails should be designed to traverse individual developments creating a "recreational" bikeway /pedestrian system that is linked to municipal routes.

Commercial

1. Lighted bicycle parking spaces that are convenient and highly visible shall be provided adjacent to customer and employee building entrances.

2. Bicycle parking spaces shall be provided at the minimum ratio of 1 space for each 20 required off-street automobile parking spaces, up to a total of 50 spaces.

3. Quantities and locations of bicycle parking spaces for projects over 200,000 square feet gross leasable area GLA, shall be addressed in the required comprehensive pedestrian/bicycle circulation plan.

4. Developers should make provisions to protect bicycles from the elements.

5. Bicycle racks should accommodate a variety of sizes and types of bicycles and bicycle locks.

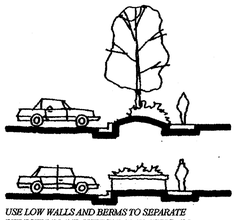
Transit Design Standards

Goals:

1. Provide a circulation system that allows for efficient transit service within Preble Creek.

2. Orchestrate development patterns to promote maximum opportunity for implementation of transit facilities and other alternative forms of transportation.

3. Promote development in areas which can readily be served by public transit and which are within convenient walking distance of major commercial and employment centers.



USE LOW WALLS AND BERMS TO SEPARATE PEDESTRIAN AND VEHICULAR TRAFFIC. IN TRADITIONAL NEIGHBORHOOD DEVELOPMENTS, WALLS SHOULD BE BUFFERED BY TREE PLANTINGS AND PARALLEL PARKED CARS.

LOCATE BICYCLE PARKING CLOSE TO BUILDING ENTRANCES

PROVIDE RACKS THAT ACCOMMODATE A VARIETY OF BICYCLE TYPES

Overall Transit Standards

Design Standard:

General

1. All development parcels within the Preble Creek area shall be accessible and serviceable by transit.

2. Pedestrian-oriented design features (e.g., transit shelters; bus pull-outs; transit terminals) should be used to support and encourage transit patronage and to ensure that boarding areas are well-integrated into site plans.

3. All major Preble Creek roadways (arterials) shall be designed to accommodate transit vehicles.

Transit Roadway Standards

Design Standard:

General

1. Parkway, collector corridors, and principal access roadways shall be designed to enable circulation by regional transit vehicles (40 FT to 45 FT in length).

2. A minimum vertical clearance of 16 feet, six inches shall be provided to accommodate transit vehicles.

3. The design of raised pedestrian crossings shall be coordinated with the RTD.

4. A minimum simple curve radius of 35 feet shall be provided at all major road intersections.

Traditional Commercial

1. Corner radii associated with streets located within Traditional Small-Scale Commercial developments shall be 25 feet.

Boarding Areas

Design Standard:

General

1. Bus stops shall be located at the far side of signalized intersections to minimize conflicts between motor vehicles, pedestrians, and buses.

2. Mid-block pedestrian crossings, coupled with transit boarding areas, may be used in locations where intersections are located far apart.

3. All boarding areas shall be designed in consultation with the RTD in a manner consistent with the "Creating Livable Communities" handbook published by (and available from) the RTD.

Architectural Product Types and Design Standards

Goal:

1. Create a distinct residential community, integrating intimately scaled neighborhoods with a variety of residential housing product types.

Design Standard:

General

1. Incorporate a variety of housing types including but not limited to the following product types:
   A. Single Family Detatched
      - Custom Homes
      - Semi Custom Homes
      - Luxury Homes
      - Move Up Homes
      - Traditional Homes
      - Patio Homes
      - Cottage/ Cluster Homes

SUBMITTAL DATE:
May 7, 2002
REVISION DATE:
October 25, 2002
November 27, 2002

Pulte Homes
12303 Airport Way, Ste130
Broomfield, CO 80021
(303) 404-9605

DOWNING THORPE JAMES
ARCHITECTURE
PLANNING
LANDSCAPE ARCHITECTURE
ENGINEERING
1681 9th St., Ste. 103
Boulder, Colorado 80302
303-443-7533

SHEET 34

Preble Creek

P.U.D PLAN AND PRELIMINARY PLAT - FIRST AMENDMENT

DESIGN STANDARDS

CITY AND COUNTY OF BROOMFIELD, COLORADO

SHEET 35 OF 40

B. Single Family Attatched
- Manor Homes (Duplex)
- Single Family Attatched (Duplex and Triplex)
- Townhomes
- Row Houses

C. Multi-Family
- Conominiums
- Village Apartments
- Mixed Use Residential over Office/Retail
- Transit Oriented Development Residential

Architectural Design Standards

Goals:

1. Promote architecture which is well designed and coordinated to complement the vernacular architecture of Colorado, create an attractive physical setting, foster a sense of place, and enhance the image and quality of life in the City of Broomfield.

Building Relationships and Compatibility

Design Standard:

General

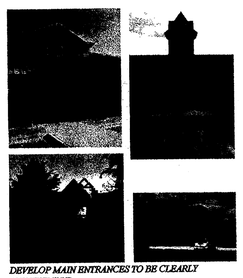
1. Orient new buildings so they preserve desired views from existing or proposed buildings.
2. Orient buildings to each other so they shape meaningful pedestrian plazas and open areas.
3. Use creative architectural solutions where major topographic differences occur with special consideration given to mitigating potential negative impacts.
4. Strengthen compatibility by relating new buildings to existing adjacent buildings. New buildings should relate to neighboring buildings in terms of height, setback, orientation, mass, details, window forms, roof forms, materials, textures, and colors.
5. Architecture shall be located to take advantage of the site's open area and park amenities by designing special relationships and accessibility between the indoor and outdoor spaces through covered porches, patios, decks, window articulation, etc.

Commercial

1. The building configuration of structures located in commercial developments should balance pedestrian and auto comfort, visibility, and accessibility. While anchor stores may need to orient to a roadway or parking lot, smaller shops should orient to pedestrian "Main Streets" and urban open areas (e.g., courtyards, greens, plazas, and squares).
2. The spatial structure of commercial buildings is one of the most important factors in the design of commercial developments because it establishes the overall scale and character of the commercial center. Spatial structure is established by the size and location of buildings, open space, and parking lots. The arrangement of these elements within commercial developments should create a spatial structure that has an intimate, personal, human-scaled quality.

Traditional Commercial

1. Commercial storefronts, when possible, should address the street and sidewalk incorporating such features as storefront windows, recessed entries, sign bands, awnings/canopies, and transom windows which help create a safe, pleasant, and human-scaled shopping environment.
2. Commercial building intensities, orientation, and massing should promote a "Main Street" image characterized by buildings that frame the street.
3. Human-scaled details in architecture are encouraged.
4. Clustering of buildings is encouraged to form enjoyable, pedestrian-scaled urban open area characterized by courtyards, greens, plazas, and squares, that reinforce the "Main Street" image.
5. Buildings should be clustered in groups of two or more around formal open space amenities forming enclosures or "outdoor rooms".



DEVELOP MAIN ENTRANCES TO BE CLEARLY IDENTIFIABLE

6. Individual stand-alone satellite buildings are strongly discouraged in Traditional Commercial developments.

Detatched Single Family Residential

1. The placement of single family dwellings and garages close to or back from the street (staggering) creates different spatial relationships and patterns of open area and shall be encouraged.
2. In higher density single family residential neighborhoods, dwellings should be located close to the street creating enclosure, ultimately framing the streetscape.
3. Garage doors shall be back a minimum of 4' (2' on ranch homes) from the front building plane and count towards the garage mitigation requirements.
4. Side entrance garages should be encouraged to break-up the monotony of garage doors being placed parallel to the street. Side entry garages count toward garage mitigation requirements.
5. Rear loaded garages, either attached to the dwelling or detached, that gain access from a rear alley shall be encouraged. Rear loaded garages count toward garage mitigation requirements.
6. The same elevation (mirrored or standard) shall not be constructed on adjacent or opposing lots within a neighborhood.
7. The same floor plan (mirrored or standard) shall not be constructed with no more than 2 lots in a row. Where the same floor plan is constructed on adjacent lots a significantly different elevation is required.
8. High visibility site conditions where side or rear architecture is prominent and/or oriented towards public street or open space shall be addressed with special design treatment such as additional masonary, windows, and detailing as appropriate.

Attatched Single Family and Multi-Family Residential

1. The clustering of multi-family attached units should be encouraged to preserve open area and create meaningful areas for courtyards and patios.
2. Multi-family recreation buildings, clubhouses, and lease offices should be sited to create landmarks that help orient residents and visitors.
3. Multi-family residential structures should be composed of a series of , varied wall planes designed to promote variety and visual interest.

Building Heights

Design Standard:

General

1. Building height should be sensitive to adjacent open spaces designed to: allow maximum sun and ventilation; provide protection from prevailing winds; enhance views of the natural setting; and minimize obstructions of views from adjoining structures.
2. Building heights should vary, especially along the perimeter of developments. Buildings should step-down in height as development is located closer to major arterials and collectors.
3. Provide a transition in height between new and existing development.
4. In general, use the following building heights and categories .
   - ♦ High Tech Research & Development: Two (2) to six (6) stories
   - ♦ Corporate Campus: One (1) to eight (8) stories
   - ♦ Coperate/ Professional Office One (1) to twelve (12)
   - ♦ Light Manufacturing, Aviation and Distribution: One (1) to four (4) stories
   - ♦ Commercial/Retail/Hotel: One (1) to thirteen (13) stories
   - ♦ Multi-Family Residential: One (1) to ten (10) stories
   - ♦ Transit Stations/ TOD: One (1) to twelve(12) stories (greater with special design considerations)
   - ♦ Single-Family Residential: One (1) to two (2) stories

These recommended heights should be evaluated in the context of the site's setting. Considerations include, neighboring uses, natural topography, transit accessibility, proposed building design and other site specific issues.

