DENVER DESIGN DISTRICT GENERAL DEVELOPMENT PLAN
LOCATED IN NORTHWEST 1/4 OF SECTION 15, TOWNSHIP 4 SOUTH, RANGE 86 WEST OF THE SIXTH PRINCIPAL MERIDIAN
CITY AND COUNTY OF DENVER, STATE OF COLORADO
AT BROADWAY AND I-25

GENERAL NOTES
1. SITE IS ZONED B-4 and I-1. See Sheet 5.
2. VESTED PROPERTY RIGHTS

Satisfaction of the Denver Revised Municipal Code rules on Denver
An approved GPD shall continue to be the specific development plan which triggers a revised property right pursuant to CRS 24-36-1707. Such property right
shall have been vested and recorded on or before the expiration of 15 years. The applicable vesting rights are defined pursuant to the level of detail
approved in the general development plan. The external review, vested rights to be noted that the GPD specifically includes development program
requirements and property rights and those sidelines are specifically approved. The reviewed GPD is binding upon the applicant, their successors and
assigns, and the City of Denver.

A. Sheet 5
1. Building Height
2. Minimum building height as shown in clue height map and building height table.

B. Sheet 6
1. Lot Size

C. Sheet 7
1. Commercial, Residential, Retail, Utility, Center, and Exposition will be conveyed to the City for public light-use.

D. Sheet 8
1. Open Space Map
2. Appropriated Open Space Types
3. Open Space Summary
4. Minimum Open Space Sizes

3. GDP AMENDMENTS

The determination of the zoning administrator under Section 59-214(c) of the Denver Revised Municipal Code of the City and
County of Denver as to whether a proposed amendment to the GDP is a major or minor amendment shall be based on
whether set forth in Section 59-214 and the notes below.

A. This GDP is a framework plan only and except as expressly provided herein does not specifically allocate building height,
size of units, open space or density of the development. Changes to these forms initiated by an owner/developer at any time will
not require any amendment, minor or major, to this GDP.

B. This GDP does not specifically design street widths or locations. Changes to these forms will not require any amendment,
minor or major, to this GDP.

APPROXIMATE PROJECT STATISTICS:

<table>
<thead>
<tr>
<th>Description</th>
<th>Square Footage</th>
<th>Acres</th>
</tr>
</thead>
<tbody>
<tr>
<td>Total GPD Gross Area</td>
<td>1,492,570 SQFT</td>
<td>0.18 AC</td>
</tr>
<tr>
<td>Estimated ROW Deductions</td>
<td>534,460 SQFT</td>
<td>0.12 AC</td>
</tr>
<tr>
<td>Existing Public Service Substation</td>
<td>87,990</td>
<td>0.02 AC</td>
</tr>
<tr>
<td>Total GPD Net Area</td>
<td>2,851,170 SQFT</td>
<td>0.55 AC</td>
</tr>
<tr>
<td>NET GDP TRANSIT MIXED-USE AREA</td>
<td>1,471,140 SQFT</td>
<td>0.34 AC</td>
</tr>
<tr>
<td>OPEN SPACE (Excludes)</td>
<td></td>
<td></td>
</tr>
<tr>
<td>AGGREGATED OPEN SPACE</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Percent of Net GDP Transit Mixed-Use Area (12%)</td>
<td>242,350 SQFT</td>
<td>0.06 AC</td>
</tr>
<tr>
<td>Percent of Net GDP Transit Mixed-Use Area (12%)</td>
<td>18,260 SQFT</td>
<td>0.004 AC</td>
</tr>
<tr>
<td>Percent of Net GDP Transit Mixed-Use Area (12%)</td>
<td>17,990 SQFT</td>
<td>0.004 AC</td>
</tr>
<tr>
<td>TOTAL OPEN SPACE + STREETSCAPES</td>
<td>277,900 SQFT</td>
<td>0.06 AC</td>
</tr>
<tr>
<td>TOTAL PROPOSED DEVELOPMENT (Estimated)</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Commercial (including office, retail, and hotel)</td>
<td>3,185,495 SF</td>
<td>0.19 AC</td>
</tr>
<tr>
<td>Residential Units</td>
<td>4,526,265 SF</td>
<td>0.28 AC</td>
</tr>
<tr>
<td>Educational</td>
<td>2,008,101 SF</td>
<td>0.12 AC</td>
</tr>
<tr>
<td>Estimated Industrial</td>
<td>100,141 SF</td>
<td>0.006 AC</td>
</tr>
<tr>
<td>ESTIMATED DENSITY (FAI)</td>
<td>3.5</td>
<td>0.003 FAI</td>
</tr>
</tbody>
</table>

