DENVER UNION STATION TRANSIT DISTRICT GDP
DENVER UNION STATION TRANSIT DISTRICT GENERAL DEVELOPMENT PLAN, PROJECT 2008-0023, AT 1701 WYNKOOP STREET
LOCATED IN A PORTION OF THE SE QUARTER OF SECTION 29, THE NE QUARTER OF SECTION 33, AND THE SW QUARTER OF SECTION 27, TOWNSHIP 3 SOUTH, RANGE 68 WEST OF THE 6TH P.M.
CITY AND COUNTY OF DENVER, STATE OF COLORADO

LAND USE CONCEPTS: PRIMARY GDP AREA

General Concepts - The purpose of the Denver Union Station GDP is to establish Denver Union Station as a regional transit-oriented development hub and provide new gateway public space for the citizens of Denver. The GDP area is intended to provide a variety of land uses, including retail, residential, commercial, and public space opportunities. The GDP area is designed to accommodate a mix of land uses and provide a variety of transportation options.

Parking Policies - In the event that parking demand grows, the GDP area will be designed to accommodate future parking needs. Additional parking will be provided in a manner that does not conflict with the overall development plan. Parking structures will be designed to accommodate future growth.

Public Open Space - In the event that public open space needs grow, additional open space will be provided. The GDP area will be designed to accommodate future open space needs.

Open Space Guidelines - The GDP area is designed to accommodate additional open space needs. The GDP area will be designed to accommodate future open space needs.

Note: The proposed land uses are subject to the GDP Development Plan and may be subject to change.

PRELIMINARY LAND USE BREAKDOWN

<table>
<thead>
<tr>
<th>DEVELOPMENT AREA</th>
<th>PROPOSED SF</th>
<th>RANGE OF LAND USE (SF)</th>
<th>PROPOSED BLDG. HEIGHT*</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>RETAIL/RETAIL OFFICE**</td>
<td>RESIDENTIAL</td>
<td>PARKING</td>
</tr>
<tr>
<td>A-BLOCK</td>
<td>172,008</td>
<td>300,000</td>
<td>150,000</td>
</tr>
<tr>
<td>B-BLOCK</td>
<td>587,008</td>
<td>370,000</td>
<td>130,000</td>
</tr>
<tr>
<td>G-BLOCK</td>
<td>136,000</td>
<td>75,000</td>
<td>60,000</td>
</tr>
<tr>
<td>SOUTH WING</td>
<td>136,000</td>
<td>75,000</td>
<td>60,000</td>
</tr>
<tr>
<td>NORTH WING</td>
<td>143,000</td>
<td>75,000</td>
<td>60,000</td>
</tr>
<tr>
<td>TRiANGLE</td>
<td>279,008</td>
<td>280,000</td>
<td>0</td>
</tr>
<tr>
<td>G-BLOCK</td>
<td>243,000</td>
<td>8</td>
<td>0</td>
</tr>
<tr>
<td>EXISTING DEVELOPMENT</td>
<td>49,112</td>
<td>-</td>
<td>-</td>
</tr>
<tr>
<td>OPEN SPACE</td>
<td>114,800</td>
<td>-</td>
<td>-</td>
</tr>
<tr>
<td>TOTAL</td>
<td>2,193,800</td>
<td>1,917,800</td>
<td>300,000</td>
</tr>
</tbody>
</table>

* The GDP area is designed to accommodate future parking needs.
** The GDP area is designed to accommodate future retail needs.

DEVELOPMENT CONCEPTS: PRIMARY GDP AREA

Legend:
- DEVELOPMENT FOOTPRINT
- DECK OVER CRT
- PRIMARY GDP BOUNDARY
CIRCULATION CONCEPTS: PUBLIC TRANSIT

The multimodal plan will blend many different transportation modes in one area with a focus on public transit and pedestrian access. The transportation modes that will be accommodated within the Denver Union Station Transit District (TDP) include the following public transportation options:

1. Passenger Rail: The Denver Union Station provides a regional rail transportation hub with service to and from various destinations throughout Colorado and the United States.

2. Commuter Rail: The Denver Union Station provides service to various commuter rail lines, allowing passengers to travel to and from urban centers and suburban areas.

3. Bus: The Denver Union Station provides a comprehensive bus network with service to various destinations throughout the city and the surrounding region.

4. Bike Sharing: The Denver Union Station provides bike sharing services, allowing passengers to rent and return bikes to various locations throughout the city.

5. Pedestrian Access: The Denver Union Station is designed to provide easy pedestrian access to various destinations within the city, including public transportation hubs and commercial areas.