TRANSITION HEIGHT OF NEW BUILDINGS TO BE COMPATIBLE WITH EXISTING DEVELOPMENT

Building Massing, Form, and Pedestrian Scale

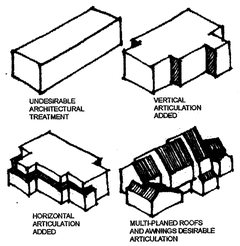
Design Standard:

General

1. Buildings should relate to the natural and human-made environment.
2. Buildings should appear to be built upwards from an aggregation of subordinate volumes. Larger masses should be located at the centers of building compositions, with smaller forms stepping down and outwards.
3. The exterior character of all buildings should enhance pedestrian activity in their immediate vicinities. Buildings shall have architectural features and patterns that provide visual interest at the pedestrian scale which help to reduce building mass and provide local architectural character.
4. Perceiving the scale of a building in human dimensions is important in terms of a pedestrian's ability to relate to it comfortably.. Facades constructed with high levels of visual interest are encouraged
5. Building mass should be modulated to achieve a human-scaled image by subdividing large volumes into smaller components.
6. Step downs and building setbacks should emulate the terrain reinforcing the natural contours of the site.
7. Variation in roof forms, materials, and height of roof elements are encouraged to reduce perceived scale.
8. Residential neighborhood integrity shall be maintained through compatible building massing, simple roof forms, enhanced detailing and coordinated exterior materials and colors.
9. Accessory Structures, such as garden/ utility storage sheds, green houses, clubhouses, trash enclosures, mailboxes (paired or clustered), detatched garages or carports, which are visible from a street or common open area, must match the architectural details, color and materials of the house or multi-family products.

Commercial

1. Reduce the mass of commercial structures by expressing the floor levels, particularly entries, on the exterior elevations.
2. Wall planes should not run in a continuous direction for more than 40 feet without an offset or other design element (e.g., windows, trellises, articulated walls, arcades, material changes, awnings) that provides variety and visual interest.
3. Large scale buildings over 500,000 GLA can accommodate larger wall surfaces if visual impacts are mitigated through landscaping or other methods. On smaller buildings, interruptions should be less frequent.
4. Avoid blank walls at ground-floor levels. Architectural features such as columns, pilasters, canopies, porticos, awnings, brackets, or arches should be included to create an interesting, inviting streetscape for pedestrians.
5. Avoid locating walkways where users will be subjected to harsh environmental conditions. Covered walks, colonnades, and arcades are encouraged.
6. Use building forms that complement the natural land forms, minimizing excessive grading (cuts and fills). Where possible buildings and associated roof lines terrace or "step" with the topography.



BREAK LARGE BUILDINGS INTO MODULES OR SUB-PARTS TO REDUCE PERCEIVED SCALE

Detatched Single Family Residential

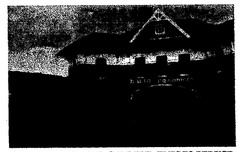
1. Within single family residential neighborhoods, building massing, form, and pedestrian scale play key roles in creating design diversity. The articulation of building mass and form adds richness and scale, and provides a foundation for visual interest and variety within the streetscape. The integration of roof elements, building forms, and design accents on building walls can help soften the architecture and provide visual interest and relief.
2. A single family home's profile should start low at the edges of the house and mass towards the center. The upper story should appear lighter (with less bulk) than the lower story.
3. Homes should incorporate single-story building elements such as roof skirts, covered porches, and building projections on the front and rear elevations in order to reduce building mass.
4. Rear elevation walkout homes shall be softened by the use of building projections, one story building elements, roof skirts, decks, and covered porches, gables, bay popouts, etc. With special attention to window composition and details consistent with front elevations.
5. Building Articulation
   Special architectural treatments (listed under B below) shall be incorporated when homes back or side onto open areas, parks, or public streets.

   A. Windows

   - ♦ All 2-story front elevations for all product types shall have a minimum of 25% windows on the front elevation wall face excluding the garage face, garage door, and front door. All ranch style front elevations shall have a minimum of 15% windows on the front elevation wall face excluding the garage face, garage door, and front door.
   - ♦ Rear elevations which abut a public street or open lands shall have a minimum of 15% windows on the rear elevation wall face, and a Bay windows or recessed windows should be used to accent elevations where possible.
   - ♦ All elevations (four sides of the house) shall be articulated with windows and window trim detailing.
   - ♦ Window openings (reveals) in masonry walls (brick, stone, lintel, or stucco) shall be recessed a minimum of two inches from the facade face, incorporating both a header/lintel and a sill.
   - ♦ Window groupings shall generally be centered within the building mass(es) in which they are placed.

   B. More Extensive Detailing

   2 out of the following 4 design elements/details will be incorporated into each home:
   1) window grids
   2) a minimum of one 18 inch deep pop-out along unbroken wall planes
   3) window groupings consisting of 2 or more windows arranged in patterns consistent with front elevations
   4) articulated gable end treatments (vents, brackets, etc.) consistent with front elevation styles.



USE A VARIATION IN FACADE ELEMENTS TO REDUCE PERCEIVED SCALE

6. Building Elements
   Porches, columns and railings shall embrace streets, with the appropriate style, proportion and scale to the building mass they are part. In addition:
   - ♦ The single family products shall have 2 elevations per plan, 1 out of 2 elevations offered will have a front porch.
   - ♦ Expansive wall planes without offset/pop-outs shall be discouraged.
   - ♦ Window groupings shall generally be centered within the building mass(es) in which they are placed. Garage door treatments, panel sizes and glazing shall vary based on the homes' style.
7. Product types and elevations shall be designed to mitigate the impact of the garage along the street scene by incorporating rear loaded, side loaded, front loaded and recessed garages and locating porches and other architectural elements in front of the garage. In addition:
   - ♦ For all Single Family Detatched Products a minimum of 20% of the homes will have either side loaded, rear loaded, or a minimum of 4 foot recessed garage (behind the living space) to be calculated on a parcel to parcel basis.

SUBMITTAL DATE:
May 7, 2002
REVISION DATE:
October 25, 2002
November 27, 2002

Pulte Homes
12303 Airport Way, Ste130
Broomfield, CO 80021
(303) 404-9605

DOWNING THORPE JAMES
ARCHITECTURE · PLANNING
LANDSCAPE ARCHITECTURE
ENGINEERING
1881 9th St., Ste. 103
Boulder, Colorado 80302
303-443-7533

Preble Creek

P.U.D PLAN AND PRELIMINARY PLAT - FIRST AMENDMENT

DESIGN STANDARDS

CITY AND COUNTY OF BROOMFIELD, COLORADO

SHEET 36 OF 40

- Garage setbacks shall be varied along the front yards of the homes within the street scene.
- Standard garages shall include a range from 1, 2, 2 1/2, 3 car and 3 car tandem (this reduces the impact associated with conventional three car garage elevations).
- Curvalinear roads are incorporated to mitigate long streetscapes minimizing the visibility and varying the angles of garages along a single stretch of road.
- 2 story homes will have a minimum of 50 % of their complete front facade as "non-garage".
- Ranch homes will have a minimum of 40% of their complete front facade designated as "non-garage" and these percentages exclude roof and facia, but includes window and door openings.
- Three car garage elevations shall incorporate varied orientations (side-load, front-load, and split bay) and shall require the third bay to include a minimum 2 foot offset from the garage wall closest to the street.
- Use reccessed garage doors with eep trim, decorative panels, windows and other architectural embellishments to provide shadow lines and depth.
- Segmenting garage openings into individual carriage doors. Providing individually indentifiable garage openings for two and three car garages.

8. There shall be varied relationships between the garage door and the main plane of the house between floor plans. Two-story structures will have a minimum of three wall planes and one-story wall structures will have a minimum of two wall planes on the front elevation with a minimum offset of two-feet between walls. Rear elevations will have a minimum of two wall planes with a minimum of three-foot offset. Bay windows cantilevers, and other similar features will not meet this requirement.

Multi-Family Residential

1. Because multi-family projects are usually taller than one story, their bulk and scale can impose on surrounding uses and pedestrians. The scale of multi-family projects should be considered within the context of their surroundings. Structures with greater height may require additional setbacks so as not to dominate the character of the residential neighborhood.

2. Separations, changes in wall plane and height, and the inclusion of building elements such as balconies, porches, arcades, dormers, and cross gables mitigate the barracks-like quality of flat walls of excessive length.

3. Cluster townhomes should incorporate rear and front entry garage conditions, varying the street scene.

Roof Forms and Materials

Design Standard:

General

1. Rooftops should contribute to the visual continuity of each development and should be considered as design elements seen from various viewpoints (e.g., at ground level, from other buildings, and from adjacent streets).

Commercial

1. Mixing roof forms on buildings creates variety in the "roofscape". Avoid roof lines running in continuous planes.

2. Offset or jog roof planes to add visual interest, reduce the scale and break up long, continuous roof lines.

3. The use of high quality, durable, roof materials shall be encouraged. The use of concrete tile and standing-seam metal are appropriate roof materials for commercial developments.

4. Conceal roof top mechanical equipment from public view. Roof top mechanical equipment should be architecturally integrated through the use of durable metal screens, roof parapets, and sloped roof forms.

5. Design roof forms to correspond to, and denote, building elements and functions such as stair wells, towers, rotundas, entrances, and arcades.

6. Roof forms, whether hipped or gabled, should relate to adjacent buildings or developments.

Detatched Single Family/Attatched Single Family and Multi- Family Residential

1. A visible main body roof form should be used in conjunction with complementary minor roof forms and elements.

2. Minor roof elements such as gable ends and dormers should be proportional to the spaces they cover and to the overall roof size and form.

3. Single family residential roof materials should reflect the architectural style of the home. Traditional building materials which reflect Colorado's rich architectural heritage such as composition, slate, and standing seam metal are encouraged.

4. Garages shall incorporate similar roof massing and detailing as the main house.

5. There shall be a variation of roof massing and style with a minimum of three planes on each front elevation and two planes on each rear elevation with a 4 foot minimum depth variation between planes on the front elevation and 2 foot minimum depth variation on the rear elevation.