ESTIMATED DENSITY (Dwelling Units per Acre)
42 - 65 Total Units per Net GDP Acres
(Average across entire GDP Area)

GENERAL NOTES
02 OF 13
DENVER DESIGN DISTRICT GDP
DENVER DESIGN DISTRICT GENERAL DEVELOPMENT PLAN
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LEGEND
- GDP BOUNDARY
- OWNERSHIP BOUNDARY
- PROPOSED CURB
- PROPOSED PRIVATE ACCESS ROAD
- LIGHT RAIL STATION
- BUILDING HEIGHT AREA BOUNDARIES
- PROPOSED TRANSIT MIXED-USE DISTRICT
- PROPOSED MAIN STREET DISTRICT

NOTES:
1. ROADWAY LOCATIONS AND WIDTHS SHOWN ARE ILLUSTRATIVE IN NATURE AND DO NOT REPRESENT FINAL ALILOCATIONS OR WIDTHS.
2. MAXIMUM BUILDING HEIGHTS SHALL BE GOVERNED BY ZONING. SPECIFICALLY, THE VERTICAL MAXIMUM BUILDING HEIGHTS OF THE AREAS DESIGNATED AS "BUILDING HEIGHT AREA 4" SHALL BE CONTROLLED BY THE ACTUAL NUMBER OF STORIES WITHIN THE MAXIMUM HEIGHT MAY VARY DEPENDING ON USE AND CONSTRUCTION TECHNOLOGY.
3. NO BUILDING MAY ENCLOSE IN TO THE WASHINGTON PARK VIEW PLANE.

BUILDING HEIGHTS:

<table>
<thead>
<tr>
<th>BUILDING HEIGHT AREA</th>
<th>APPROX. BUILDING HEIGHT (MINIMUM - MAXIMUM)</th>
</tr>
</thead>
<tbody>
<tr>
<td>1</td>
<td>2-4 STORES</td>
</tr>
<tr>
<td>2</td>
<td>2-6 STORES</td>
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<tr>
<td>3</td>
<td>2-5 STORES</td>
</tr>
<tr>
<td>4</td>
<td>3-14 STORES</td>
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</table>

ZONING CONCEPTS:
- General Concepts: The Denver Design District GDP is intended to facilitate or encourage commercial development for a pedestrian-friendly, mixed-use, and transit-oriented development block as a catalyst for the City of Denver and the surrounding neighborhoods. The design of the GDP area should support these goals through the provision of high-quality mixed-use development that integrates well with the surrounding area.
  1. Transit-Oriented Development: Zoning for the area should encourage a balanced development pattern such as pedestrian, walkable, and transit-oriented development, providing a range of housing options, and promoting a walkable community that supports pedestrian activity.
  2. Mixed-Use Development: Zoning for the area should reinforce the presence of open space, including commercial and residential development, and provide a range of housing options, including development that integrates well with the surrounding area. The GDP area should encourage mixed-use development, preserving a broad range of transportation and development opportunities.

BUILDING HEIGHTS:
- General Concepts: The building height concept supports the goal of creating a vibrant urban environment through the application of the following principles:
  1. Zoning: Designed to establish high-density residential, including for families and families of similar residents and the transformation of Broadway and Lincoln Street, and improve the context.
  2. Building heights: To be varied depending on use and context, such as Broadway and Lincoln Street, and to create appropriate transition to the surrounding area.
  3. Building heights: To be varied depending on the character of the adjacent neighborhood along Broadway and Lincoln Street through a series of height zones that drop down along the perimeter of the site while establishing a presence in prominent expositions and views.