The Denver Union Station Transit District (TDP) will provide a comprehensive transportation network that will accommodate the needs of passengers, including regional rail, commuter rail, bus, bike sharing, and pedestrian access. The TDP will provide easy access to various destinations within the city, including public transportation hubs and commercial areas, and will provide a level of service similar to the 9th Street Mall Transit Corridor.

VEHICULAR CIRCULATION

Legend:
- Regional Buses
- Downtown Circulator
- Mall Shuttle
- Existing Local Bus Route
- Stop

VEHICULAR CIRCULATION: PUBLIC TRANSIT

DENVER UNION STATION TRANSIT DISTRICT GENERAL DEVELOPMENT PLAN, PROJECT 2009-07-03, AT 1701 WYNOOP STREET
LOCATED IN A PORTION OF THE SE QUARTER OF SECT. 33, AND THE SW QUARTER OF SECT. 27, TOWNSHIP 3 SOUTH, RANGE 68 WEST OF THE 4TH P.M.
CITY AND COUNTY OF DENVER, STATE OF COLORADO

STREET CLASSIFICATION:

<table>
<thead>
<tr>
<th>STREET</th>
<th>FUNCTIONAL CLASSIFICATION</th>
<th>STREET TYPE</th>
<th>OTHER CLASSIFICATION</th>
<th>PREFERRED P.O.D. VIEW</th>
</tr>
</thead>
<tbody>
<tr>
<td>Alaska Street</td>
<td>Commercial</td>
<td>Typical</td>
<td></td>
<td>05 - Existing</td>
</tr>
<tr>
<td>Vineyard Street</td>
<td>Local</td>
<td>Typical</td>
<td></td>
<td>05 - Existing</td>
</tr>
<tr>
<td>15th Street</td>
<td>Local</td>
<td>Typical</td>
<td></td>
<td>05 - Existing</td>
</tr>
<tr>
<td>17th Street</td>
<td>Local</td>
<td>Typical</td>
<td></td>
<td>05 - Existing</td>
</tr>
</tbody>
</table>

The Denver Union Station Transit District (TDP) will provide easy pedestrian access to various destinations within the city, including public transportation hubs and commercial areas, and will provide a level of service similar to the 9th Street Mall Transit Corridor.
A. 17TH STREET RIGHT OF WAY
scale 1/16" = 1'

B. 16TH STREET RIGHT OF WAY
scale 1/16" = 1'

C. 16TH STREET RIGHT OF WAY
scale 1/16" = 1'

D. 16TH STREET SHUTTLE ROW AT LIGHT RAIL TERMINAL
scale 1/16" = 1'

NOTE:
The intent of the R.O.W. cross sections is to show the general location for sidewalks, travel lanes, parking etc., as the exact dimension will be determined as part of the Denver Union Station Redevelopment project review.
DENVER UNION STATION TRANSIT DISTRICT GDP
DENVER UNION STATION TRANSIT DISTRICT GENERAL DEVELOPMENT PLAN, PROJECT 2006-00020, AT 17TH WYNKOOP STREET
LOCATED IN A PORTION OF THE NE QUARTER OF SECTION 28, THE NE QUARTER OF SECTION 33, AND THE NW QUARTER OF SECTION 27, TOWNSHIP 3 SOUTH, RANGE 101 WEST OF THE 6TH PM
CITY AND COUNTY OF DENVER, STATE OF COLORADO

E. WEWATTA STREET RIGHT OF WAY
scale 1/16" = 1'

F. 18TH STREET RIGHT OF WAY
scale 1/16" = 1'

G. CHESTNUT PLACE RIGHT OF WAY
scale 1/16" = 1'

NOTE:
The intent of the R.O.W. cross sections is to show the general location for sidewalks, travel lanes, parking, etc., as the exact dimension will be determined as part of the Denver Union Station Redevelopment project review.
NOTE:
1. There is existing or proposed water quality capture volume (WQCV) storage facility planned for the CPV portion of the GDP. However, there will be permanent water quality facilities planned on the Wynkoop Street side of the DUS GDP. The proposed sizes or volumes will be determined later in the project schedule.

2. Areas within the CPV will be allowed to see water quality inlets (also "Koyna Flashes") - CPV inlets are set for the Common standards. CPV Flushing will be set for the Common standards. Certification and water quality design will be in accordance with UDP/CP Vol. 3.

3. Final design and construction of the stormwater facilities will be in compliance with the City and County of Denver standards and specifications and urban drainage and flood control district criteria.