6. Unless a gable end, the expose facade above the garage door shall not exceed 18 inches (measured from the top of the garage trim to the bottom of the roof fascade). This may require a separation of the main house roof from the garage roof. Large gable roof ends above the garage should receive additional detailing and articulation including wall vents/louvers, decorative brackets or enhanced siding.

7. Prefabricated metal flues shall be concealed within the chimney

8. Roofs shall be broken into smaller planes or roof elements. A variety of roof breaks (roofs that turn a corner or change elevation) shall be provided on all homes.

9. Roof overhangs are required to create visual relief and shadow patterns, provide shade for walls and windows, and help shed snow and rain. The minimum overhang for all main roof forms (excluding dormers) shall be twelve inches for all rakes and eaves. Larger roof overhangs may be for individual neighborhoods. The roof overhang for secondary roof elements may vary in order to achieve a consistent roof pitch.

10. Eaves, fascias, and soffits shall be detailed appropriately for each architectural style.

Building Materials and Colors

Design Standard:

Commercial

1. Exterior materials and colors should be of high quality, and compatible with materials and colors of adjoining structures.

2. Visual continuity in major building materials is desired throughout a commercial development consisting of multiple buildings.

3. Reflective materials such as bright aluminum and glass as the primary building material shall be discouraged. Mirrored glass shall not be allowed.

4. Select a single, dominant building material and minimize the number of accent materials. Use the same materials and colors on all elevations of a building.

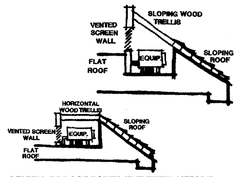
5. Use heavier materials such as natural stone and masonry materials on the lower portions of buildings to help visually anchor them to the ground.

6. High quality, low-maintenance materials are encouraged. Select building materials that will age well with a minimum of mantinence.

7. Utilize a simple palette of color and texture in the selection of exterior materials. Use natural, earthen materials manufactured in units measurable in human proportions. These include:

   - Masonry, brick, and cut stone used in their natural state.
   - Textured concrete and architectural block.
   - Wood should be discouraged as a cladding material. However, the use of wood trusses, beams, posts, and brackets, shall be encouraged if integral to the architectural style of the building.

USE BUILDING MATERIAL THAT CAN VISUALLY BE MEASURED TO GAIN A SENSE OF HUMAN SCALE



SCREEN ALL ROOF EQUIPMENT WITH MATERIAL CONSISTENT WITH THE MAIN STRUCTURE

- Stucco (exterior plaster) modulated in jointed patterns. Thick stucco applications such as "Spanish Lace" shall not be allowed.
- Textured pre-cast concrete (e.g., ribbed, exposed aggregate, sandblasted).

8. Choose color combinations for new buildings that are compatible with colors used on adjacent structures.

9. Avoid large applications of unfamiliar materials or bright colors, (including bright white) that may streak, fade or generate glare.

10. While subdued or muted colors generally work best for large color areas a bright or primary color can also be appropriate for accent elements, such as door and window trim, and other architectural details.

Residential

1. Acceptable building material shall include but are not limited to clapboard siding, board and batten (1"x3" minimum), shake shingle, stone (natural or synthetic), brick, and stucco. Grooved panel siding (T111) is unacceptable and shall not be used.

2. Trim shall be included around the perimeter of all doors and windows unless replaced by masonry. Trim on windows shall have a minimum size of 1" x 4" nominal dimension.

3. Masonry or stucco used to express the building's base or create a wainscot shall wrap the corners a minimum of two feet and terminate at a prominent building elemnt or side elevation.

4. Material change shall occur at changes in wall plane or inside corners

5. Projected elements such as boxed chimney flues, bay and oriel windows, shall be integrated with the main house in terms of materials, textures, proportions and colors.

6. Projected building elements shall not "float", but extend to the ground, creating a solid base, or be supported by substantial decorative corbels, brackets or outlooks.

7. Exposed foundation walls shall not be permitted. Applied siding (e.g., clapboards, drap, lap, rabbited, shingles, and composites) on sloping foundation walls shall extend to within six inches of grade with material stpes not to exceed 12 inches.

8. Bricks shall be laid in a true bonding pattern, no stacking or running bond, unless used as accents. Brick mortar joints shall be struck and no more than one-half inch wide. Large mortar joints shall not be permitted.

Detached Single Family Residential

1. Use natural building materials with strong textures and rich colors to create a strong architectural statement.

2. Homes should use heavy, visually solid foundations, transitioning upwards to lighter materials.

Single Family Attached and Multi-Family Residential

1. The choice of materials related to multi-family developments should represent the chosen style of architecture. Like single family homes, multi-family developments should employ a variety of materials in such a way that they appear designed as the whole.

2. Greater color variety can be achieved in each development through a variety of body colors as well as variety of detail and trim color. Materials should be chosen which promote Colorado's rich architectural traditions which include:

   - Foundations - cut stone, river rock, and brick;
   - Facades - clapboards, board and batten, shingle siding, and smooth stucco (exterior plaster); and
   - Roofs - shakes, composition roofing, and standing seam metal.

Building Entrances

Design Standard:

Commercial

1. Building entrances should be clearly identifiable from the street, drive aisle, or drop-off area and relate to human scale.

MIX ROOF FORMS TO CREATE VARIETY IN THE "ROOFSCAPE"

2. Design building entrances to contrast with the surrounding wall plane.

3. Design building entrances as a transition from publicspace to private space.

4. Primary building entrances shall be designed to be accessible to the handicapped without the use of complex ramp systems.

5. Building entrances shall be illuminated.

Detected Single Family Residential

1. Minimal entries, or locating entries so that they are not seen from the street creates a bland street facade and minimizes activity on the street by removing the pedestrian activity associated with the home's front door, and shall be discouraged.

2. Covered entries and porches are strongly encouraged on the front street facing facade to provide a transition from the public the private realm.

3. On corner lots porches should wrap the corner to face both streets

4. Covered entries and porches should be of human scale and integrated into the architectural fabric of the home, softening the building facade, and acting as a transition to larger scaled building components and outdoor living areas.

5. All front porches shall have a minimum 6 foot usable depth.

6. All rear loaded Single Family homes shall have a covered front porch with a minimum size of 50 square feet and a minimum 6 foot depth.

7. Covered decks shall be integrated to the architecture of the hi\ome through roof form integration, column design and rail details.

8. Covered decks shall have roof forms consistent with the architectural style of the home.

Single Family Attached Multi-Family Residential

1. The incorporation of covered entries and porches within multi-family structures is encouraged for both practical and aesthetic purposes. These elements should be architecturally integrated to break up large multi-family building masses, create facade articulation, and add human scale to buildings.

2. The use of long common exterior balconies and corridors that require circulation past unit windows is strongly discouraged. Instead, building entrances should be clustered in groups of four or less incorporating private patios, balconies, and landings, enhancing privacy.

3. The use of distinctive architectural elements such as covered porches, entrance porticos, and covered entries to denote building entrances is strongly encouraged.

Service Entrances and Loading Areas

Design Standard:

Commercial

1. Service areas should be visually unobtrusive and harmonize with the architectural style of the building.

2. Orient service entrances, loading docks, waste disposal areas, and similar uses toward service roads and away from streets, entry drives, pedestrian walkways, and open space.

3. Screen service areas with decorative walls which harmonize with adjacent building architecture and/ or landscaping.

4. Utilize shared service drives when feasible.

5. Avoid placing service areas where they will be visible from adjacent buildings or where they will negatively impact view corridors.

6. Clearly identify (sign) all service entries to discourage the use of primary building entrances for deliveries.

USE HEAVIER MATERIALS AT LOWER PORTIONS OF BUILDINGS

SUBMITTAL DATE:
May 7, 2002
REVISION DATE:
October 25, 2002
November 27, 2002

Pulte Homes
12303 Airport Way, Ste130
Broomfield, CO 80021
(303) 404-9605

DOWNING THORPE JAMES
ARCHITECTURE
PLANNING
LANDSCAPE ARCHITECTURE
ENGINEERING
1881 9th St., Ste. 103
Boulder, Colorado 80302
303-443-7533

Preble Creek

P.U.D PLAN AND PRELIMINARY PLAT - FIRST AMENDMENT

DESIGN STANDARDS

CITY AND COUNTY OF BROOMFIELD, COLORADO

7. Locate building air conditioning intakes away from loading docks or other areas where exhaust fumes from vehicles may accumulate and be drawn into buildings. Ground mount air conditioning units or locate them below grade not visible from public view.

Energy Conservation Measures

Design Standard:

General

1. Efforts to conserve energy and other natural resources shall be required in the design of each building.
2. Local climate conditions afford the opportunity to take significant advantage of passive and active solar energy applications. Buildings should be designed and sited to maximize or minimize the use of solar gain and dissipation for energy savings, and respect the solar access requirements of adjacent (existing and proposed) buildings.
3. Energy conserving techniques to be considered shall include, but are not limited to the following:
   - ♦ Building shape, mass, orientation and placement. Orient buildings to take advantage of the prevailing summer winds and to buffer against adverse winter winds
   - ♦ Clustering buildings
   - ♦ Types of materials, and their insulation characteristics.
   - ♦ The arrangement and design of windows and doors.
   - ♦ Direct solar or photovoltaic energy.
     - ❑ Day-lighting concepts.
     - ❑ Earth sheltering with creative land forming.
     - ❑ Natural ventilation of outdoor, indoor and attic spaces.

Park and Community Facilities Design Standards

Goals:

1. Provide the highest quality community facilities and civic infrastructure feasible in a cost effective manner.
2. Provide a full range of community facilities as an essential component for providing for the basic needs of future residents. These community facilities include but are not limited to schools, libraries, parks and recreational facilities.
3. Provide a balanced system of open lands, developed parks, scenic and natural areas, and trails that are accessible by all and serve the recreational needs of all residents.