Washington Park View Plane: The analysis of the site's visibility to a designated view plane located near the south face of Washington Park. Height limitations outside the area range from 100' to 185' from the reference point located near the south face of Washington Park. Height limitations outside the area range from 100' to 185' from the reference point located near the south face of Washington Park.
VEHICULAR CIRCULATION CONCEPTS:

- The Denver Design District GDP is comprised of a network of internal streets that will improve connectivity, enhance the City's grid system, and provide an urban, pedestrian-friendly environment. The site plan approval process will define the local street network and intersections with these providers in 1999.

Proposed Vehicular Circulations:

- Regional vehicular access to the site will be provided by I-25 via Broadway.
- Primary vehicular access points into the site will occur at intersections along Broadway and Alameda. Proposed access points will occur at or close to existing access points (see Sheet 5, Elevation Conditions).
- Within the GDP Area, Arapahoe Street is proposed to become a collector street. It will provide a through connection between the new Denver Design District GDP area and the Cheesman Boulevard/Alameda south of the GDP Area via the intersection at the southern end of that site that connects to Arapahoe Street.
- The proposed traffic signal and pedestrian crosswalk at Cheesman Ave. and Broadway will be executed by the TSB and only added under conditions that pedestrian and/or traffic signal warrants are satisfied and when approved by a TSC.
- Cheesman, Broadway, Debora, Virginia, Center and Exposition will be converted to the City for public right-of-way. In conjunction with site plan approval, the remaining streets will be to the GDP area either be converted to the City for public right-of-way or be owned and maintained by the Applicant or its successors or assigns. Any land to be converted to the City will be conveyed to the Denver Design District GDP, or to the City in accordance with the developer's right to file a request to the City to convey the land to the City. Contact the Department of Environmental Services for additional information.

- On-street circulation within the Denver Design District GDP Area will consist of a network of internal streets that enhance Denver's grid system and link to existing networks. No private two-way access road exist in the vicinity of the GDP area.
- Typically, intersections will consist of 90 degrees (plus or minus 15 degrees) and be designed for at least 30 ft or back of the bumper of the intersecting streets. Sightlines will typically be extended for at least 30 ft from the back of the truck. Final intersection design will be determined at the time of site plan review.
- The proposed private service roads is intended to provide multi-modal pedestrian circulation, as well as vehicular access to properties.
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The proposed transportation improvements include consolidation of the City's South Broadway NEPA agreement as it pertains to the GDP Area.
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PEDESTRIAN AND BICYCLE CIRCULATION CONCEPTS:

Overall, the Denver Design District GDP proposes to create a network of orientational streets that will improve connectivity, enhance the City and County, and provide an urban, pedestrian-friendly environment. The site plan approved process will further delineate the local street network and intersections with these priorities in mind.

Pedestrian:

- All internal streets will have sidewalks on both sides of the street to encourage pedestrian connectivity.
- Primary pedestrian access points are along Broadway, Alameda, and the proposed Pedestrian/Bicycle trail along the western edge of the site.
- The intersection of Colfax and Broadway is intended to be a primary pedestrian gateway into the site. It will provide a pedestrian-friendly connection to the Alameda Light rail station, the proposed Mercato, and the proposed Alameda to Broadway pedestrian/bicycle trail at the western edge of the site.
- A potential pedestrian bridge connecting the site to the west across the CMA has been proposed by others. The Denver Design District GDP supports this connection.

Bicycles:

- All streets in the Denver Design District GDP Area shall support a variety of transportation options, including bicycle connections.
- The Denver Design District GDP Area will accommodate bike traffic within the potential internal street system through shared travel lanes or, wherever appropriate, bike lanes. The GDP street network will also support bicycle connections between the larger community and the Alameda Light rail station.
- The existing D-10 designated bike route that runs through the site will remain. For those streets that will accommodate bike routes, painted "sharrows" are recommended in order to promote bicycle safety.
- The Alameda to Broadway pedestrian/bicycle trail is proposed to follow the light rail tracks along the western edge of the site. To the north, a proposed future connection would link to the existing 5th Ave./9th Ave./28th Ave. bike routes. For users, it will connect to the proposed Gates Redevelopment and pedestrian bridges that span the Consolidated Black Line (CMA) to link to the South Platte River Trail.

