



ACCESSIBILITY LEGEND

- Interstate Highway
- Proposed Freeway Ramps
- Fixed Path Transit (Future)
- Transit Station and Circulator Bus Service (Future)
- Median Access
- Primary Bike Routes
- Hiker/Biker Greenway
- Bus Service "Pulse Point" Shelter
- Bus Shelter
- Traffic Signal (Existing)
- Traffic Signal (Future)

Accessibility Notes:

1. Due to area encompassed by "Superblocks" parcelization within these areas will require provisions for internal street access which accommodates parcelization within the balance of the block. Such streets must serve multiple parcels; must connect to perimeter arterials at access points (generally pre-established full turn movements); and must meet local public agency standards. (See blocks F and I for examples of this).
2. All streets including internal streets referenced above, must have sidewalks on both sides.
3. Both recreational and commuter bike accessibility to and within DTC will be encouraged. Primary bike routes along designated streets may be either on-street or off-street dependent upon allowable conditions. An interconnected system of off-street pedestrian/Bike trails will be developed within and among appropriate superblocks. These may be designated adjacent to internal streets or major drainageways (see blocks J and G for example). Land use and parcel configuration within each superblock will be reviewed at the time of development for accommodation of such facilities.
4. Express commuter and all day bus service is provided to DTC, and these services will be expanded with development. A circulator "shuttle Bus" service will ultimately be provided within DTC, accessing the proposed fixed transit stations as well as other major activity locations such as the proposed regional mall. Provisions for bus stop/shelter facilities may be required as a condition of parcel development.
5. Where intensity of land uses attendant to a parcel development necessitate signalization, and where streets referenced in item 1 above connect to perimeter arterials, provision of such signalization must be addressed as a part of the site review process.
6. All site access must be defined consistent with the existing median configurations and pre-defined access points.
7. Each proposed development will be reviewed for potential need of single occupancy vehicle demand mitigation. Preferential parking for carpools/vanpools or similar measures may be required as a condition of development.



Denver Technological Center

Adopted by the Architectural Control Committee
As part of the Masterplan