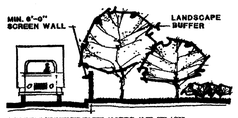
Design Standard:

1. "Neighborhood Parks" should be centrally located within individual or grouped neighborhoods depending on population and accessibility.
2. A Neighborhood Park should be located within a quarter of a mile of each home.
3. All parks should be programmed to and designed to serve the adjacent residential neighborhoods.
4. All parks and open lands shall be linked by a community trail system.

Landscape and Irrigation Design Standards

Goals:

1. Promote the use of landscape elements that contribute to the overall visual appearance of the Preble Creek Area.
2. Promote the use of plant materials to separate functional uses and create exterior spaces such as courtyards, greens, squares, and plazas.
3. Provide landscape treatments that reinforce the circulation system.
4. Promote the use of plant materials to modulate harsh climatic conditions.



SCREEN SERVICE ENTRANCES AND TRASH DUMPSTERS WITH WALLS AND/OR LANDSCAPING

5. Promote the use of native, drought-tolerant plant materials that optimize water conservation.
6. All commercial common areas, and residential common areas will be maintained by the property owner or homeowners association (HOA) or district.

Perimeter Landscaping Adjacent to Public and Private Roads

Design Standard:

General

1. Roadway corridors throughout Preble Creek shall provide a visually cohesive landscape image.
2. Similar landscape treatments should be used at all entrances and intersections.
3. Plant materials, massing, spacing, and height characteristics should complement the hierarchy of roadways. Planting and grading should work together to create a variety of experiences along the roadway that accent open space amenities.
4. The following landscape treatments should be incorporated for these site conditions:

Entries:

- ♦ Provide formal landscape treatments at entries along the edges of perimeter roadways.
- ♦ Integrate plant materials with entry monumentation. Plantings should frame or provide a visual base for entry signs.
- ♦ Entries should be designed to provide a minimum of three layers of plant materials, including: shade, evergreen, and/or ornamental trees; shrubs; and annual and perennial flowers and ground covers.

Fences & Walls:

- ♦ Long expanses of fence and wall surfaces should be off-set wherever possible to create landscape pockets.

Roadway and Center Median Plantings:

- ♦ Informal landscape treatments should be provided along roadways and within center medians, between intersections. Formal landscape patterns should be provided at intersections and development entries.

Detached Sidewalks:

- ♦ A minimum of 1 tree per 40 lineal feet of street frontage (average) shall be provided, to be located in the park-strip between the sidewalk and the curb.
- ♦ A minimum of 1 tree and 10 shrubs per 40 lineal feet of street frontage (average) shall be provided, to be located within 10 feet of the outside edge of the park-strip (private property).
- ♦ A minimum of 1 tree per 40 linear feet of street frontage (average) shall be provided within center medians.
- ♦ Required trees may be clustered in informal groupings or planted in formal rows.

Attached Sidewalks:

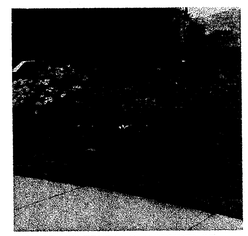
- ♦ A minimum of 1 tree per 20 lineal feet of street frontage (average) shall be provided, to be located within 15 feet of the edge of the sidewalk.
- ♦ A minimum of 5 shrubs per tree, including perennial flowerbeds, ground covers, and turf shall be provided, to be located within 20 feet of the curb-face.

Meandering/Undulating Sidewalks:

- ♦ A minimum of 1 tree per 20 lineal feet of street shall be required, to be integrated with meandering and undulating turf berms.
- ♦ A minimum of 10 shrubs per tree, including perennial flowerbeds, ground covers, and turf shall be provided.

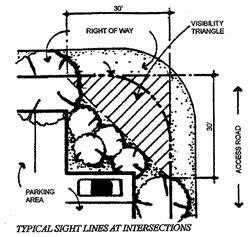
Sight Triangles:

- ♦ Sight triangles designed to increase motorist visibility shall be provided at intersections.
- ♦ Sight triangles should be landscaped with low-level plant materials that do not interfere with motorists' visibility.
- ♦ Trees should not be planted within sight triangles.



INCLUDE A COMBINATION OF MANICURED AND ENHANCED NATURAL LANDSCAPE AREAS

CREATE LANDSCAPE POCKETS IN FENCES AND WALLS WHERE POSSIBLE



TYPICAL SIGHT LINES AT INTERSECTIONS

Perimeter Landscaping Adjacent to Abutting Property

Design Standard:

General

1. Landscape buffers should be provided between similar land uses to promote visual continuity and mitigate potential conflicts between dissimilar uses. The following landscape treatments should be considered:

Perimeter Landscaping Between Similar Uses (e.g., where a large-scaled commercial/ retail use abuts a small-scale retail use or office complex):

- ♦ A minimum 15-foot-wide landscape buffer shall be located between the property line and building, and contain the following:
  - ❑ 1 tree for every 20 lineal feet of property line
  - ❑ A screen hedge incorporating both deciduous and evergreen shrubs (minimum 3 feet high at maturity), to be planted along 50 percent of the perimeter.

Between Dissimilar Uses (e.g., where a commercial/retail use abuts a residential area):

- ♦ A minimum 30-foot-wide landscaped buffer to be located between the property line and building, containing the following:
  - ❑ A minimum 3-foot-high berm containing a minimum of 1 tree for every 20 lineal feet of property line.
  - ❑ A screen hedge incorporating both deciduous and evergreen shrubs (minimum 5 feet high at maturity) to be planted along 50 percent of the perimeter.

Common/Shared Access Drives:

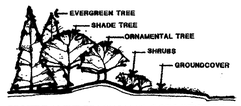
- ♦ A minimum 8-foot-wide landscaped park-strip to be located along both sides of a shared access drive when no sidewalk is included.
- ♦ A minimum 12-foot-wide landscaped park-strip to be located along both sides of a shared access drive when a sidewalk is included.

Parking Lot Landscaping

Design Standard:

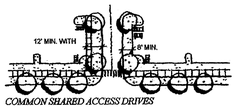
Commercial, Employment, and Multi-Family Residential

1. Parking lots are necessary features of building sites that can visually detract from the overall development character. Parking lots within Preble Creek should blend with each site's character by using landscape plantings and sensitive grading techniques.
2. The use of low, opaque garden walls and/or colorful landscaping combined with berming designed to screen parking from peripheral streets is encouraged.
3. Where practical, the grades of parking lots should be lowered below existing street elevations to minimize visual impacts and promote views to buildings.
4. Parking lots shall be landscaped according to the following criteria:
   - ♦ For parking lots accommodating up to 500 autos, 10 percent of the lot shall be landscaped (excluding perimeter landscaping).
   - ♦ For parking lots accommodating between 500 and 1,000 autos, 8 percent of the parking lot shall be landscaped (excluding perimeter landscaping).
   - ♦ A minimum 1 tree per 10 parking spaces (average equivalent) shall be required in all parking lots, to be planted in islands, medians, and perimeter areas adjacent to lots (excluding streetscape tree plantings).
   - ♦ Landscaped islands and medians should be used to define circulation patterns, provide shading of paved areas, and break up continuous rows of parking.
   - ♦ Minimum 6-foot-wide landscaped islands should be provided at the ends of parking aisles, and a minimum of 2 shade trees in each island.
   - ♦ Each island should be planted with a minimum of 8 shrubs, not to exceed 3 feet in height at maturity.
   - ♦ Landscape medians within parking lots shall be a minimum 12-feet-wide, and should incorporate a 4-foot-wide sidewalk when direct access to building entries is nearby, exclusive of car overhangs.
   - ♦ When sidewalks are not required in medians, the width of the median may be reduced to 8 feet.
   - ♦ In parking lots accommodating more than 100 autos, 1 landscaped parking lot median shall be required for every 4 parking aisles.
   - ♦ A minimum of 1 canopy-style shade tree and 8 shrubs shall be provided for each 30 lineal feet of landscaped parking lot median (average equivalent) Clustering is encouraged.
   - ♦ The use of landscaped parking lot medians to take-up grade on sloping sites is encouraged (maximum median slope 4:1).

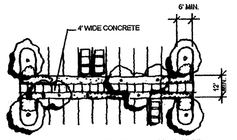


PROVIDE A MINIMUM OF 3 LEVELS OF LANDSCAPE SCALE AT ENTRY DRIVES

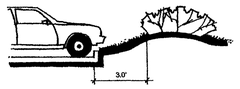
USE LOW WALLS, BERMING AND LANDSCAPING TO SCREEN PARKING



COMMON SHARED ACCESS DRIVES



LANDSCAPE MEDIAN AND ISLANDS (SEE TEXT)



SET SHRUBS 3' BACK FROM CURB AT THE FRONT OF HEAD-IN PARKING STALLS

Building Site Landscaping

Design Standard:

Commercial, Employment, and Multi-Family Residential

1. Coordinating landscape design within Preble Creek for individual development sites and larger, multi-parcel projects is essential for creating a consistent, high-quality character. A cohesive landscape design unifies the various buildings and strengthens the cohesiveness of the development.
2. Landscape treatments related to individual developments shall complement overall perimeter landscape treatments by creating distinctive settings for buildings; reinforcing the design of the open space system; and providing a transition for pedestrians.
3. Landscaping that is of appropriate scale should be used, and at building entrances should provide focus and accent.
4. Landscaping around the bases of buildings should be provided to soften the edges between buildings and parking lots.
5. Twenty-five percent of each building site shall be landscaped.
6. Provide entrance monumentation with special landscape treatments, decorative light fixtures, entry signage, and decorative paving patterns/materials at parcel entries and building sites from perimeter roads to achieve a sense of entry, and encourage reduced speeds.

Single Family Detached Residential

1. The landscape package and timing of construction improvements for each neighborhood area shall be considered at Site Development Plan review. The builder (excluding custom home builders) will install the front and corner landscaping, prior to issuance of certificate of occupancy or, within three months of the certificate of occupancy (subject to weather), and the homeowner will install the rear yard landscaping within one growing season. The builder (excluding custom home builders) shall also install landscaping in the area between the sidewalk and curb, which shall be irrigated and landscaped with grass and street trees, prior to issuance of certificate of occupancy or, within three months of the certificate of occupancy (subject to weather). Homes that border onto open space shall have access to the backyard from the front of the lot. Custom home buyers shall install landscaping within the same period of time.