LEGEND

- GDP BOUNDARY
- OWNERSHIP BOUNDARY
- PROPOSED BICYCLE ROUTE
- PROPOSED PRIMARY PEDESTRIAN WALKWAY
- PROPOSED MULTI-USE TRAIL
- FUTURE MULTI-USE TRAIL CONNECTION
- POSSIBLE BUS ROUTING
- PROPOSED CURB
- PROPOSED PRIVATE ACCESS ROAD
- LIGHT RAIL STATION
- PROPOSED AGGREGATED OPEN SPACE
- PROPOSED SUPPORTING OPEN SPACE

NOTES:

1. ROADWAY LOCATIONS AND WIDTHS SHOWN ARE ILLUSTRATIVE IN NATURE AND DO NOT REPRESENT FINAL ALIGNMENTS OR WIDTHS.
2. POTENTIAL PEDESTRIAN BRIDGE TO BE FUNDED BY OTHERS.
3. POTENTIAL PEDESTRIAN CONNECTION TO ALAMEDA LIGHT RAIL STATION.
4. ENHANCED PEDESTRIAN CROSSING DETAILS TO BE DETERMINED AT SITE PLAN STAGES.
5. ALL ROADWAYS WILL CONTAIN SIDEWALKS ON BOTH SIDES FOR PEDESTRIAN/BICYCLE CIRCULATION ROUTES NOTED AS PRIMARY PEDESTRIAN WALKWAYS INDICATE ROADWAYS INTENDED TO SERVE AS PRIMARY PEDESTRIAN ROUTES.
6. EXISTING DESIGNATED BIKE ROUTE D-10 IS PROPOSED TO CHANGE ROUTE SLIGHTLY TO FOLLOW PROPOSED STREETS.

TRANSIT/PEDESTRIAN/BICYCLE CIRCULATION
NOTES

1. The Water Quality Facility locations shown are schematic only and may change at the time of final development.
2. The Storm Sewer shown is a preliminary layout. Exact and exact locations will be determined at the time of final development.
3. Final Design of the Storm Sewer System will be in compliance with the City and County of Denver Standards and Specifications and Urban Drainage and Flood Control District Criteria.
4. No individual Site Plans within the GDP Boundary will be approved without adequate water quality treatment provided within the development site.
5. All water quality features must be located outside of the Public Right-of-Way.
6. All buildings must be adequately protected above the 100-year water surface elevation determined at the time of final development.
7. Proposed 1% YDF RCCB leaks for offsite runoff collection shall be presented to Capital Improvement Plan Group for potential cost sharing.
NOTES:
1. Proposed sanitary sewers shown are preliminary.
2. Locations and sizes of sanitary sewers will be determined at the time of final development.
3. All proposed on-site sanitary sewers shown will be public.
4. The City and County of Denver will coordinate with Metro-Wastewater Reclamation District (MWRD) regarding wastewater discharge from the site to the MWRD Sewer located on the southwest side of the site.
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NOTES:
1. Proposed water mains shown are preliminary.
2. Locations and sizes of water mains will be determined at the time of final development.
3. Water Main design and location will be approved through the Denver water department.
4. All proposed water mains shown will be public.
5. This development will be served by a public water system, owned, operated, and maintained by Denver Water.
6. The existing and proposed water mains will provide fire flows needed for the development. Fire flows for the site will be verified at the time of final development.
7. The water plans for this project must be submitted to Denver Water for review and approval separate of the GSP process.
8. Back flow prevention devices must be installed on all metered connections and fire lines.
9. Water plans will be approved by separate documents at the time of final development.

1 INCH = 200'

LEGEND:
EXISTING WATER MAIN
12" PROPOSED 12" WATER MAIN
X JUNCTION NODE #60

PROPOSED WATER MAIN LAYOUT