EMPHASIZE AND INTENSIFY LANDSCAPE AT BUILDING ENTRANCES, INCLUDING FLOWER BEDS WITH A VARIETY OF PERENNIALS, ANNUALS, GROUND COVERS AND ORNAMENTAL GRASSES

Landscape Irrigation/Water Conservation

Design Standard:

General

1. Every effort should be made to conserve water by utilizing alternative means for maintaining a suitable landscape environment. In areas where irrigation systems are used, water conservation should be emphasized through water-efficient systems and plant selections.
2. A "zoned planting scheme" should be used to reduce water demand by grouping similar varieties of drought- and disease-tolerant native plants.
3. The use of drought tolerant, water conserving turf grasses is required. When used, heavily-mulched planting beds should be incorporated to help retain moisture and make planting areas easier to maintain.
4. Soil should be improved prior to planting for better water absorption and retention.

SUBMITTAL DATE:
May 7, 2002
REVISION DATE:
October 25, 2002
November 27, 2002

Pulte Homes
12303 Airport Way, Ste130
Broomfield, CO 80021
(303) 404-9605

DOWNING THORPE JAMES
ARCHITECTURE
PLANNING
LANDSCAPE ARCHITECTURE
ENGINEERING
1881 9th St., Ste. 103
Boulder, Colorado 80302
303-443-7533

Preble Creek

P.U.D PLAN AND PRELIMINARY PLAT - FIRST AMENDMENT

DESIGN STANDARDS

CITY AND COUNTY OF BROOMFIELD, COLORADO

SHEET 38 OF 40

5. Efficient, automatic irrigation system should be provided.

Landscape Standards and Plant Material Selection/Plant Size Standards

Design Standard:

General

1. For a strong visual impact, plants of the same species should be planted in masses or rows. The random spotting of different plant types is discouraged.

2. Landscape plantings should reinforce formal and informal site planning concepts and compliment architectural forms.

Commercial, Employment, Multi-Family Residential

1. Landscaping associated with commercial, employment, and multi-family uses should be located in one of the following plant zones:

   - **High-Maintenance Zone** (located at site and building entrances and pedestrian areas), characterized by manicured lawns which require weekly mowing and regular watering; formal plantings of trees and shrubs; and planters containing annuals and perennials.
   - **Medium-Maintenance Zone** (located along perimeter roadways and at building entrances), characterized by native grasses which require less water and maintenance; large shrubs; and large, specimen trees.
   - **Low-Maintenance Zone** (located in environmentally sensitive areas, along waterways, and open space areas), characterized by existing vegetation and natural, drought-resistant plant species, including meadow/open fields and wetlands areas.

2. The following design considerations should be taken into account when selecting plant materials:

   - Plant materials should be selected that provide variety and year-round color and screening.
   - To create color, texture and interest, annual and perennial flowerbeds should be planted in visible areas such as pedestrian plazas, building entries, and vehicular entries.
   - Planting beds should be mulched with wood or rock to stabilize soils, control erosion, and conserve water use.

Detatched Single Family Resideatial and Multi-Family Residential

1. A Homeowner's Association shall maintain common areas, entry monumentation, and perimeter fencing along public streets. The abutting property shall maintain the tree and lawn area between the sidewalk and curb.

2. A Homeowner's Association shall be responsible for providing, protecting and maintaining all landscaping in a healthy and growing condition of all common areas.

3. A Homeowner's Association shall remove and replace dead and diseased plant material immediately with the same type, size and quantity of plant material originally installed in all common areas following warranty period.

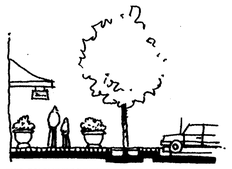
Landscape Maintenance and Replacement

Design Standard:

Commercial, Employment, Multi-Family Residential

1. Property owners shall be responsible for providing, protecting, and maintaining all landscaping in a healthy and growing condition.

2. Property owners shall remove and replace dead or diseased plant materials immediately with the same type, size, and quantity of plant material as originally installed.



USE CONTAINERS WITH FLOWERING PLANTS TO ENHANCE SIDEWALK SHOPS, PLAZAS AND COURTYARDS

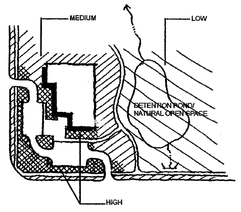
Existing Vegetation

Design Standard:

Commercial, Employment, Multi-Family Residential

1. Special attention should be given to preserving significant natural features and vegetation within Preble Creek. "Significant" is considered to be any vegetation that is unique due to its history, size, variety, or growth habits. This includes all mature trees greater than 3 inches in diameter and significant under-story plants and shrubs. Specific requirements include the following:

   - Buildings, parking lots, and landscape areas should be located to preserve significant natural vegetation.
   - Any existing, healthy tree of 3-inch caliper or larger, located more than 20 feet from any proposed building, should be preserved and incorporated into the landscape plan.
   - All existing trees over 24 inches in caliper should be preserved, unless unhealthy or unsuitable for preservation.
   - During construction of site improvements, suitable protective barriers (generally located beyond the drip line) should be erected around trees to be preserved, to protect trunks, branches, and root structures from damage by construction equipment.
   - Tree wells or retaining walls should be incorporated in the landscape plan as needed to protect existing trees.
   - Historic drip lines should be maintained.



LANDSCAPE MAINTENANCE ZONES

Wall and Fence Design and Materials

Design Standard:

General

1. Fencing and walls should be constructed of materials that are compatible with adjacent architecture.

2. Fencing and walls should be softened with landscape materials, whenever possible.

3. In general, using retaining walls higher than 6 feet should be avoided. When taller retaining walls are required (near pedestrian zones, for example), safety protection measures in accordance with local building codes be provided in the form of railings, fences, or hedges; or a terrace created with two shorter walls.

4. Architectural treatment shall be applied to both sides of perimeter walls.

5. Long expanses of fences or walls shall be broken up with columns, indentations, or changes in wall materials.

6. Walls and fences should be constructed of durable materials such as cut stone, brick, washed river rock, or metal with dark finishes (wrought iron or similar). Barbed wire, razor wire, pre-cast concrete, pvc or other recycled plastic materials will not be allowed as a fencing material.

7. Open Rail fences shall be required in residential areas for yards which back or side onto open areas, parks or open space connections.

8. For residential uses, when lots side onto local streets open rail fences shall be required when placed on R.O.W. line. If a 6 foot privacy fence is preferred it must be placed 10 feet back from R.O.W. to encourage landscaping within the 10 foot area.

PLANT FLOWER BEDS IN VISIBLE AREAS

REMOVE AND REPLACE DEAD OR DISEASED PLANT MATERIALS PROMPTLY

Screening Requirements

Design Standard:

Commercial, Employment, Multi-Family Residential

1. Screen walls and fences should integrate both physically and visually with building architecture.

2. These walls and fences should be of appropriate height to screen meters, transformers, loading docks, and service areas adequately. Screen walls and fences shall be a minimum 4' feet high, and constructed of durable materials and finishes compatible with adjacent architecture.

3. All materials, supplies, trucks, or other equipment shall be contained within a building or stored within a screened compound.

4. Noise noise pollution and noxious odors shall be mitigated as determined by the ACC and the City of Broomfiled.

Exterior Site Lighting Design Standards

Goals:

1. Promote the consistent use of exterior lighting fixtures to help create an identifiable image or character within public areas of the Development, its districts, neighborhoods, and individual sites.

2. Promote exterior lighting that provides illumination for the security and safety of entry drives, parking lots, service and loading areas, sidewalks, courtyards, greens, plazas, and squares, with minimum impact on adjacent properties.

3. Promote exterior lighting that is aesthetically pleasing and complimentary to the architectural styles of buildings, as well as functional.

Fixture Design and Illumination Level

Design Standard:

Commercial, Employment, Multi-Family Residential

1. Exterior light standards should be designed as a "family" of compatible fixtures which relate to the architectural character of buildings located on a site.

2. A minimum level of lighting (lumens) should be established (per City Standards) to accommodate safe pedestrian and vehicle movements, without causing off-site glare.

3. The design of light poles, globes, and arms should be compatible architecturally with adjacent structures and developments.

4. All intersections and perimeter roads within the Development shall be illuminated with similar light fixtures.

5. All lighting fixtures shall be selected and located to shield or confine light-spread within an individual development's boundaries. Light fixtures should be oriented downwards, eliminating ambient skyward light.

6. All building entrances shall be lighted.

Decorative Architectural Lighting

Design Standard:

Commercial

1. Decorative lighting that accents building features and creates visual interest is encouraged.

2. Lighting fixtures mounted directly on structures may be allowed when utilized to enhance specific architectural elements or provide visual interest.

3. Light fixtures that illuminate signage shall be compatible with the architecture of the building on which they are placed.

4. Building entrances, art, terraces, and special landscape features should be considered as opportunities for accent and decorative lighting.

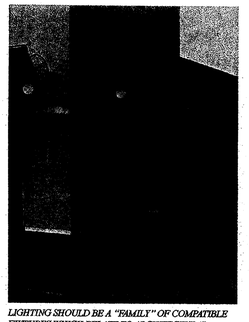
Detatched Single-Family, Attatched Single Family, and Multi-Family Residential

1. Decorative lighting fixtures are encouraged to complement the architectural style of homes. Fluorescent lighting fixtures are not allowed.

2. The design and color of light posts, bollards, and other yard-lighting fixtures should be compatible with the architectural styles of the homes they illuminate, and consistent throughout a single lot or parcel.

3. Lighting shall minimize glare, and disruption of the visual environment of neighboring dwellings.

4. Path and step lights, such as "mushroom" and "pagoda" lights are encouraged for point-to-point illumination of pedestrian paths, stairs, and landings.



LIGHTING SHOULD BE A "FAMILY" OF COMPATIBLE FIXTURES WHICH RELATE TO ARCHITECTURAL CHARACTER.

5. Lighting fixtures should be constructed and mounted to withstand and discourage abuse. Durable, above-ground housing accent lights that are plastic, such as "Malibu" lights, are possible choices, as long as electrical connections are placed underground. The use of colored lights, other than as decorative, seasonal lights, is discouraged.

Parking Lot, Pedestrian, Landscape Lighting

Design Standard:

Commercial, Employment, Multi-Family Residential

1. Parking lot lighting should be unobtrusive.

2. Lighting fixtures should be uniform in design and provide adequate lighting for all areas.

3. Metal halide lights are encouraged within parking areas, and shall incorporate "cut-off" devices to minimize glare and "light trespass" onto adjacent buildings and sites.

4. Pedestrian walkways through parking lots shall be lighted.

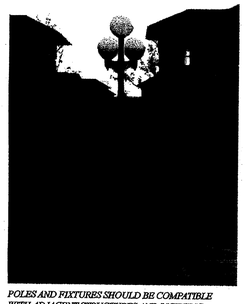
5. Areas of potential danger or conflict, such as stairs, ramps, intersections, and underpasses, shall be illuminated.

6. Sidewalk lighting should be scaled to the pedestrian and not exceed 15 feet in height.

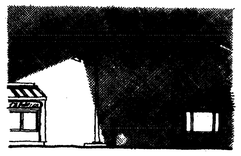
7. The use of lighted bollards with incandescent or metal halide light sources is encouraged to identify pedestrian walkways and drop-off areas at building entrances.

8. Landscape lighting isrequired at project and building entrances.

9. Landscape lighting fixtures should be hidden from view in order to control glare and avoid extreme bright spots on the surrounding landscape. Possible favorable locations include trees adjacent to landscaping, and behind rocks.



POLES AND FIXTURES SHOULD BE COMPATIBLE WITH ADJACENT STRUCTURES AND LIGHTING



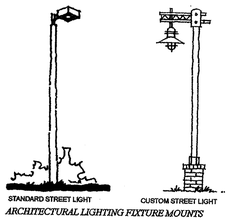
SELECT AND LOCATE LIGHT FIXTURES TO CONFINE LIGHT SPREAD

Exterior Site Signage Design Standards

Goals:

1. Promote the use of signage that contributes to the visual continuity of development and is subordinate to architectural and landscape elements.

2. Require that a uniform signage program be established for large developments (200,000 SF GLA), to ensure that signage for individual tenants is consistent in terms of sign locations, layouts, organization, message lengths, typefaces, supporting structures, and compatibility with other signs in the program.



ARCHITECTURAL LIGHTING FIXTURE MOUNTS

Sign Materials

Design Standard:

General

1. Signs shall be designed and constructed of durable, high-quality materials and colors that are consistent with the architectural styles of buildings they serve.

2. Signs should not detract from the character or aesthetic appeal of the community.

3. Signs should convey their messages simply and in a straight-forward manner.

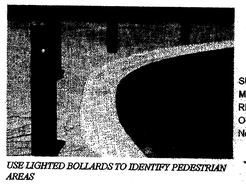
4. Guide signs, which are characterized by the use of simple shapes and symbols, are encouraged.

Commercial

1. Signs should be of modest size, affording businesses sufficient visibility and identification, without dominating the landscape or interfering with vehicular movements along public streets.

2. Sign sizes shall be consistent with and conform to the City of Broomfield Sign Code.

3. Sign forms should be simple and represent subordinate elements in the landscape.



USE LIGHTED BOLLARDS TO IDENTIFY PEDESTRIAN AREAS

SUBMITTAL DATE:
May 7, 2002
REVISION DATE:
October 25, 2002
November 27, 2002

Pulte Homes
12303 Airport Way, Ste130
Broomfield, CO 80021
(303) 404-9605

DOWNING THORPE JAMES
ARCHITECTURE
PLANNING
LANDSCAPE ARCHITECTURE
ENGINEERING
1681 9th St., Ste. 103
Boulder, Colorado 80302
303-443-7533

Preble Creek

P.U.D PLAN AND PRELIMINARY PLAT - FIRST AMENDMENT

DESIGN STANDARDS

CITY AND COUNTY OF BROOMFIELD, COLORADO

The following conditions are recommended for all signage in commercial areas within the Development:

1. One **freestanding sign** shall be allowed per project, and shall be of a ground-mounted monument type.
2. The sign face of a monument sign shall not exceed 32 square feet.
3. The sign face of a monument sign shall not exceed 4 feet in height.
4. Monument signs shall not exceed 6 feet in height from grade level.
5. The horizontal dimension of a monument sign display area shall be no greater than 8 feet.
6. Wall signs shall not exceed 1 square foot of sign area per lineal foot of building frontage of an individual business.
7. Wall signs shall not exceed a maximum total sign area of 200 square feet per building elevation.
8. One wall sign shall be allowed per street of parking lot frontage, not to exceed 3 per building.
9. If a monument sign is desired in conjunction with a wall sign, the total allowed wall signs is 2.

Sign Shapes and Sizes

Design Standard:

The size of signs should be modest and afford businesses sufficient visibility and identification without becoming a dominant part of the landscape or interfering with vehicular movement along the public streets. Sign size shall be consistent with an conform to the City of Broomfield Sign Code. Sign forms should be simple and act as subordinate elements in the landscape.
The following conditions shall apply to all signage within the Gateway District.

One freestanding sign is allowed per development project and must be of a ground-mounted monument type. The display area shall not exceed 32 sf (total per sign) and the vertical dimensions of the monument sign display area shall be no greater than 4 feet with the top of the sign being no higher than 6 feet from grade level. The horizontal dimensions of the monument sign display area shall be no greater than 8 feet. The total allowable area of flush-mounted signs on buildings shall be computed by the following formula: 1 square foot of sign area per lineal feet of building frontage on a street of the individual business, subject to the provisions of the City's Sign Code up to a maximum total sign area of 200 square feet per elevation. Flush mounted signs are limited to 2 building elevations. The maximum number of flush-mounted signs allowed for each free-standing building is 3. If a small monument sign is desired as well, total allowed flush-mounted signs is 2. The exception to this is the provision of sign bands/panels above the store fronts within a cluster of small retail businesses. Use simple, straight-forward shapes that convey the message clearly. Signs as symbols are encouraged because they are easily read and enhance pedestrian interest.

Location/Placement/Visibility

Design Standard:

Commercial

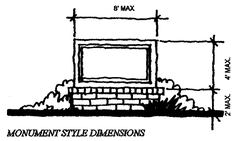
1. Signs shall be located to be visible and legible from roadways and sidewalks without conflicting with safe vehicular or pedestrian movements and visibility.
2. Monument signs should be located in landscaped planters.
3. To avoid obstructing visibility at intersections, monument signs should be located outside the sight triangle.

Sign Illumination

Design Standard:

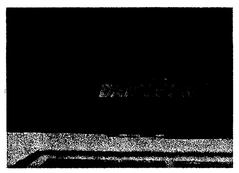
Commercial

1. Sign illumination should complement building architecture, not overpower it.
2. The use of internally illuminated, individually-cut letters is encouraged.

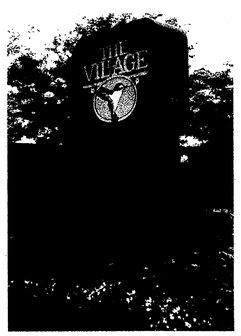


MONUMENT STYLE DIMENSIONS

FREESTANDING SIGNS MUST BE GROUND-MOUNTED AND DOUBLE FACED



FLUSH MOUNTED SIGNS (SEE TEXT)



LOCATE MONUMENT SIGNS IN A PLANTER SETTING WITHIN A LANDSCAPED AREA

3. When external light sources are directed at sign surfaces, light sources should be concealed from pedestrians and motorists.
4. Light spill onto adjacent areas should be avoided.
5. Animated signs are not permitted.

Allowable Sign Types

Design Stamdard:

Commercial

1. In general, signage should reinforce the urban environment of commercial developments.
2. Signs should be designed as a "family," incorporating similar, compatible materials that reinforce the designs and styles of project architecture.
3 The following sign types should be considered within project sites:

Monument Signs:

- Monument signs may be located at the street or primary entries to commercial developments to provide overall project identity.
- Monument signs shall not contain change panels, advertising, or names of individual tenants.
- For multi-tenant developments such as shopping centers or office buildings, monument signage requires that additional variables be considered. Conceptual designs for signs serving these types of facilities shall be submitted to the City of Broomfield Planning Department for review and approval.

Wall Signs:

- In relation to mixed-use projects, wall signs shall be located on the first floor levels of commercial storefronts and at second-floor levels for office uses.
- Wall signs shall only identify the individual business or building complex on which they are located.
- Wall signs may not project more than 8 inches from a building face.

Projecting Signs:

- Projecting signs are allowed for retail and office uses located in multi-tenant retail shopping centers.
- Projecting signs shall not exceed 4 square feet in area.
- Projecting signs shall be located a minimum of 7 feet above finished grade.
- These signs may not project more than 5 feet from a building face.

Freestanding Pole Signs:

- Freestanding pole signs shall be allowed only as traffic regulation and directional signs within development sites.
- Pole signs may not exceed 4 square feet in area and 6 feet in height, measured from finished grade.

Animated Signs:

Animated signs are not permitted.

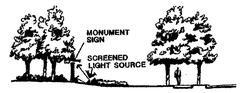
Residential:

- Residential signage should consist primarily of entry monuments and should reflect the architectural character and quality of the neighborhood it serves.
- Signs shall be consistent with and conform to the City of Broomfield Sign Code.

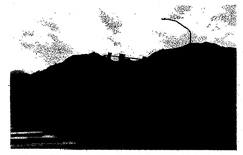
Exterior Site Furnishings Design Standards

Goal:

Promote a visually attractive and coordinated selection of site furnishings, such as trash receptacles, news racks, benches, drinking fountains, bike racks, and tree-grates



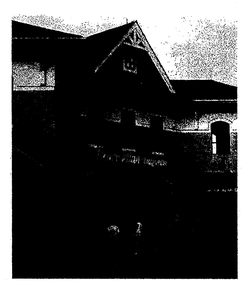
EXTERNAL LIGHT SOURCES DIRECTED AT SIGNS SHOULD BE CONCEALED FROM PEDESTRIANS' AND MOTORISTS' "LINES OF SIGHT"



USE MONUMENT SIGNS AT THE STREET OR PRIMARY ENTRIES TO PROVIDE PROJECT IDENTITY

SMALLER SCALE MONUMENT SIGNS MAY BE LOCATED AT PRIMARY ENTRIES TO PROVIDE INDIVIDUAL BUSINESS IDENTIFICATIONS AND ADDRESSES

LOCATE FLUSH-MOUNTED SIGNS ON BUILDINGS AT THE FIRST FLOOR LEVEL ONLY FOR RETAIL AND AT THE SECOND LEVEL FOR OFFICES



FLUSH-MOUNTED

Required Site Furnishings

Design Standard:

Commercial – Employment Sites

1. Major site furnishings include benches, waste receptacles, planters, railings and bollards. In general, visual continuity of these elements is desired throughout Preble Creek. Outdoor site furniture should be low maintenance and resistant to vandalism.

Outdoor Seating:

- Outdoor seating should be comfortable, attractive, durable and easy to maintain.
- Appropriate locations for benches include major building entryways, passenger drop-off areas, transit stops, and within pedestrian courtyards, greens, plazas, and squares.
- Bench locations should receive direct sunlight and be sheltered from winds in the winter; and shaded in the summer.
- When seating is fixed to the ground, a variety of arrangements should be provided, both linear and grouped, accommodating two-to-six persons.

Planters and Waste Receptacles:

- Planters and waste receptacles should be coordinated with other site furnishings, and of materials and colors similar to those used for benches.

Tree Grates:

- Tree grates should be used to prevent excessive soil compaction and to add visual interest to the pavement.
- Tree grates should be fabricated of strong, non-rusting steel, capable of supporting maintenance vehicles.
- In some heavy use areas, tree guards may be appropriate added protection for young trees.

Trash Dumpsters:

- Trash dumpsters should be located near building service entrances, providing easy accessibility for trash trucks.
- Trash dumpsters should be located away from areas within the public view, such as building entrances, courtyards, plazas, and squares.
- Concrete pads that are minimally 8 feet wide should be provided to support trash dumpsters.
- Whenever feasible, trash dumpsters should be grouped in areas to be shared by multiple buildings and users.
- Trash dumpsters should be enclosed by decorative masonry screen-walls, accessed by solid metal gates.
- Recycling bins for paper, plastic, glass, etc., shall be provided within trash enclosures.

Bicycle Racks:

- Bicycle racks should be compatible with other site furnishings.
- Bicycle racks should be located in major activity areas within the Development that are adjacent to walkways and building entrances.

Optional Site Furnishings

Design Standard:

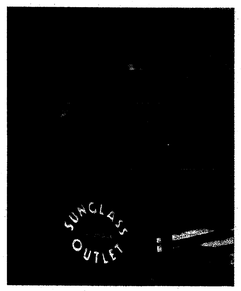
Commercial – Employment Sites

1. Site furnishings such as newspaper vending machines are not required in all public areas. However, it is important that an attractive and coordinated system of these amenities be provided.

Newspaper Vending Machines:

- Newspaper and other publication-vending machines in pedestal-mounted racks should be grouped, and sides and rears screened with hedges or walls.
- Vending machine locations should be near activity centers and in principal building entries.
- Pedestal or wall-mounted vending machines should not project into circulation spaces above 27" (above floor level). Projections above this height are a hazard to white cane users.

SIGNS THAT PROJECT FROM A BUILDING ARE FOR RETAIL USE ONLY



PROJECTING SIGNS MAY NOT EXCEED 4 SQUARE FEET IN AREA

Environmental Sensitivity Design Standards

Goals:

1. Promote a balance between economic vitality and environmental sensitivity.
2. Promote environmentally sensitive developments, which respect sensitive landforms, plant materials, and animal habitats.
3. Promote the conservation of significant natural resources.
4. Encourage the recycling of renewable resources.
5. Encourage forms of economic development and change that do not deplete or degrade the natural resources on which both present and future development growth depend. A central idea of sustainable development is that environmental conservation and management plans must explicitly reconcile present and future needs for resources to sustain economic welfare.

Sustainable Design

Design Standard:

General

1. Each development should view environmentally sensitive design challenges as opportunities to create lasting value and real beauty by respecting the natural environment and creatively responding to it, rather than opposing it. Towards that end, Preble Creek seeks to achieve ecological sensitivity through sustainable design and ongoing environmental programs and maintenance. The application of emerging eco-technologies and environmentally sensitive design will be an ongoing and evolving part of the development approval process within Preble Creek.

Environmentally Sensitive Development

Design Standard:

General

1. All development should be required to implement the Best Management Practice environmental techniques designed to preserve sensitive natural features and ecosystem.
2. Developers in Preble Creek should be expected to "take the lead" in implementing and managing sustainable design concepts. Many eco-development programs do not cost more and may even save money in the initial stages. Examples include a recycling program in coordination with ongoing City efforts, yard waste collection and composting for public reuse, and other applicable measures supporting natural resource preservation.

Sustainable Design Concepts

Design Standard:

General

1. To the extent possible and economically feasible each development should comply with the following sustainable design concepts:

- Sensitively integrate development into the indigenous landscape, minimizing disturbance to the site and responding to the unique natural patterns (e.g., topography, drainage, wildlife, and vegetation).
- Design buildings to respond to Colorado's unique climatic conditions, which include snow, wind, rain, and sun.
- Choose cost effective renewable resources to maximize durability and minimize waste.
- Encourage the safe disposal of toxic materials in accordance with government regulations.
- Employ all reasonable ecological equilibrium practices including soils, water, and energy conservation practices.
- Pursue natural bio-filtration systems in drainageways to purify runoff.
- Minimize toxic emissions and reduce automobile traffic thereby reducing air pollution.
- Pursue active and passive solar opportunities.
- Encourage the recycling and reuse of materials.

SUBMITTAL DATE:
May 7, 2002
REVISION DATE:
October 25, 2002
November 27, 2002

Pulte Homes
12303 Airport Way, Ste130
Broomfield, CO 80021
(303) 404-9605

DOWNING THORPE JAMES
ARCHITECTURE
PLANNING
LANDSCAPE ARCHITECTURE
ENGINEERING
1881 9th St., Ste. 103
Boulder, Colorado 80302
303-443-7533

Preble Creek

P.U.D PLAN AND PRELIMINARY PLAT - FIRST AMENDMENT

DESIGN STANDARDS

CITY AND COUNTY OF BROOMFIELD, COLORADO

Ecological Image and Perception

Each development parcel should attepmt to incorporate the native prairie character of the high plains by integrating new development into the indigenous landscape.

Design Standard:

- Enhance opportunities for positive interactions with wildlife by providing developments that are required to include facilities that enable interaction with the natural world. These interpretive facilities should be developed in relation to exemplary habitats in order to view, study, and enjoy wildlife and the habitat that sustains the them.
- Encourage the design of prairie style or green architecture that helps exhibit a sense of place and is designed to be appropriate to the environmental conditions of this region.
- Emphasize the sense of place by using native plants and materials at major entry points to the City and developments.

Landscape Mosaic

The most common consequences of development patterns and management practices are the fragmentation, disassembling, and isolation of habitats from each other and an interruption of the continuity of the network of corridors that connect them. Although a habitat may be perceived as intact on a fine scale, when viewed from a broader scale, the buildings, roads, and other structures that we construct inhibit how they function together. Therefore, to the maximum extent possible, each development should preserve, restore and enhance as much native short grass prairie and as many riparian and wetland areas at the periphery of and within the fabric of the mosaic of development as reasonably practical to ensure that habitat connectivity and network continuity is maintained.

Design Standard:

- Preserve and coordinate with other municipalities to preserve and maintain wildlife migration corridors, open space, recreational trails and wildlife habitat continuity through urbanizing areas.
- Encourage and incorporate into development covenants the use of vegetal barriers such as hedgerows that provide wildlife food and cover habitat, privacy for the homeowners, and facilitate the movement of wildlife.
- Encourage continuous pedestrian trails to be used as a network of alternative transportation that link all areas together.

Overall Pattern and Scale

The overall pattern of the Development should be formulated based on natural boundaries at a broad scale.

- Encourage development master plans to acknowledge major and minor watershed boundaries and patterns by using clustered buildings and locating roads in the upper most portions of the upland zone of the drainage basin.

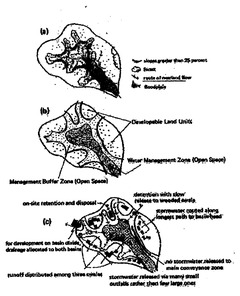
Landscape Corriders

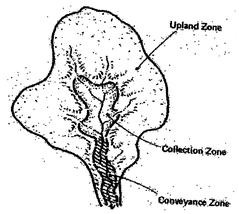
Whether for commerce, recreation, to obtain food, breed, or simply relocate, corridors are the linear portions of the landscape in which species and humans alike travel, transport and exchange goods and services. Corridors may function as free flowing conduits or as barriers and filters to movement. Where corridors connect they form networks in which different habitat areas or assemblages of species are linked and enabled to perform the necessary and basic functions of life. Different types of corridor structures have different values to those who use them. Roadways, railroads, power lines, canals, and trails facilitate human needs while stream and river corridors provide wildlife with links to areas that they need.

Each development should work to mutually combine the needs of wildlife and humans by ensuring that the movement of humans and wildlife, and the exchange of materials between the landscapes they inhabit be uninterrupted and free flowing within a network of continuous corridors, such as roads, trails, and underpasses.

Design Standard:

- Overland flow resulting from development in excess of what naturally infiltrates over the existing land cover should be retained, captured, and filtered prior to entering drainage corridors. Storm water mitigation strategies such as retention and detention wetland basins for storing and releasing water slowly, on-site disposal for groundwater infiltration using pervious paving materials, wetland swales, dry wells, and clustered development should be encouraged to assist in the reduction of urban run-off and the creation of additional habitat.
- Vegetation is the single most important control of soil erosion. Until the developer has revegetated a disturbed site, silt fencing and erosion control measures should be required.
- Repair eroded stream banks using "soft" or bioengineering techniques and prohibit the channelization of drainage ways.
- Encourage development of recreational trails along irrigation ditches and canals that contain less sensitive wildlife habitat, and along water and drainage ways to provide movement corridors through urban development areas and between habitat areas.
- Require that waterways be enhanced as riparian corridors and linked to habitat areas for wildlife and pedestrian use.
- Ensure that trail alignments close to streams, wetlands and critical habitat are avoided by locating them in the least sensitive area of the habitat. Provide access at select locations that will cause the least amount of disturbance of such areas to help facilitate environmental education.
- Encourage the enhancement of ditches or canals to create natural riparian and wetland habitat for wildlife and recreational use.
- Preserve natural flood plains as riparian and wetland buffers where such amenities support the project theme.
- Develop variable buffers based on habitat quality and reserve as open space.
- Establish a network of corridors that link ditches, perennial and intermittent riparian corridors through upland and lowland areas to provide habitat connectivity and allow for the movement of wildlife.
- Create wildlife underpasses such as large culverts or bridges or grade separation across major roadways and provide warnings and slow speed recommendations at other wildlife road crossings.
- Prohibit development except passive recreational use through all sensitive riparian and wetland areas.
- Prohibit or minimize street and road alignments on or through highly sensitive riparian and wetland area and follow recreational trail guidelines established herein.
- Encourage private preservation and enhancement of riparian and wetland areas
- Limit encroachment of adjacent residential development into riparian and wetland areas by creating buffer zones.
- Increase vegetation diversity within the buffer zones, and at the fringes of the wetlands and riparian corridors.





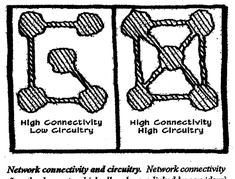
Habitat Homogeneity, Heterogeneity, and Areas

A varied mixture of turf, concrete and architecture characterizes a typical urban and suburban landscape. The richest and healthiest places for people and wildlife contain a variety of connected spaces, habitats, vegetation, and wildlife that evolve and mature over time. Whether as a remnant from an earlier habitat, or a prairie or wetland within a development, areas of habitat of similar type that appear as isolated islands scattered about the landscape serve as crucial environmental resources. They provide recreational, educational opportunities and if connected by movement corridors, serve to meet some of the critical life cycle needs of wildlife while increasing the aesthetic, economic and functional value of a community.

Each development should preserve, enhance, and link existing large areas of habitat, create and integrate large areas of supplemental habitat types into a development, and preserve and enhance existing land covers in developments that define their edge.

Design Standard:

- Require that newly created wetlands be interconnected with corridors for wildlife and pedestrian use where feasible and practical.
- In the remaining areas where "lawn" or irrigated turf is desired, allow small envelopes of turf to be planted around structures, but encourage the use of native sod forming short grass prairie species.
- Restore remnant prairie habitat reserved as open lands and repair any damaged areas or barren lands.
- Preserve and enhance existing and created wetlands through the use of Best Management Practices (BMP's).
- Preserve, create and integrate major prairie habitat areas within the Development and minor areas within each development to be used as recreational open space and wildlife habitat.
- Provide "stepping stone" habitat areas when fragmentation or dissection is unavoidable.



Network connectivity and circuitry. *Network connectivity (i.e., the degree to which all nodes are linked by corridors), combined with network circuitry (i.e., the degree to which loops or alternate routes are present), indicates how simple or complex a network is, and provides an overall index of the effectiveness of linkages for species movement.*

- Preservation of sensitive and critical habitat areas may be achieved through high-density development, siting architecture such, that optimum area shape, and size is achieved.

Edges

Due to the way natural plant communities succeed and change over time, the edges or transitional areas between areas of habitat evolve dynamically. Where one type of habitat shrinks another will expand. In a prairie landscape where people choose a more arboreal or tree-like environment, and where natural disturbances such as fire are prevented to naturally maintain the ebb and flow of habitat, the landscape must be managed to preserve the prairie and prevent its total conversion to a forested landscape.

In the planting and maintenance of urban forests, shrub lands and prairie, each development should attempt to preserve and maintain the overall area size and shape of prairie habitat, and maintain an edge structure and configuration that contains a continuum of age diverse and a species diverse plant community.

Design Standard:

- Create and manage vegetative edges with high vertical (differing age structure and species) to enrich edge animal species.
- Create and manage vegetative edges with high horizontal diversity that has unabrupt and convoluted configurations to facilitate species movement and enrich diversity.

Wildlife Conservation, Habitat Diversity, and Management

With the onset of major development and a typical shift in landscape management practices, habitat size declines, wildlife populations are forced out, and species and habitat diversity and composition are altered.

Each development should preserve the maximum size of habitat and maintain or increase species richness, composition and diversity similar to that which occupied the landscape prior to development and such that wildlife life requisites are satisfied.

Design Standard:

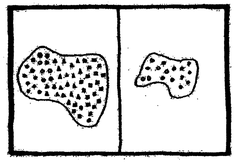
- Require the use of a diversity of native Front Range seed and fruit bearing vegetation throughout the Development to conserve water, create wildlife habitat and to reinforce a sense of place indigenous to the prairie environment.
- Preserve or relocate prairie dog colonies, but discourage their dispersal and the expansion of colony size by visual screening. Establish tall, dense grasses in or around colonies to discourage expansion by limiting areas containing unobstructed views that prairie dogs prefer.
- Preserve all mature trees and more dense vegetation where possible to provide for cover, roosting and nesting sites and replaces plant material in kind where removal is unavoidable.
- Encourage responsibility and accountability for the revegetation of disturbed sites with native vegetation for the benefit of wildlife, remove all existing exotic and invasive vegetation and guarantee post-project maintenance to ensure native plant community establishment.

Solar Radiation and Heat Sinks

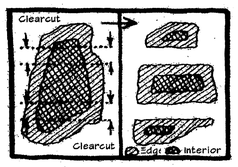
Solar radiation when combined with large expanses of pavement and absorptive structures create a heat sink in urbanized areas increasing the air temperature causing certain types of wildlife to be unable to survive and physical human discomfort. Additionally, heat sinks receiving rainfall that eventually reaches the riparian corridors are deleterious to aquatic life.

Design Standard:

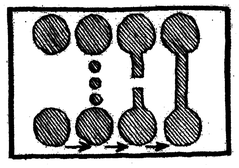
- Encourage developers and designers to specify paving and building material that reduce the heat sink effect and plant native trees in direct relationship to solar angles to reduce urban heat.



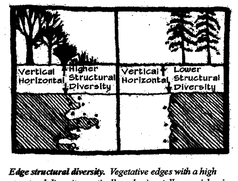
Habitat diversity. *A large area is likely to have some habitats present, and therefore contain a greater number of species than a small area.*



Loss of total versus interior habitat. *Fragmentation decreases the total amount of a particular habitat type, but proportionally causes a much greater loss of interior habitat.*



Stepping stone connectivity. *A row of stepping stones (small patches) is intermediate in connectivity between a corridor and no corridor, and hence intermediate in providing for movement of interior species between patches.*

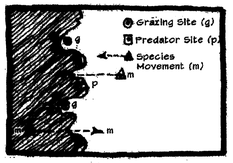


Edge structural diversity. *Vegetative edges with a high structural diversity, vertically or horizontally, are richer in edge animal species.*

Construction Criteria and Maintenance Standards

Goals:

1. Promote development, which is properly phased, timed, and coordinated to reduce construction related impacts.
2. Promote construction sites which are clean, tidy, and free from nuisances associated with construction activities, including noise, air, and water pollution.
3. Require developers to maintain construction sites and to mitigate disruptions of pedestrian, bicycle, and vehicle circulation patterns during construction.



Coves and lobes. *The presence of coves and lobes along an edge provides greater habitat diversity than along a straight edge, thereby encouraging higher species diversity.*

Construction Staging and Site Management

Design Standard:

1. Each developer shall be required to protect the public during all construction operations and to fully coordinate construction schedules with adjacent owners, developers, contractors, tenants, and users.
2. Each developer shall prepare and have available for review by the City an accurate and updated Construction Site Logistics Plan which addresses the following: (1) project schedule and timing; (2) siting of construction activity and location of staging areas; (3) erosion control measures; (4) construction access, servicing, and deliveries; and (5) construction parking controls, including mud control devices.
3. Each developer shall submit a Construction Site Logistics Plan, which addresses potential construction impacts related to disruption of pedestrian, bicycle, transit, and emergency vehicle circulation.

Temporary Structures/Facilities

Design Standard:

1. In addition to all regulatory requirements, each development phase within Preble Creek shall clearly demonstrate and receive City approvals for all temporary structures and facilities. The Construction Site Logistics Plan shall show all temporary structures, trailers, lighting, signage, utilities, and key security measures.

Pollution Controls

Design Standard:

1. The Construction Site Logistics Plan shall contain mitigation controls designed to address impacts related to a variety of potential pollution sources, including air, noise, emulsions, dust, siltation, debris, toxic chemicals, and all other forms of pollution.
2. Regular and periodic site clean-up's shall be required to minimize the potential impact of construction on adjacent property, including visual nuisances.

SUBMITTAL DATE:
May 7, 2002
REVISION DATE:
October 25, 2002
November 27, 2002

Pulte Homes
12303 Airport Way, Ste130
Broomfield, CO 80021
(303) 404-9805

DOWNING THORPE JAMES
ARCHITECTURE
PLANNING
LANDSCAPE ARCHITECTURE
ENGINEERING
1861 9th St., Ste. 103
Boulder, Colorado 80302
303-443-7533